

**TRACTOR
MART**

100s OF FREE CLASSIFIED MACHINERY ADS!

October 2022

Tractor & MACHINERY



7610 JOINS FLEET

HARVEST

HIGHLIGHTS

**Classic cutting
crews in action!**

**MF's
SCOTTISH
COMBINE
FACTORY**



STOCKMAN SPECIAL

Case IH's budget-spec offering

PLUS...

**Workshop: 12-page
practical section**

**Little Leyland lives on!
255 is back to its best**



**Delightful Deeres
Original 1120 & 1130 impress**



**What might have been
Story of the mighty Northrop**



£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

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.

K KELSEY media

www.kelsey.co.uk



This could be a scene from the 1970s,
but the photo was taken this year!
Photo: Darren Houston.

Welcome!

must start by echoing the sentiments of so many others on what is a poignant moment in the history of the United Kingdom. All at *T&M* are deeply saddened by the passing of Her Majesty Queen Elizabeth II, on 8 September, at the age of 96.

She had a selfless devotion to both her country and the wider Commonwealth, as well as having a kind heart and great sense of humour. She will be sadly missed by people around the globe and we send our condolences to the Royal Family at this difficult time.

Moving on to this year's harvest now, which was wrapped up in the UK in a fraction of the usual time. I'm sure that most of you will agree that there have been few that have been completed so quickly.

It's always the case that crops need to be gathered swiftly and efficiently but, in the main, the pressure was off this year and this provided those with classic combines that have been retired from active service with an opportunity to extract them from their slumber and 'have a play'.

Those still using classics as front-line machines didn't have to push them quite as hard this season either and I would like

to thank the *T&M* readers and social media followers that got in touch to share photos and information on their combines.

Our gallery makes for interesting viewing, as it's surprising what is still earning its keep on farms across the UK – as well as in Europe and Australia.

Elsewhere in *T&M* October, Robert Chisholm's stunning Leyland 255 captured my imagination, as it's not a model that you see restored regularly, but if I had to pick my favourite tractor from this issue I'd be hard pushed to choose between the Butler family's John Deere 1120 and 1130.

If I'm completely honest, one of the regrets I have is not buying a JD 1130 when I had the opportunity around 15 years ago. It was rough, and fixated with what it was going to cost to get it to a reasonable standard forced me to make a low offer.

Needless to say, it wasn't accepted and in hindsight I should have offered more!

Until the next issue, all the best.

Scott Lambert

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



Main cover image:

Leslie Houston's 1975 Claas Senator in Co. Antrim.

Photo: Darren Houston.

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

Give the gift of Tractor & Machinery this Christmas.
Visit: shop.kelsey.co.uk/xmas22tmg

October 2022 TRACTOR & MACHINERY 3

Contents

October 2022: Volume 28 Issue 12

21



FEATURES

ON THE COVER

10 THE NORTHPROP PROJECT

Jonathan Whitlam wonders what might have been as he looks back at the history of Northrop tractors.

18 BIG DEERE

The story of a tractor that replaced five others on a farm in Somerset and what is believed to be the first of its type in the county.

ON THE COVER

21 MAGNIFICENT MIDDLEWEIGHT

Robert Chisholm is a Nuffield and Leyland enthusiast that was looking for a project to accompany his three-cylinder tractors. He talks to the editor.

26 STOCKMAN SPECIAL

No frills, no options and no budging on the price! Case IH's limited edition models were the answer to those looking for a simple tractor.

ON THE COVER

31 HARVEST HEROES!

Classic combines at work, courtesy of T&M readers and social media followers.

38 SCOTLAND'S FINEST

Massey Ferguson's Kilmarnock plant turned out some of the best-loved combines ever produced. Here's a glimpse inside one of the most prolific factories in Europe.

40 COUNTDOWN IS ON!

The Newark Vintage Tractor & Heritage Show is weeks away. Here's what you can see.

ON THE COVER

45 CLASSIC MAKES THE CUT

A 600-acre farm in the Cambridgeshire fens has added a Ford 7610 Force II to its fleet. Scott Lambert finds out why a tractor from the 1980s is held in such high regard.

ON THE COVER

53 TWO OF A KIND

For those of you desperate to know the answer to a question that we posed on social media at the end of August, here it is!

REGULARS

6 NEWS

Our opportunity to bring you some of what's happening in the world of vintage, classic and modern machinery.

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



16 SUBSCRIBE

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

28 INBOX

Your correspondence for us and others to enjoy.

30 REVIEWS

The final DVD in a series dedicated to modern classics.

42 MODEL CORNER

More new 1:32 releases from Universal Hobbies.

50 JUNIOR

Artwork from *Tractor & Machinery*'s loyal band of younger readers.

58 OUT & ABOUT

Events from across the United Kingdom for you to savour.

79 TRACTOR MART

Auction reports and previews, as well as hundreds of classified machinery ads for you to peruse.

121 NEXT ISSUE

Here's a small selection of what you can expect to find in the November 2022 issue of *Tractor & Machinery*, on sale Friday 21 October.

122 LAST WORD

Peter Love's entertaining musings on the world of vintage and classic vehicle preservation.

WORKSHOP

65 STEERING THRUST BEARINGS

A hard-to-steer MF 135 is overhauled.

68 780 RESCUE

The little DB's rear wheels and bonnet get their turn.

72 NEW PRODUCTS

More for your tractor and the workshop.

74 EXPERTS' ADVICE

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

76 FORDSON E27N REVISITED

A simple job requires some machining to achieve a satisfactory outcome.

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

WIN an MF 35!

For your chance to win a Massey Ferguson 35, or one of four other workshop-related prizes, please visit: shop.kelsey.co.uk/raffle

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

Good luck!



WIN

Tractors are trumps

The County of Salop Steam Engine Society (COSSES) August bank holiday rally was back on track again after a two-year absence due to Covid-19, writes Bob Weir.

Held over the weekend of 28-29 August, the show committee went into overdrive to ensure the rally exceeded expectations. The event took place over 45 acres of parkland, with six acres of trade stands. More than 100 tractors graced the occasion, and there was a working field in operation.

The Vintage Tractor Pulling kicked off at noon, with the 'Challenger' sledge ready to take on all comers. A dozen working horses also attracted a knowledgeable crowd.



S Stephenson's DB 990 Selectamatic.

North Coast 500 tractor trio

After much deliberation, a delay due to Covid-19 and months of planning, David Shaw, Euan Weir and Lex Craig decided they would take on the challenge of travelling the North Coast 500 on their vintage tractors (no cabs allowed) in memory of friend and fellow tractor enthusiast Jim Muir Nisbet, writes Lynne MacMillan. All the money raised will be in aid of Diabetes UK.

They planned that it would take around 10 days, averaging about 50 miles per day, and with this target the team left Ayrshire at 7am on Wednesday 27 July heading for Fortrose, where the journey would commence. David and his Ford 5000 pulled the sponsor trailer filled with fuel, spares and supplies, with Euan and his Roadless Ploughmaster 75 pulling the team caravan and Lex on his Massey Ferguson 135 Multi-Power.

The first stop was Golspie, then on day two they travelled to Wick and on to Thurso, via John O'Groats, on day three. Days four and five saw them hit

Tongue and Scourie, before the rain arrived on day six. Despite this they made it to Ullapool and on to Poolewe on day seven.

Day eight was the journey to Applecross in yet more rain – although the sun came out when they arrived at the campsite! On day nine they headed along the Applecross Pass, over Bealach na Ba and on to Contin, where they would spend their final night.

They arrived on day 10, as planned, and a big thank you goes to everyone that has already donated and the companies that sponsored the trailer. All of the donations have been gratefully received by the three men and they would like to thank every business/person who has helped them along the way, whether it be places they stopped overnight, the cafes/restaurants they ate at and the tourists along the route.

More than £5,000 has already been raised for Diabetes UK, but the JustGiving page is still active and can be found at: [justgiving.com/fundraising/nc500tractortrio](https://www.justgiving.com/fundraising/nc500tractortrio)



Left to right: Euan Weir, Lex Craig and David Shaw at John O'Groats.

Ben Burgess to acquire J W Doubleday

LONG-STANDING JOHN DEERE DEALER J W DOUBLEDAY is to be sold to Ben Burgess, in line with the manufacturer's Dealer of Tomorrow strategy.

Doubleday has sold John Deere's agricultural machinery for more than 40 years – an anniversary marked in June 2022 – but an agreement has been reached with Ben Burgess to transfer all staff and sites, with a completion date expected before the end of October.

The deal will see Ben Burgess, which has been a John Deere dealer since 1964, expand into Lincolnshire for the first time, adding four more sites to its existing seven. It will take over the

sites at Holbeach, Old Leake and Swineshead in Lincolnshire, as well as increasing its footprint in Norfolk with Doubleday's depot at Kings Lynn.

It means that, from November, Ben Burgess will serve farmers and contractors in Norfolk, Suffolk, Cambridgeshire, Northamptonshire, Leicestershire, Lincolnshire, and Rutland.

Ian Doubleday-Collishaw, grandson of the company's founder, commented: "This decision has not been taken lightly, but the Doubleday-Collishaw family is determined to protect the future of its loyal team and the longevity of a reputable John Deere dealer across our

trading area.

"The combination of our joint processes, dedicated teams and the infrastructure already in place at Ben Burgess will deliver the best value to both our team and customers. We are confident the level of service you our customers are accustomed to will continue undisrupted."



Ben Turner (left) with Ian Doubleday-Collishaw in front of a John Deere 6R 155.

The Key to **YOUR** Next *Zetor*



1. S T Malcolmson Engineers
2. Marrs of Methlick Ltd
3. Gordon Agri Scotland Ltd
4. John Kerr Equipment
5. Andrew Smith & Son
6. Ramsay & Jackson Ltd
7. Coates Classic Vehicles Ltd
8. Tunstall Tractors Ltd
9. Peter Bowe
10. George Agar Agri Eng
11. Wharfedale Tractors Ltd
12. Chantry Agri Sales Ltd
13. Parnham Tractors Ltd
14. Trebor Jones & Sons Ltd
15. Briggs Thomas Eng Ltd
16. CC Agri Engineering Ltd
17. Marshall Farm Machinery
18. LW Yarnold Ltd
19. Smithfield Tractors Ltd
20. Mervyn Thomas Radnordshire Ltd
21. Heming Engineering lLtd
22. A R Harries
23. James & Powell
24. Reason Agricultural Services
25. W Field Agri Eng & Serv Ltd
26. Hollies Engineering
27. Curtis & Shaw (Sussex) Ltd
28. D. G. Buscombe Agri Eng

Your **LOCAL** Zetor **DEALER**
for Sales, Service & Parts!

Contact
a Dealer
Today



www.zetor.co.uk

Tractor is Zetor. Since 1946.

Zetor

IN BRIEF

Run raises £1,150

The annual Ambleston Tractor Run hit new highs this year with money raised reaching £1,150.

The Pembrokeshire event attracted 54 tractors and with no entry fee the money was raised purely on what each driver wished to donate at the start of the run, along with a raffle.

Alun Thomas and his family wish to thank all that took part, as well as spectators that donated towards such a great cause.



Alun Thomas and his daughter, Enfys, are pictured with nurses from Withybush General Hospital Cancer Day Unit. Photo: Enfys Thomas.

Lowering input costs

Farmers are showing interest in machinery and equipment that will help them to farm more sustainably and lower their costs of production.

With soaring costs growers are searching for ways to improve efficiencies and lower their inputs, say business advisers at the Midlands Machinery Show, which takes place on 16-17 November.

"People are interested in machinery that will help them be more efficient and reduce input costs, while still allowing them to continue with the same farming system," says Alex Olivant, farm business consultant at Active Business Partnerships in Nottinghamshire.

Sam Tugwell, a regional advisor at Velcourt, helped a number of clients last winter to access government capital grants, and will be exhibiting at this year's event. "Mostly clients were using the capital grant for reduced input machinery, like direct drills," he says. "It wasn't people who were having a wholesale change to the way they farm, it was those who were upgrading their existing direct drills."

"Farmers are also showing interest in inter-row hoes for cereal crops, and rotary hoes that remove weeds from standing crops," he adds.

For more information, visit the website: midlandsmachineryshow.com

British National Ploughing

The Chatsworth Estate will be host to this year's British National Ploughing Championships & Country Festival, when the event is held at Glapwell, Derbyshire, on 8-9 October 2022, by kind permission of the Duke and Duchess of Devonshire.

Ploughing entries are now in and more than 240 ploughmen and women will be travelling from all corners of Great Britain to take part in the Championships, vying for the titles in their respective discipline. The top 10 reversible and conventional ploughers from the first day will compete in a 'Plough-Off' Final on the second day, hoping to win the title and a place to represent England in next year's World or European Championships.

The top 10 competitors in the vintage trailed, hydraulic, classic and classic reversible classes will again win a place in their respective 'Plough-Off' Final again to win the title and hopefully a place to compete in the 2023 European Vintage Ploughing Championships.

There will also be classes for high-cut tractor ploughing, crawler tractors, horticultural, Ferguson, Ford & Fordson and David Brown. Finally, on both days there will be the crowd-pulling heavy horses, with 16 pairs entered in the general purpose ploughing class on the Saturday and twelve ploughing in the high cut class on Sunday.

Alongside the ploughing competitions, visitors will be able to shop and browse in the trade stand and shopping area and craft marquee, see the latest agricultural machinery for sale being demonstrated in the working area, as well as displays of old vintage tractors and machinery. They can also watch steam ploughing engines, showing how contractors would plough and work the fields in the early part of the 20th century.

The 250-acre site on Elm Tree Farm is looking good, although dry at the moment, and will be very easy to find – only a few minutes from junction 29 on the M1. After a recent site visit, Sue Frith, Chief Executive of event organiser the Society of Ploughmen, said: "We are really looking forward to holding the Championships at Glapwell! We are very grateful that our host and President, the Duke of Devonshire, invited us to Derbyshire as this is the first time in 71 years the event has ever been held in the county – and it couldn't be on a better venue than the Chatsworth Estate."

For further information, please visit the website: ploughmen.co.uk



Cumbria's Alex Evans. Photo: Paul Gregory.

Vale of Glamorgan County Show

THE VALE OF GLAMORGAN COUNTY SHOW took place on 10 August 2022 at the Castle Field, Penllyn, near Cowbridge, writes Basil George.

The weather was very hot all day and, as always, the Tractor Boys' stand was full of an assortment of tractors and implements, all well presented, with the addition of floral displays that would credit Monty Don of TV fame!

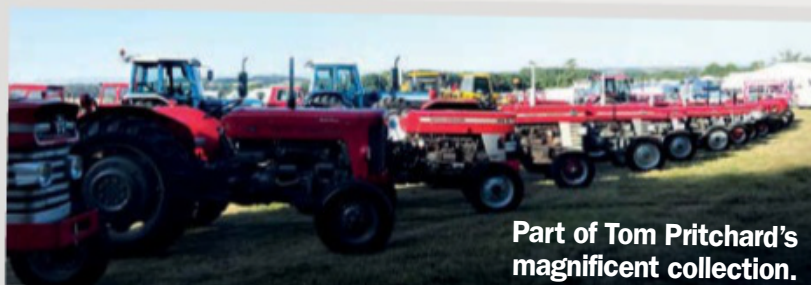
The team kept the tea and cake flowing all day under the watchful eye of Martyn Huish, whose shadow covers all aspects of the organisation – and like all these vintage clubs around all the shows, these backroom boys and girls put in a lot of work for just a few hours at an event.

Tom Pritchard, a well-known plant hire company, put up a stand of MF 100 Series tractors

and I am led to believe that this was just a small percentage of his total collection.

Each outfit was in 'mint' condition and quite a sight to see. Credit must go to him and his staff for the work put in to support the show.

It was disappointing to see that the vintage parade around the main ring has been discontinued in the show programme. So many people visiting these shows ask why there is no longer a commentator on the microphone, giving the history of vintage tractors and machinery that was used almost 100 years ago. I hope this is reinstated for 2023!



Part of Tom Pritchard's magnificent collection.



YOUR ONE-STOP SHOP FOR AIR CONDITIONING



A/C PARTS

■ OEM AND AFTERMARKET A/C PARTS FOR 90+ AGRICULTURAL MACHINERY BRANDS



SCAN ME

TRAINING

■ CITY & GUILDS ACCREDITED MOBILE AIR CONDITIONING COURSES

SUPPLIES

■ REFRIGERANT, OILS AND TOOLS - WE SUPPLY EVERYTHING FOR SYSTEM SERVICING

CHARGING STATIONS

■ FULLY AUTOMATIC R134A & R1234YF MODELS SUPPLIED WITH 3-YEAR WARRANTY*

* Warranty subject to terms and conditions - please ask for details.



VISIT WWW.APAIRLTD.COM OR CALL 01453 891320

The Northrop project

County and Roadless tractors may be the most popular when it comes to Ford-based conversions, but Northrop had plenty to offer - as Jonathan Whitlam discovered.

Among the rarest and perhaps most unusual of Ford tractor conversions, the Northrop four- and six-cylinder tractors are both fascinating and perhaps something of a case of a lost opportunity.

For just a few short years in the 1960s, the Northrop name was proudly used on the bonnets of four-wheel drive tractors based on the Ford 5000, yet by the end of the same decade these tractors would head into obscurity. The reasons were both product related and a result of larger company decisions and, in the end, a promising tractor design would be dropped by the wayside as new owners took over the business.

Luckily, several Northrop tractors have survived and today act as a reminder of

not only a then new and unique tractor design, but also of what could have been if the project had been allowed to continue.

CHASESIDE

The Northrop tractor had its origins with a completely different firm called Chaseside. Founded in 1937 in Enfield, Middlesex, but with a history going back to 1925, Chaseside was originally an engineering firm that produced components for tractor and loader manufacturers.

Soon Chaseside began producing its own design of crane and loading shovel based on the Fordson Model N tractor, produced by Ford at Dagenham, and in the 1940s moved its production to a new site in Hertfordshire.

Still using Fordson tractors as base units, Chaseside then

increased production of its loaders, cranes, shunting tractors and also dumpers, the latter soon becoming one of the company's main products, next to loading shovels. By the 1950s the firm was looking to expand production and produce larger machines and so, as a means to this end, it merged with a Lancashire firm called British Northrop.

BRITISH NORTHROP

A long-established producer of cotton mill looms, British Northrop was founded in 1902 and was based at a factory in Blackburn from 1907. With plenty of spare factory space, thanks to the downturn in the British textile industry, that would eventually prove to be terminal, the merger with Chaseside was seen as the way forward to return the business to profitability and a secure future.





The visibility from the raised seating position of the Northrop 5004 was excellent, giving a particularly clear view of the implement attached while at work.

Following the merger with Chaseside in 1959, most of the heavy manufacturing, previously all undertaken in Hertfordshire, was moved up to the Northrop factory in Blackburn and this included the developments and production of a new range of four-wheel drive loading shovels, based on Fordson skid units, from 1962.



A Northrop 5004T ploughing in North Lincolnshire, doing the sort of heavy primary cultivation work that it was originally designed for.

FOUR-WHEEL DRIVE 5000

In 1964 the Ford Motor Company ceased producing the Fordson range of tractors at Dagenham in Essex and moved over to a brand-new facility in Basildon producing the new 6X tractors, which were completely new from the ground up. The four-model range comprised the three-cylinder 2000, 3000 and 4000, plus the four-cylinder, flagship 5000.

Several companies, including Chaseside, had been using Fordson tractors as the skid units for their construction equipment and now serious retooling was necessary to adapt the new tractors for this role. This also meant that companies such as County Commercial Cars and Roadless Traction, which produced four-wheel drive versions of the Fordson Super Major for agricultural and industrial applications, now had to redesign their products to fit the new 5000 model as the new base unit.

For Roadless this was fairly easy, as its smaller front wheel, four-wheel drive axles were easily adapted to the new Ford 5000, while County had only slightly more work to do to make its equal-sized wheel, four-wheel drive conversion complete with twin prop-shaft drive, suitable for use with the new 5000.

The Roadless version, called the Ploughmaster 65, was the least changed of all conversions and the smaller front wheels allowed for a pretty generous turning circle, while the County Super Four 654, was considerably heavier thanks to the massive cast front axle needed to support the equal-sized wheel

design. The benefit of this, with increased traction and hillside 'clinging' ability, was only slightly mitigated by the very large turning circle required on the headlands!

Having prior knowledge of the change to the new tractor range, both Roadless and County were able to get prototype machines up and running and ready for production by the time of the launch of the new tractors at the end of 1964. These would soon be followed by six-cylinder versions of the two tractors, with Roadless producing the Ploughmaster 90 and County the 954 Super Six, both using Ford six-cylinder industrial engines fitted into the 5000 'chassis'.

Back in 1964, while all this was going on, Chaseside took on a new engineer called David J B Brown, who had the idea of producing a four-wheel drive prime mover for agriculture, which was designed in such a way that it could also be used for the more arduous conditions of forestry and sugar cane work.

The idea was obviously seen as a good one because, by the end of 1964, a working prototype had been assembled using the Ford 5000 as a base unit.

For increased ground clearance, equal-sized wheels were used with the front axle mounted under the tractor, making the new machine much higher than the nearest equivalent, the County 654. This also allowed for a single propshaft, positioned centrally and therefore less mechanical complication than the County, as well as less weight.

This also had the increased benefit of a much tighter turning circle than was ➤

ever possible with the 654, although stability was less good, the County always being the best design for working on steep ground.

The design team decided to keep all the Ford components, even retaining the Ford tin work for the bonnet and rear mudguards, something that the Roadless and County tractors also did. The four-cylinder, 65hp Ford diesel engine formed the heart of the machine and drove through a standard eight-speed transmission. It was also intended to offer the Select-O-Speed, change-on-the-move, 10-speed transmission as an option, but it seems that only one of the prototypes was ever so equipped and the further option of a torque converter transmission was never fitted, although it was advertised as available.

If Select-O-Speed had been specified then it would have significantly added to the cost of the new machine, which probably explains why it seems not have been taken up by prospective customers.

Following field trials with the prototypes, the new tractor was put into production at Blackburn in the middle of 1965, by which time its instigator, Mr Brown, had departed to join a rival firm known as Muir-Hill. The new tractor was given the title of the Northrop 5004, despite being a Chaseside project.

This was probably done to differentiate it from the Chaseside line of construction machinery that was also using the Ford 5000 as a skid unit, with the powered steering axle on the tractor being shared with the latest loading shovel range.

GOING TURBOCHARGED

By the time the Northrop 5004 appeared on the market in the summer of 1965, both Roadless and County had produced their much more powerful six-cylinder, four-wheel drive conversions of the Ford 5000, which only increased the feeling of the 5004 not being powerful enough, its 65 horses being quite a small figure for a tractor of such stature. Even when the Ford 5000 engine was tweaked in

1967 to produce 67hp, this was still not enough to make the Northrop 5004 stand out.

The company could have gone down the six-cylinder route, although this would have entailed some major reworking of the design. Instead, it decided to fit a turbocharger, buying in a CAV turbocharger and fitting it to the Ford 5000 engine. This produced a useful 85hp and tractors that were fitted with it from new were called the 5004T. A kit was also produced that could convert earlier tractors easily into a turbocharged version, thereby increasing power enough to make the Northrop into a very useful machine.

There was a problem however. Turbocharging of diesel engines was still in its infancy in the mid-1960s and there was some scepticism about the idea and its application. Hard as it is to believe nowadays, back then many thought that the turbocharger would shorten the life of the engine and cause all sorts of untold damage! In a sense this was correct, as Northrop did not

The survival of this rare prototype is nothing short of astonishing. It was acquired by the Haylock family in 2021 and is seen at work in Suffolk very soon afterwards. The original example displayed at the Smithfield Show had been fitted with a Duple cab similar to that fitted to Massey Ferguson 100 Series tractors of the same era.



update the rest of the machine to cope with the increase in power and this did lead to some breakdowns, especially with the power take-off shaft.

Despite all this the Northrop 5004T still struggled to gain any substantial sales orders, although it must also be pointed out that County's 854T and the Roadless Ploughmaster 80, that also used a turbocharger on the Ford four-cylinder 5000 engine, also failed to make a mark, so perhaps it was not the Northrop's overall design that failed to catch on, just the 'new-fangled' turbochargers!

Despite this, Northrop actually marketed the turbocharger kit to be fitted to standard Ford 5000 tractors for a time and in Stuart Gibbard's excellent book, *Ford Tractor Conversions*, he states that an example was tested by the Ford Motor Company and probably led to the later development of the 7000 model.

The Northrop 5004T carried on in production, with just small numbers being produced for mostly the home market, the expected overseas sales never having really materialised, despite a

The name 'Northrop' was cast into both wheel centres of the front axle of the 5004, these axles being taken from the contemporary four-wheel drive Chaseside loading shovels. Despite the Northrop name, the tractor was an all-Chaseside product.



NORTHROP TRACTOR TIMELINE

- 1964 PROTOTYPE 5004 TRACTOR BUILT AND TESTING BEGINS
- 1965 NORTHROP 5004 TRACTOR LAUNCHED
- 1965 NORTHROP 5004T LAUNCHED
- 1966 NORTHROP 5004/6 PROTOTYPES TESTED
- 1967 NORTHROP 5006 LAUNCHED
- 1968 NORTHROP TRACTOR PRODUCTION CEASES

Belgian company using the 5004 as the basis for a backhoe loader. In the end, less than 150 5004 and 5004T tractors were built, making this one of the more exclusive Ford tractor conversions.

SIX-CYLINDER PROTOTYPES

With hindsight it is easy to see that the Northrop tractor should have used a six-cylinder engine from the beginning, to not only achieve more power, but also useful weight for traction. This can be proven by looking at how County eventually phased out its four-cylinder 654 and 754 models in favour of six-cylinder machines that then went from strength to strength.

Even by 1966, Northrop had already come to the same conclusion and at that year's Royal Smithfield Show a new tractor was exhibited, called the 5004/6. This machine was one of two prototypes that used a Ford 2704E six-cylinder engine of 112hp fitted into the Northrop tractor design by the use of a chassis frame. Earlier lessons had been learned, with the power take-off and the clutch strengthened to take the extra power offered by the six-pot motor.

The new prototypes looked very similar to the original 5004, except for the longer engine and therefore lengthened Ford tinwork and of course, the substantial frame included to support the unstressed engine block.

Extensive field trials with these two machines would lead to the official launch of the six-cylinder Northrop tractor in the following summer of 1967, although it would look very different from the prototypes.

SIX-CYLINDER 5000

It seems that Northrop had second thoughts of using the more powerful engine and when the production Northrop 5006 tractor arrived in 1967, it used the less powerful 90hp Ford 2703E engine instead of the 112hp unit used in the two prototype machines.

Also gone was all trace of the Ford tinwork, it being replaced by a new bonnet of Northrop's own design and construction that was much more angular and presumably cheaper than adapting the Ford bonnet to fit. This had the effect of making the new tractor look very different to any of the earlier



Close up of the 5004T's turbocharger unit, complete with air filter and extended air intake with pre-cleaner bowl. Turbocharging was a new practice at the time and it was considered imperative to protect the unit from drawing in any dirt particles, however small they might be.

Ford supplied skid units of the 5000 from Basildon, with everything except front axles and wheels, mounted on wooden bracing – hence the term ‘skid unit’.



Northrop tractors, as well as having the added benefit of allowing for a much larger fuel tank to be fitted.

Finally, the Northrop tractor had reached a more advanced stage of development, the six-cylinder 5006 offering more power and weight and making the concept into something that could really be put to good use. However, there was competition, not only from the likes of County and Roadless, but also from a newcomer to the agricultural tractor world.

The Muir-Hill 101 was also based on the Ford 5000 and used a similar, equal-sized wheel set-up and driveline as the Northrop – not surprising really, as it was designed by none other than Mr Brown, who had been the Northrop's instigator!

Dubbed the Northrop 5004/6, this is one of just two prototype machines built. It retained the features of the 5004, but the fitting of a six-cylinder engine required strong bracing to support the engine block.

Launched in 1966, the six-cylinder, 108hp Muir-Hill 101 was already on sale by the time the Northrop 5006 became available in 1967 and therefore had a head start for the limited market for such machines.

With 18 more horsepower available, it would have perhaps been best if Northrop had continued with the 112hp 2704E engine, as this would have made it more competitive with the Muir-Hill – but it didn't!

In the end the Northrop 5006 would not get the chance to prove itself against its cousin, the Muir-Hill 101, because events happening at the top of the Chaseside and Northrop company would overtake the new tractor before full production could even begin.

WHAT COULD HAVE BEEN

The year 1968 would see JCB acquire the Chaseside business, mainly because the Staffordshire-based firm wanted to get its hands on Chaseside's very successful, seven-model loading shovel range.

This saw a swift end to manufacture of the new Northrop 5006 tractor, with only four being built and one sold, as the whole Northrop project was cancelled. JCB even put the last three off the production line to work on its own farming estate.

The following year saw loading shovel production moved from Blackburn to the JCB heartland of Rocester. Other Chaseside machines were dropped from the range, but the loading shovels went on to be produced until a new range of 400 Series JCB machines was introduced to great acclaim in 1971.

JCB had no plans to enter the agricultural market at the time, and it was only after introducing later products, such as the JCB Loadall telescopic materials handler in the 1970s, that was primarily designed for the construction industry but soon found itself on farms, that the company began to produce equipment specifically for this sector.

This also led to the introduction of the JCB Fastrac in 1991 which, with its revolutionary suspension system design, allowed for fast road travel as well as being capable of primary cultivation roles.

The Fastrac was probably as far removed from the Northrop tractors as





Only six production Northrop 5006s were built and this example is seen disc harrowing in Wiltshire. Owned by David and Richard Fenton, this tractor shows how different the production tractor was to the prototypes, due to the new tinwork fitted to allow for a larger fuel tank. Rated at 90hp it was also less powerful than the prototypes.

this showed what could have been for Northrop if circumstances had been different. Sadly, the Muir-Hill tractors ceased to be built in 1983 but they, and the Northrop machines, live on today as part of enthusiasts' collections.

Personally, I can't help but wonder what would have happened if the first Northrop had been fitted with a six-cylinder engine of around 100hp. Would this story have been very different?

Of course we shall never know, but one thing is for sure and that is the fact that the Northrop tractors should be seen as the prototypes for the Muir-Hill tractor range, as they have so much in common with each other. And that, if nothing else, means that the Northrop machines were, at least at some level, a resounding success! ■

you could get, but the Northrop did have a lasting legacy thanks to the Muir-Hill 101 that had many features in common with it. Muir-Hill hit the market right with the 101 and went on to great success, producing a range of models by

1972, including some of the most powerful British-built models ever constructed up to that time.

By the end of the 1970s a Series III range, with a modern cab and many other features, was in production and



Thornhill Tractors

A family-run business based in North Lincolnshire

Sourcing, restoring and rehoming vintage & classic tractors, parts, implements and machinery.

VISIT OUR WEBSITE OR CONTACT US

www.thornhilltractors.co.uk

E: contact@thornhilltractors.co.uk

T: 01427 728874 or M: 07759 918 265

EXCLUSIVE CHRISTMAS SUBSCRIPTION OFFER



**13 ISSUES
FOR JUST
£37.99**

UK annual direct debit offer. Gift is subject to availability and maybe replaced with an item of equal value. Please allow 28 days for delivery of a gift. Guarantee delivery by ordering before 17 December 2022. Offers available for UK customers only. Savings are based on the standard cover prices. Offer ends 24 December 2022. The subscription will start with the first available issue after Christmas 2022. Prices correct at time of print and subject to change. For full terms and conditions visit shop.kelsey.co.uk/terms. To see how we use your data view our privacy policy here shop.kelsey.co.uk/privacy-policy.

THE GIFT THAT LASTS ALL YEAR!

THE PERFECT GIFT FOR THE TRACTOR ENTHUSIAST



Great reasons to subscribe

Take out a gift
subscription today
and save up to £15



They will never miss
an issue



Delivered straight
to their door



**Plus a FREE bonus gift of a
Tractor & Machinery Beanie**

TWO EASY WAYS TO SUBSCRIBE

VISIT [SHOP.KELSEY.CO.UK/XMAS22TMG](https://shop.kelsey.co.uk/xmas22tmg)

OR CALL 01959 543 747 AND QUOTE 'XMAS22TMG'

Big Deere

Joseph Lewis talks to Andrew Burrows and discovers the story behind what is believed to be the first John Deere 4055 sold in Somerset.

The John Deere 55 Series of tractors built in the USA at the Waterloo Works, Iowa, was introduced in the United Kingdom in 1989.

The five-model range featured tractors from 128-228hp, with each using a new, 7.6-litre, turbocharged straight six and a 15-speed mechanical powershift transmission.

At the front, the driven front axle featured a 13-degree castor angle – enabling the wheels to lean into turns and improve the turning circle. A rocker switch enabled the operator to engage the front axle manually or select ‘Auto’ – which disengaged drive when either brake was applied and then re-engaged it once the pedal was released.

Drive also disengaged automatically over 14kph and engaged when both

brake pedals were depressed, for four-wheel braking.

John Deere was famous for its closed-centre hydraulic system and the 55 Series was no exception. With a 2,530psi (175bar) standby pressure, the system utilised a 3cu in (50cc) radial pump on the three smallest models and a 4cu in (65cc) pump on the 4755 and 4955, driven by the crankshaft, for fast-acting hydraulics with power conservation at its heart.

The SG2 cab, loved by some and loathed by others, was fitted to all five models and included the IntelliTrak monitoring system for the operator. The screen to the left of the steering column showed engine revolutions, PTO rpm, linkage position (up or down), area worked per hour, total area covered, distance travelled and, with the optional

radar fitted, a true reading for the aforementioned functions as well as the percentage of wheel slip.

The right-hand screen displayed fuel level, engine coolant temperature with warning and stop engine alarms, engine speed (in electronic ‘dial’ form), ground speed and operating hours.

They were impressive tractors, but even the smallest of the range, the 4055, was an unusual sight in the UK and a big tractor in the day for Somerset. Despite this, one farm made the decision to purchase one as a central part of its farming policy and Andrew Burrows was the fortunate driver.

“After leaving school at Wadham in Crewkerne, in 1978, I started to look after the pigs and cattle for Hallett’s of Shepton Beauchamp, near South Petherton,” explained Andrew. “We

The 55 Series had a lift capacity of 11,138lb (5,052kg) throughout the lift range (610mm behind the hitch point), which made it ideally suited to implements like this Dowdeswell reversible plough.



This sprayer, with air-conditioned cab, was built on an IH 574 chassis by Modular Chemical Vehicles (MCO) of Martock, Somerset. The 24m booms and 400-gallon tank were previously on a trailed sprayer.



lived at nearby Barrington Court where my dad, John, was a tractor driver as part of a team of five operators. This was at the time when there were 1,200 milking cows and he drove a comparatively large Massey Ferguson 188 supplied by Sparrows of Martock.

"I stayed with the MF theme when I started my tractor driving. This was a 699 four-wheel drive, registration B58 WYB, supplied by South Western Farmers of Crewkerne from well-known salesman Brian Hook."

RED TO GREEN

When JD dealer Milton Mills Engineering (Dorset) Ltd. opened in neighbouring Seavington St. Michael, this was more local for new machines and servicing, plus the start of reducing the number of smaller tractors on the farm into fewer, larger models. The salesman at the time was Bernard Steele.

"One of the first John Deere models I drove was a 3640 on a 1986 'D'



The JD 4055 amassed around 1,200 hours each year on primary cultivation duties. It was supplied new by Milton Mills Engineering (Dorset) Ltd. to Hallett's of Shepton Beauchamp. The 1989 John Deere UK price list shows the 4055 to cost £39,960 plus VAT. This was a major investment, but the 128hp model was a long-term cost saving, replacing five smaller tractors and drivers. Note the Michelin man, which was a gift from the tyre company after a set of tyres was purchased for the farm's Massey Ferguson 699.

registration," continued Andrew. "This eight-speed model stayed for three years and was primarily used for ploughing and cultivating 500 acres of wheat. Then the 4055 came along in 1989, really to have one, large, main tractor to replace the five existing tractors. Milton Mills had two 4055 tractors at the time and one seen at a Yeovil Ploughing Match is likely the demonstrator.

"The 4055, registration G475 LYA, was certainly one of the biggest John Deere tractors in the area and likely one of the first in Somerset. This was especially true when Massey Ferguson 590 and 690

models were the usual size of the day used on local farms.

"The 4055 also worked hard for around 1,200 hours a year on primary cultivation, using a Dowdeswell six-furrow plough and furrow press, plus a four-metre power harrow and combination drill. The 4055 also worked alongside a John Deere 1075 combine harvester with 14ft header on non-stop summers, harvesting barley, rape and wheat."

Andrew enjoyed 16 years on the Halletts' farm, building up a good, working relationship with Milton Mills which supplied and serviced the John Deere equipment. He then went on to deliver milk for Cricket St. Thomas Dairies, driving Volvo F10 and FL10 trucks with milk tanker trailers.

"The 4055 was such a smooth tractor to operate, especially with the Power Shift transmission," concluded Andrew. "I also found the electronic information on the digital display useful and the only feature not fitted to our model was the optional radar.

"I really enjoyed my big John Deere 4055 experience, as the tractor really made an impact on our farm. I also understand that our example was traded in to Wool, Dorset, and I would be grateful to know if this significant tractor for our area is still around." ■

* If you know of the whereabouts of a John Deere 4055, registration G475 LYA, please get in touch with the editor in the first instance: tm.ed@kelsey.co.uk



A Massey Ferguson 699, registered B58 WYB in August 1984, was supplied by South Western Farmers of Crewkerne, Somerset.



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.chnleys.com



Tel: +44 (0)1254 854103

And: parts@chnleys.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

Magnificent Middleweight

Robert Chisholm, from Eyemouth in Berwickshire, talks to Scott Lambert about his latest restoration project.

As many tractor enthusiasts will testify, it's easy to be 'bitten by the bug' and Scotland's Robert Chisholm is no exception. Already the proud owner of a Nuffield 342 and Leyland 245 Synchro, purchased as non-runners, he was looking for a four-cylinder model to join the fold and happened upon a 255 in 2019.

The tractor was purchased from Towlaw in Co. Durham, in July of that year, but several months passed before remedial work commenced.

In a bid to ascertain what state the tractor was in mechanically, Robert fitted new fuel filters and bled the system before attempting to start it. After a jump start, the Leyland 4/98DT engine spluttered into life and it soon became clear that all was not well with the 3.77-litre unit.

It was evident that it was only running on three cylinders and so a thorough investigation was required.

"I decided to strip off the cylinder head, where the true extent of the damage was revealed," said Robert. "Number three cylinder had a stuck valve, which had caused a bent push rod.

"The head was stripped and sent for skimming and a new valve seat fitted to number three cylinder, as well as valves and guides. At this point I decided to fit new liners, seals and pistons, as the engine was this far down. Also, when the pistons were out, new standard shells were fitted to the big ends to be safe.

"Exchange injectors were sourced and fitted and the fuel pump was sent off to a diesel specialist to be checked over."

The fuel system comprises a diaphragm-type lift pump, driven off the camshaft, a DPA injection pump with mechanical governor and twin filters, with sediment bowls and drain plugs, for protection.

"After all of the parts were assembled and the engine was timed up and bled, a battery was connected and the engine fired up!" Robert exclaimed.

This new engine for the Leyland tractor range, complete with 98mm (3.858in) bore, was designed and built at Bathgate to help overcome the problems associated with the 100mm engine that was a leftover from the days of BMC. Three basic derivatives were used, using the 4/98NT as a base.

'NT' denoted 'Normal rating' and 'Tractor', while 'DT' and 'TT' illustrated that the engine was either 'De-rated' or 'Turbocharged'. The 'TT' would come later, with tractors like the 282 Synchro, while the 6/98DT and 6/98NT were six-cylinder versions used in the 285/485 and 2100/4100 respectively.

Amongst the changes built in to the new 98 Series engines were a new cylinder head with redesigned valves, porting and injector location, as well as a revised liner design that specifically addressed issues with sealing.

With a 125mm (4.921in) stroke, the 4/98 was ideal for agricultural applications, thanks to a high torque output at modest engine speed and good fuel consumption. ➤

Complete with Weeks trailer, Robert Chisholm's Leyland 255 is a fine example of a model built from 1972-75 in Bathgate, Scotland.



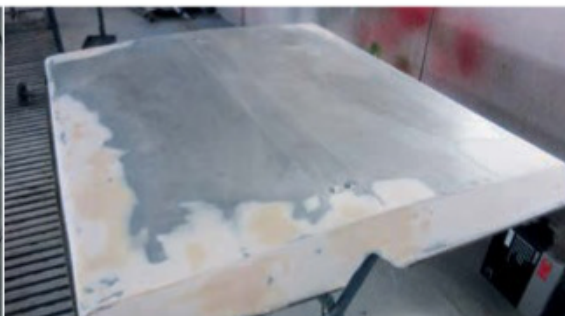
All photos: Robert Chisholm.

THE RESTORATION

The tractor was in a poor state when it arrived, but Robert was determined to see the project through.



Above left: A service exchange clutch was purchased to improve matters in this area. Right: Replacement seat pans are no longer available, but a good alternative was sourced to fit the overhauled spring suspension assembly.



Above left: Inner mudguards required new sections welding in. Right: Much filler was needed to get the roof back to its best.



Above: Access to a spray booth enabled a good finish to be achieved, both with primer and top coat.



Above left: With the engine rebuilt and injection pump overhauled, the 4/98DT ran well at first start-up. Right: The skid unit receives its top coats.



Like stepping back in time!

At the time the 4/98 received critical acclaim, but would also go on to win an army of fans and transform the likes of the 344 and 384 – which became the 255 and 270 respectively.

The 255 was one of three models in the Middleweight range of tractors, alongside the 245 and 270. The sole Lightweight model was the 154, while the Heavyweight range comprised the six-cylinder 285, 485, 2100 and 4100.

WORK BEGINS

With the arrival of 2020, work began in earnest to check and overhaul the transmission and remainder of the driveline, as the hydraulic system appeared to be in good order and simply required a new filter.

The transmission oil was drained and the right rear axle housing was removed to permit the renewal of the seal. The

A fitting outcome given the lengths that Robert has gone to to give the tractor a new lease of life



brake housings were stripped and cleaned and the discs were re-lined before reassembly. The brake linkage and associated shafts were also disassembled and cleaned before new bushes, springs and grease nipples went on.

The clutch was overhauled with a service exchange unit, including bearings, seals and clutch plates, before attention turned to the front axle.

"The front axle assembly had been subject to some amazing fixes!" Robert told *T&M*. "A previous owner seems to have been a great welder, as the king pins had been welded up – rendering the axle useless. A used axle was sourced and overhauled with new bushes and wheel bearings, as well as a full set of steering rods fitted."

In April 2020, with the Covid-19 pandemic providing Robert with an opportunity to lavish more time on the

Leyland than he had previously hoped, work shifted to the panels, seat and cab. All parts were shotblasted and rust treated to preserve them until they could be repaired and primed.

The inner mudguards required sections to be welded in before they could be filled and primed. New outer mudguards were sourced, along with a used right-hand door, as the one fitted to the tractor was originally from a 'Q' cab. The roof was then repaired and primed before it, along with the other panels, received their top coats of paint.

Those that have experience of the suspension seat fitted to Leyland tractors will appreciate that the mechanism, if not cared for, will seize and not function as intended. Robert stripped and repaired the unit on the 255, before fitting new bushes and a damper. The original type of seat pan is no longer

available, but a new one was located that made for a good substitute.

By this point both the spring and summer months had passed, but the skid unit had received both primer and top coats and it was time to start reassembly. The original glass went back in the cab along with new rubbers, a roll-up rear window and roof lining.

The lights and wiring loom also went on at this stage, as well as the tyres. The front wheels received a pair of BKT TF 9090 6.00-16 three-rib tyres, whilst the rear wheels stayed as they were. They were badly damaged and too far gone to do anything with, so Robert kept his eyes peeled for some suitable replacements.

A pair turned up in early 2022 and these were stripped, prepared and painted in readiness for a pair of Goodyear Sure Grip All Service 12.4/11-32 tyres to be fitted. ➤



Attention to detail sets this Leyland apart from others.

Not a leak in sight!



During one of the Covid-19 lockdowns, an online farm sale nearby turned up a set of front weights that had been listed as John Deere but where in fact orange – from a Nuffield 4/65, the predecessor to the Leyland range. These, along with an age-related registration number provided the finishing touches and the tractor was ready for its first outing.

The BVAA Rally, in May, saw the 255 go up against some stiff competition, but such was the quality of the restoration that it received the prize for best Leyland tractor in show. A fitting outcome given the lengths that Robert has gone to to give the tractor a new lease of life. ■

BASIC SPECIFICATION: LEYLAND 255	
Engine	Leyland 4/98DT
Cylinders	4
Power	55bhp
Bore	98mm (3.858in)
Stroke	125mm (4.921in)
Capacity	3.77 litres (230cu in)
Rated speed	2,200rpm
Torque	217Nm (160lb/ft) @1,200rpm
Clutch	279mm (11in)
Transmission	10 fwd, 2 rev
Lift capacity	1,814kg (4,000lb)
Length	3,338mm (131.4in)
Wheelbase	2,032mm (80.25in)
Height	2,363mm (93in)*
Turning radius	3,658mm (144in)
Weight	2,440kg (5,376lb)
Front tyres	6.00-16
Rear tyres	12.4/11-32

* To top of cab

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

Tractor Spare Parts Ltd.
Alstonefield, Derbyshire
Tel: 01335 310538
tractorspareparts.co.uk



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, Leyland and Marshall parts from the
BMC Mini to the Marshall 100*

+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

Stockman Special

SPEC
CHECK

PRODUCTION

Anyone looking for a no-nonsense tractor in the early 1990s may have had one of Case IH's budget-spec tractors on their radar, and today these still represent good value if high levels of sophistication are not high on your agenda.

Derived from the 95 Series, which could trace its roots back to the World Wide models of the early '70s, the 'Stockman Special' models initially came in two forms in the autumn of 1991 – two-wheel drive 695 and four-wheel drive 895. Four-wheel drive 695 and two-wheel drive 895 models were introduced around 18 months later.

Many were fitted with loaders and found their way onto livestock units, where their basic configuration and low cab height were just what was needed in the confines of a stock yard.

CLUTCH, TRANSMISSION & BRAKES

A 12-inch (304mm) clutch was standard across the Stockman Special range, but the transmissions varied according to model. The 695 was fitted with an eight forward, four reverse synchromesh gearbox, while the 895 used the 16 forward, eight reverse synchromesh 'box – with an electro-hydraulic powershift doubling the number of gears of the smaller tractor.

Those wanting a shuttle, particularly useful for loader work, appear to have not been formerly offered this as an option, but several examples featuring a shuttle have been offered for sale in recent years. It is unclear how their specification originated, particularly as Case IH stated that no options were available.

On four-wheel drive models the front axle was engaged electro-hydraulically by a dash-mounted rocker switch. The system would default to four-wheel drive should hydraulic pressure fail. As well as a centre driveline, a limited-slip differential was part of the package.

Despite the budget nature of these tractors, wet disc brakes were included as part of the spec – self-equalising and self-adjusting.

Front tyre sizes were 7.50-16 on two-wheel drive models and 11.2 R24 and 12.4 R24 respectively for four-wheel drive versions, while the 695 was equipped with 13.6 R36 rear tyres and 16.9 R34s graced the 895.

Photo: Peter Love.



ENGINE

The 695 used the 3,917cc D-239 engine, generating 69hp and 211Nm of torque at 1,600rpm, while the 895 was powered by the 4,392cc D-268 motor – producing 82.3hp and 284Nm of torque at 1,400rpm.

Both were tried and tested four-cylinder units developed by IH in the 1960s and '70s respectively. The smaller of the two had a 98.4mm bore and 128.5mm stroke, while the larger had a 100mm bore and 140mm stroke, giving it additional lugging power. Rated speed was 2,300rpm and 2,400rpm respectively.

The D-268, in particular, was a great performer – also powering the 844XL to critical acclaim, while the D-239 was used in turbocharged form (DT-239) in the 856XL – another tractor renowned for its performance and it was not uncommon for D-239-equipped tractors, like the 695, to be retro-fitted with a turbo.

Parts are plentiful, but reliability is one of the hallmarks of this range of German-built engines.

HYDRAULICS & PTO

In a bid to save money and offer a competitive package for those looking for a no-frills tractor, Case IH had to reduce the specification of the standard 695 and 895 and some of this came in the area of the hydraulic system.

Maximum working pressure and flow rates remained unchanged at 2,500psi across the board and 10.7gpm (48.5 litres per minute)/11.2gpm (50.8 litres per minute) respectively, but lift capacity took a hit on the 895 – ending up the same as the 695.

The standard ag-spec 895 had a lift capacity of 2,380kg, but it utilised a single assist ram in order to reach this figure. The Stockman Special tractors had a lift capacity of just 2,000kg, which is the same as the standard-spec 695 without an assistor. Up to two assistors could be fitted to the standard 895 (two on the four-wheel drive only), boosting lift capacity to 2,830kg and some Stockman Special tractors received this upgrade on farm, as it was not a factory or dealer fit option.

The other main difference in this area between standard tractors and the Stockman Special limited edition was the power take-off. A 540rpm-only system was fitted, rather than the 540/1,000rpm of the standard 695 and 895, with 59.3hp and 67.8hp available at the shaft respectively.

Just one auxiliary valve was fitted to these tractors, as well as a pick-up hitch.

CAB

If you required an XL cab, or even a flat floor, the Stockman Special was not for you. What you got was Case IH's 'L' cab – predominantly the same as that fitted to many other IH and Case IH models that had come before, albeit with rear-hinged doors – as was the case with 95 Series tractors.

It was an economy cab, like that fitted to the standard 695 and 895, but without the luxuries – not even a heater! Many argued that a tractor destined for a stock farm did not need such creature comforts, as the operator was on and off the seat opening gates and such like, so Case IH made cuts to save money.

The low roof height was naturally welcomed, for easy manoeuvring in and around low buildings, and visibility was decent thanks to glass in all but the lower portions of the doors. It had an overall height of 92in (233cm).

The right-hand console was straight out of the 74 Series, while the left was similar with the exception that 'H' pattern gear levers were employed rather than the 'Lightning flash' gate that emerged in the early '70s.

Instrumentation was analogue and chunky rocker switches were fitted for control of the lights and the like – it really was back to basics!

Official prices for the launch models were £9,999 (cash price) for the 695 and £13,250 for the 895. Case IH made it quite clear that there were no discounts available!



Inbox

Letters, e-mails, tweets & posts

STAR LETTER

Britannia

Dear T&M,

I have to say that it was a very interesting article in the August 2022 issue of *T&M*. I am a friend of Robbie Thorpe, though no relation, and it just so happens that I have been researching another Britannia crawler in West Norfolk.

As Jonathan Whitlam eluded, Britannia was Track Marshall's big white elephant. The idea was for it to be ideal for top work, with a 70hp Perkins engine. In essence, the tractor was too heavy for top work, but not heavy enough for major ploughing. Production of the tractor began in 1983 and ceased in 1987, with as few as 30 being built – as four-wheel drive tractors were becoming more popular and offered by most of the leading manufacturers.

Tracking down these crawlers is proving difficult, but I have searched many archives and have come up with one supplied to Arnold Compton Farms, Bedfordshire, that was later exported to the West Indies to work on a sugar cane plantation.

Gerald M Neave, from Market Rasen, had one (serial number 1510028) in 1993, and this appeared at the Newark Vintage Tractor & Heritage Show in 2008.

Private collections include one at Robert Crawford's, Peter Gaskins has one and Andrew Beulah has one that was used at an open day in 2012. Robbie Thorpe of Holbeach, Lincolnshire, has one that he uses at various working days that he arranges.

This brought the figure to six, but I have just been to see



Britannia serial number 1510018. This tractor was supplied by J W Doubleday, of Holbeach St. John, to a farm at Holbeach St. Marks in 1983/84. The farm sold up in 1986, which is when the present owner, Graham Read, bought the crawler for his farm at Middle Drove Marshland. The crawler is fitted with PTO and three point-linkage, which was a big advantage – as with a Ransomes offset, three-furrow reversible he could plough out of the furrow and with a PTO he could attach a power harrow – which was ideal when trying to farm the difficult, heavy land of Marshland Fen.

The tractor, in the main, is still original apart from a couple of clutch renewals. The track pins and bushes have never been touched and look as good as new. Some weathering is visible, as expected after almost 40 years, and the future for the tractor is for it to go to Robert Crawford's to have the steering clutches serviced and a general check over.

As Graham has retired through ill health, the tractor now resides at his brother's farm near Downham Market, where it's handy for a bit of mole ploughing.

Peter Thorpe, via e-mail

SL: Good detective work! It would be good to know how many others are out there and I urge readers to get in touch if they know where a Britannia is. With so few built, obtaining a record of survivors will be beneficial.

Garvie threshing machines

Dear T&M,

I have started to compile information of R G Garvie threshing mills and products.

Photos, information and serial numbers are welcome and any help offered on

the subject will be greatly appreciated.

I have my own 1941 Garvie KPA 2ft 6in threshing mill.

Charlie Mack, via Facebook

SL: Please help if you can!

'Trinketry'

Dear T&M,

We read the magazine every month and enjoy the mix of content. *Tractor Mart* is always interesting and the prices that rare petrol and oil cans can achieve can be amazing.

As Peter Love has said, the value of 'trinketry' has undoubtedly been influenced by Henry Cole's *Junk and Disorderly* show – a series that has certainly popularised the conservation movement. Watching a recent show where Henry visited a collector with a vast collection of cans reminded me of a summer holiday job my granddad gave me back in 1979.

Like most farmers, granddad had a corner of the yard where all the scrap was rather untidily thrown. Every few years granddad would have a tidy-up and (usually before the harvest rush in late August/September) a trailer would be loaded-up and 'weighed in' at the local scrapyards.

The old oil cans that had accumulated amongst the

nettles and spent Fordson tractor parts took up a lot of room in the trailer for surprisingly little weight, so granddad paid me 50p each morning to jump up and down on the cans to flatten them out. They were then hurled into the Ferguson trailer with its home-made 'greedy boards'.

Painting the trailer the previous summer had been another nice little earner that granddad had found for me. It was eventually painted an odd turquoise colour – the result of granddad mixing the contents of dozens of half-full paint tins that had been loitering in his workshop for years. These tins also went onto the scrap pile!

Perhaps it's as well granddad and most of his peers scrapped those tins and oil drums. If everybody had kept them they would be worthless and Henry Cole would be out of a job!

J Lorne, via e-mail

SL: As the old saying goes, one man's junk is another man's treasure!

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



Reviews

PROJECT 20: PART FOUR

138 minutes

£16.95

anglianagrimedia.co.uk

The final DVD in a special series dedicated to modern classics.

We've reviewed the other DVDs in this series in past issues and have been looking forward to getting our hands

on the final instalment, as they have been both entertaining and factual.

The series focuses on farming and contracting, beginning in 1919, using an eclectic mix of tractors from the modern classic era – with most built prior to the year 2000 – and *Part Four* is no different, bringing to a close a story that *T&M* has enjoyed following since Anglian Agri Media started the project around three years ago.

This DVD sees the action begin in early 2021, with a variety of machines and processes depicted, with one of the

highlights being six tractors in action in one field. It's a veritable who's who of iconic classics, with power harrows, rolls and a drill in use, but there are so many other notable tractors that it's hard to pick a favourite chapter from *Part Four*!

If rubber-tracked crawlers are your thing, there's action containing both Caterpillar and Claas Challengers, plus fans of articulated machines are not forgotten either – with a Ford Versatile 946 and a brace of Deeres in action too. For those with different tastes, there's classic Fendt and Lamborghini scenes and a self-propelled sprayer adapted from a 50 Series Deere, too!

As always, there's good commentary throughout, from Neil Williams, but you also get the sweet sound of distinctive engines in full flow. What's not to like?



If this is the last DVD from the series that you've been waiting for, you can order a copy for £16.95 (including free worldwide postage), but if you've only just stumbled across *Project 20* you can pick up all four for £57.95 – a saving of almost 15 per cent. See the website for details. ■

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

Harvest heroes!

It's time for our annual feature in which we showcase some of the classic combines that have been in action during this year's harvest.

With spiralling costs, difficult climatic conditions and uncertainty over the future, running a classic combine is as popular as ever – particularly for those with small acreages. Seen as an economical alternative to the high-tech machinery on sale today, machines built at least 30 years ago still have a role to play in bringing in the crops.

Easy to operate and, perhaps more importantly, simple to maintain, some of these combines have often been owned for numerous years, while others may be recent additions to replace an even older machine – but all form an integral part of their respective farming businesses and are pivotal in the success of operations at this critical point in the farming calendar.

Their owners are a dedicated and enthusiastic group that take pride in their machines and are pleased that others admire them as much as they do. Thanks to *Tractor & Machinery's* readers and social media followers we have a varied selection to share with you, which we will do over the next few pages.

CLAAS SENATOR 70, CO. ANTRIM

"Here is a 1975 Class Senator 70, owned and operated by agricultural contractor Leslie Houston, harvesting in the Braid Valley, Broughshane, Co. Antrim," writes *Darren Houston*. "The tractor is a 1978 Ford 6600 with KP trailer, operated by farmer Robert Irvine."

"My dad, Leslie, has owned and driven the combine from the early 1980s, when he sold his Claas Mercator. The Senator 70 has been very reliable over the years and it has always been stored inside. This year it received new drum speed belts and a variable speed belt. The local Claas dealer actually had the drum speed belts in stock!

"The annual workload is typically now only 10-15 acres. The header cuts 10 feet, but with a total transport width over 11 feet, the header has to be removed sometimes to gain access along narrow lanes. The six-cylinder Mercedes engine always starts first time and it sounds fantastic too."



MASSEY FERGUSON 542, QUEENSLAND, AUSTRALIA

"This is my dad harvesting red panicum on our MF 542," writes *Grant Coy*. "My grandfather bought it brand new on 17 Nov 1975."

CLAAS MATADOR, ABERDEENSHIRE

Murray Littlejohn writes: "This is my 1968 Claas Matador, cutting barley, at Tyrie."



CLAAS SENATOR 80, ABERDEENSHIRE

"This is Barry and Richard Clark with their 1975 Claas Senator 80, cutting 25 acres of barley at Maud in Aberdeenshire," says Murray Littlejohn.





CLAAS SENATOR 85, EAST YORKSHIRE

"This classic Senator 85 was manufactured in approximately 1968," writes Alan Nicholson. "We saw this machine advertised for sale in Trimden, Co. Durham, and it was bought by Nick King of Little Driffield, East Yorkshire, who farms various pieces of land in the area."

"On starting to check it over, we realised that it had been stood for several years, but it had been kept under cover. We changed several belts and a reel speed cable, but couldn't find much more wrong until we put it into action. The engine got a full service and the machine a full grease up."

"Once we started combining we struggled cutting some winter barley as we realised the knife was in a poor state, so once we'd cut the first eight acres we re-sectioned the knife and the combine went reasonably well, cutting approximately 50 acres of both winter and spring barley in the 2021 season."

"In 2022, on checking the machine over, we replaced the cutter-bar fingers and a chain and sprockets for the grain elevator, because the sprockets were badly worn."

"On beginning the harvest we had to replace a variable drum speed cylinder, as it was leaking oil. There have been a few problems this harvest, but it is an old machine so that is to be expected."

"Unfortunately, the grain elevator sheared a roll pin and blocked the elevator. The slip clutch wasn't working and this wore the sprockets, but all is now rectified. In this season we have combined approximately 15 acres of winter barley and 45 acres of spring barley."

"I drive and maintain the combine, along with Nick, and we would like to thank John Marsh of Bempton for his help with parts and advice, JMT Engineering for second-hand parts, and Simon Ulllyott, of Garton Field Farm, for the use of his workshop and storage of the combine over winter."

CLAEYS M73, CO. DOWN

"Here are Seamus Burke and I, from Seaforde in Co. Down, on a Claey's M73," writes Mark Gibney.





INTERNATIONAL HARVESTER 321, HEREFORDSHIRE

"Here is my father-in-law's IH 321, busy at work this year," says Ashley Smith. "We are in Madley, Herefordshire, and all the harvesting is still done by my father-in-law, Elliot Burman. He has owned the combine for 13 years and it has consistently cut 120 acres a year of oats, barley and wheat."

"Elliot purchased the combine in 2007 from an agricultural museum. The owner was keen to move it on as it was taking up too much room, but was in good working order. Since then Elliot has had very little trouble with the machine, with any minor problems being fixed by me on the farm."

"The running joke in the family is that the air conditioning has never given up on him yet! Elliot is slowly retiring with the combine, but has it parked up in the shed all maintained and ready for some keen enthusiast to come and buy it from him."

CLAASSI, ABERDEENSHIRE

Bradley Joss writes: "This combine was brought home by my grandfather in 1976 and has been with us ever since. It probably would have been cutting around 40 acres a year back in its heyday, but it got less and less after a Senator 60 was brought home in 2001. It was eventually retired around 2004 or so and sat in its shed from then until 2018, when I decided I wanted to make a go of it as a repair project."

"It required extensive work to get it back up to working order – the grain pan was full of holes, there was a big hole behind the drum and grain was flying out straight on top of the straw walkers, and the table had rotted through. The steering axle was nearly seized, so making a turn was incredibly difficult with how stiff things were."

"With help from my grandfather, we managed to get some sheet metal and lay it over the top of the rotten parts to get that sorted, filled in the holes in the pan with Isopon, and put a plate into the back of the drum to stop that and swapped the back axle with a spare combine that was kept to butcher spares from."

"The first year that we put it to work again it managed about 10ft before the wobble box broke, so it actually missed a few days waiting for a replacement and



JOHN DEERE 940, DEVON

"Here's a photo of our combine harvester at work," writes Abby Webb.

"We are the Husbandry School in Bickington, Devon, and we offer a therapeutic education programme, as well as land management, husbandry and keeping heritage varieties alive and well!"

"This year, two of our students embarked on an art project to transform our combine harvester into a dragon! We are absolutely thrilled with the final product!"

then on the last park we had I managed just under an acre with it, but there were issues with the blade stoke and it just wasn't cutting right, so it had to be abandoned. You can do all of the work in the world to fix things, but you never know if it's going to work right until it's out on the field, when you only get a narrow window to try.

"One thing that's always impressed me is that the engine has never needed any work. It always starts on the button,

never chortles on a cold morning – it always just roars into life, no bother.

"Over the winter I did some more work on it, as there were more holes in the grain elevators and the trunk. There was some adjustment needed to the reel depth and a few other mechanical improvements. I also did a lot of work on the blade, replacing a large amount of sections, fingers and all the wear plates for it.

"We have around 120 acres of spring barley a year to cut for winter feed. As

previously mentioned, we have a Claas Senator 60 that did all of the cutting after the SF's retirement, but more recently a new Holland TX34 joined the fleet.

So it's not our primary machine by any stretch – just a toy for me, more than anything!

"I'm 22 now and work in IT for a day job, so the work that gets done to it is either late evening or over weekends/holidays."



FORTSCHRITT E512, STRAKONICE, CZECH REPUBLIC

"Here is a photo of my neighbour's Fortschritt E 512," says Vasek Divis.

NEW HOLLAND TX32, NORTH YORKSHIRE

"We have a 200-acre family farm, run by my father and I," says Stuart Wilson. "We grow wheat, barley and beans at the moment, but we have cut oilseed rape and peas in the past.

"We have owned the combine since 2007 – she is a 1989 TX32 with 15-foot header. We fitted it with wider wheels due to having some wet land. Over the years the combine has had many new parts and bearings, so we hope it will last a few more years before it will need to be upgraded!"



LAVERDA M 84, STAFFORDSHIRE

"Here's my Laverda M 84, harvesting 25 acres of wheat," writes *Tim Evanson*. "I have owned it for three years after finding it 10 miles away in a shed, where it had been for five or six years. It has 350 hours on the clock and only required the brakes resealing to bring it back to working order!"



CLAYSON M 133, CAMBRIDGESHIRE

"Here is a photograph of my 1966 Clayson M 133," writes *Rob Harris*. "It has a six-cylinder Ford 2703 E engine and cuts approximately 20 acres a year of wheat, or wheat and oats. I might try rye in the future, if I'm feeling adventurous!"

USEFUL CONTACTS

Bernard Byrne Combines Ltd.
Ballytarsna, Co. Wexford
Tel: +353 053 942 6390
bernardbyrnecombines.com

Burden Bros. Machinery Ltd.
Isle of Sheppey, Kent
Tel: 01795 880224
burdenbrosmachinery.co.uk

JMT Engineering (Ladbroke) Ltd.
Bishops Itchington, Warwickshire
Tel: 01926 614345
jmtcombinehire.co.uk

John Manners
Battle Bridge, Northumberland
Tel: 01665 574231
mannerscombineparts.com

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



c.1917 Wisconsin Model E



1918 Alldays General Purpose Tractor



Illinois Super Drive

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 A R Wilson Ltd

HOME FARM, OSSINGTON, NEWARK, NOTTS, NG23 6LH

SALE 1 - TIMED ONLINE AUCTION OF CATERPILLAR, IH, AND ALLIS CHALMERS CRAWLER TRACTORS, VINTAGE TRACTORS,
IMPLEMENTS AND CATERPILLAR SPARES



Tractors: Caterpillar: D9, D8 (2), D7 (4), D6 (3), RD6, D4 (8), D2, 955, 933, 50 (2), 40, 35, 22 (3). **International:** TD14, T6. **Allis Chalmers:** HD14, HD10, HD6, K, M, Oliver 80 c/w winch, Massey Ferguson 2640 (2), 2620, Nuffield, Case, McCormick, Allis Chalmers etc. **Implements:** Ransomes TS69 6furrow plough, Ransomes C17 and C13 cultivators, Fowler steam cultivator, Maschio power harrow 4m (2), Wilder pressure harrows, Massey Ferguson 30 drill (2), Simba discs and grain trailers etc. **Also:** Caterpillar crawler tractor spares

COMMENCES: WEDNESDAY 28TH SEPTEMBER 2022 AT 9.00AM

FINISHES: FRIDAY 7TH OCTOBER 2022 AT 12.00MIDDAY

VIEWING: SATURDAY 1ST OCTOBER 2022 - 10.00AM - 4.00PM

Scotland's finest

Both Coventry and Manchester were instrumental in the dominance of Massey Ferguson, but Kilmarnock is often overlooked. We celebrate its success.

PART ONE

All photos: AGCO.



This aerial photograph of Massey Ferguson's Kilmarnock factory was taken in July 1977 by Ted Everett.

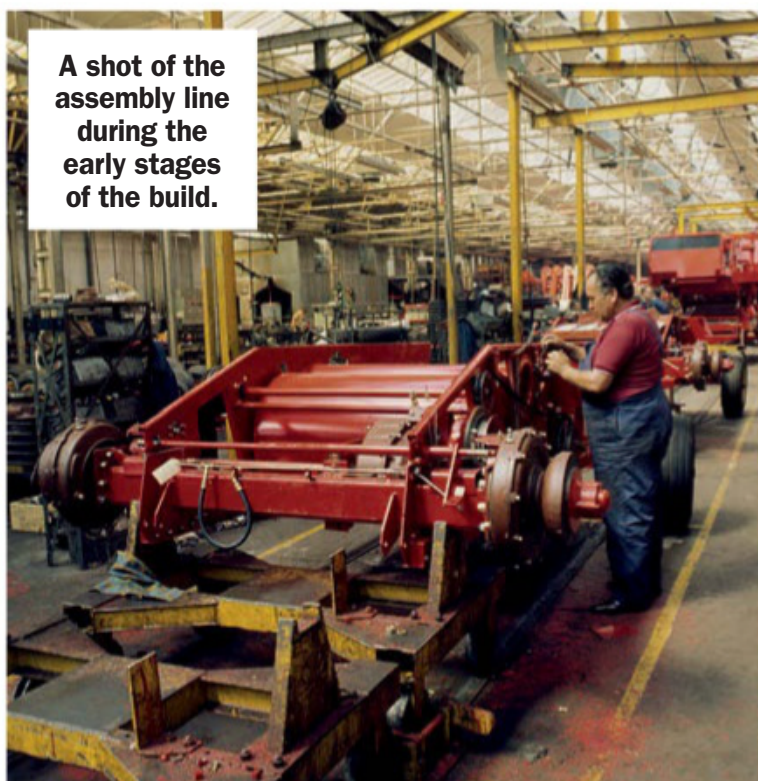
Production began at Massey-Harris' factory in Kilmarnock in 1951 and it soon established itself as one of Scotland's engineering giants, employing a skilled and dedicated workforce that was passionate about the machinery it was building. Although tractors were produced at the factory in the early days, Kilmarnock became synonymous with combine

harvesters – and it was models like the 780 and 780 Special that would change the farming landscape forever more.

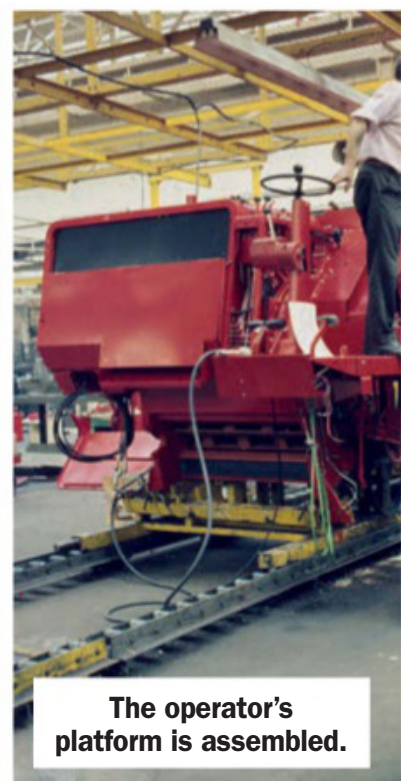
Latterly, models like the 400, 510, 525 would all play their part in enabling Massey Ferguson to retain a healthy share of the combine harvester market, but all good things must come to an end and in 1980 the company's Kilmarnock plant closed its doors for good.



Components were produced in house as well as being shipped in.



A shot of the assembly line during the early stages of the build.



The operator's platform is assembled.



Front axle assemblies await fitment.



Overhead cranes were invaluable when marrying sub-assemblies on the line.



Headers were built in another area and prepared for shipping.

Here, with the help of the AGCO archive and former Massey Ferguson photographer Ted Everett, we bring you a brief pictorial overview of the Kilmarnock factory, situated in East Ayrshire.

* In part two we will look at some of the combine harvester models built in Scotland, their specifications and retail prices through the years. ■



An MF 525 starts to take shape.



Once built, combines were either moved to the holding yard or loaded for transportation.

Countdown is on!

The Newark Vintage Tractor & Heritage Show takes place at Newark Showground, Nottinghamshire NG24 2NY, on 5-6 November.

There are only a few weeks to go until the Newark Vintage Tractor & Heritage Show, with enthusiasts gearing up for one of the highlights in their calendar. So what can visitors expect on 5-6 November?

Welcoming more than 1,000 vintage tractors, implements and commercial vehicles from across the centuries, there promises to be plenty of competition for the coveted trophies. And visitors will also be treated to the usual live auction of vintage equipment on the Saturday of the show, as well as the autojumble and the annual Service of Remembrance on the Sunday.

Some important milestones will be celebrated this year, including the 50th anniversary of the Massey Ferguson 1200. This four-wheel drive, articulated tractor mirrored models produced in North America, including the hard-nosed bonnet design and cab mounted above a central pivot point, which allowed for tight headland turns. The tractor was powered by the Perkins A6.354 engine, producing 105hp (DIN).

Also celebrating a special birthday is the Field-Marshall Series II, manufactured at Gainsborough, Lincolnshire. It is also this marque that holds a special place in the heart of Ross Anderson, brother of Peter – the joint founder of The Field-Marshall Tractor Club (now known simply as The Marshall Club). Their mother bought the Series II for the brothers for £35, back in 1968.

“She was only 20 years old when we bought her, so not in that bad a state, but we still rubbed her down all by hand with a wire brush, repaired a frayed decompression cable and a broken clutch cable,” remembers Ross.

“Without this tractor we could have become football hooligans or something, but instead we spent our time repairing and recycling with her.”

And the very same Field-Marshall will be at the show. “It all started with this tractor – she’s special and she means a lot to us,” he explains.

The David Brown Cropmaster, or VAK1C, is also celebrating three quarters of a century. With several variants including the Vineyard, or narrow version, in 1949 David Brown became the first major tractor manufacturer in Britain to launch its own diesel engine.

Celebrating 70 years is the Fordson Major E1A (produced 1952-58). Launched at the Smithfield Show in December '51, the E1A replaced the old E27N model and featured a choice of three new four-cylinder, overhead-valve engines in petrol, diesel or vaporising oil form.

A fan of Fordsons is 24-year old Alex Kettlewell, from Davenham in Cheshire, who recently purchased a 1959 Fordson Power Major. Alex was bitten by the vintage bug at a young age and as a teenager saved up to buy his first tractor – a 1979 Ford 3600 – and it’s the sense of achievement he enjoys. “What I feel I’ve achieved doing the tractors up is brilliant. I’d say don’t be afraid to have a go – if you save up and buy one, it’s a big daunting project, but it’s also a huge learning experience.”

And there’s something new for the commercial fans – three new classes:

British commercials, non-UK commercials, and pre-1950 commercials. “Classic commercials play an important part in our history and are much loved by many, so we’re delighted to be expanding the classes we are offering,” says show organiser Elizabeth Halsall.

“Excitingly, we also have a restored No.4 threshing drum coming to the show, together with the original tractor it was used with, which has been recently rediscovered.”

There will also be a wide range of other classic and vintage machinery and stationary engines on display, with a celebration of Nicholson’s of Newark machinery and Ruston stationary engines from Lincoln. She added: “It’s brilliant to be able to celebrate these milestones at the Newark Vintage Tractor & Heritage Show – it’s really special for everyone involved.”

* Advance tickets are now available for a discounted saving to the show, but the offer closes on Friday 28 October and thereafter standard gate prices apply. To book tickets or enter the show competitions, please visit the website: newarkvintagetractorshow.com ■



The Newark Vintage Tractor & Heritage Show, on 5-6 November, will have exhibits for enthusiasts of all ages.

H. J. Pugh & Co.

LEDBURY
01531 631122
www.hjpugh.com

HAZLE MEADOWS AUCTION CENTRE, LEDBURY **AUTUMN VINTAGE AND CLASSIC AUCTION**

**TRACTORS, IMPLEMENTS, STATIONARY ENGINES,
CAST IRON SEATS, OLD TOOLS, SIGNS**



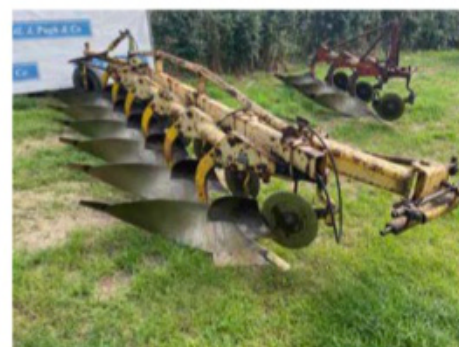
SATURDAY 1ST OCTOBER

Some further entries may be accepted

LOWER BROOK, KINGSLAND, LEOMINSTER HR6 9QB

Dispersal sale of the private collection for Mike Aubrey and others

TRACTORS, PLOUGHS, OTHER IMPLEMENTS, SPARES



WEDNESDAY 12th OCTOBER 2pm

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**

Model corner

The latest from the scale-model world

Universal Hobbies is maintaining its relentless pace of new releases and we have five more to share with you in this issue.

The first, available at the end of October, is a 1:32-scale Case 1394. With Hydra-Shift, four-wheel drive and new detailing, it's a nice model to have in any collection.

Secondly, available at the same time as the Case, is a New Holland T6.180 'Blue Power' Dynamic Command. Updated with new features, this 1:32 model is definitely one for fans of modern machinery – be they carpet farmer or serious collector.

The final model available in October is a 1:32 Lemken Smaragd 9/600 K semi-mounted field cultivator. In the working position it's almost 20cm wide and an impressive machine to have behind your classic or modern tractor.

Available on 25 November, the Sennebogen 355E is a chunky telehandler with a cab that elevates for improved vision. It's impressive, but perhaps more plant than agricultural.

Finally, available at the end of the year is a 1:32 representation of New Holland's T6.180 Methane tractor. Complete with all of the relevant details specific to the real-life version, it's an interesting tractor for your collection.

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

Case 1394 Hydra-Shift

Product code: UH6436

Scale: 1:32

Size: 140x70x85mm

Weight: 315g



Lemken Smaragd 9/600 K

Product code: UH6290

Scale: 1:32

Size: 248x204x53mm

Weight: 198g



New Holland T6.180 'Blue Power' Dynamic Command

Product code: UH6362

Scale: 1:32

Size: 165x78x96mm

Weight: 391g



New Holland T6.180 Methane

Product code: UH6402

Scale: 1:32

Size: 176x78x96mm

Weight: 394g



Sennebogen 355E

Product code: UH8170

Scale: 1:32

Size: 322x77x86mm

Weight: 679g





J6466 | 1:16 scale
County 654 Prototype
1964
Limited Edition
1,000 Pieces
£99.00



Following on from the success of the Fordson Major based County Super 4 the company naturally took advantage of Ford's latest offering in 1964, the Ford 5000 6X, as their source of power although several redesigns were necessary to accommodate it.

The tractor that this model is based on is thought to be one of the very first prototypes and, as can be seen, it still bears Ford decals and badges as well as County.

At launch it was sold as the Super 4-5000 but soon became simply the County 654, 65 being the horsepower and 4 denoting 4-wheel drive.

This stunning 1:16 scale model depicts as close as possible what was thought to be one of the first prototypes. It is supplied in an exclusive box and is a Limited Edition of just 1000pcs worldwide.



This model will be available around mid/late November 2022 and you can contact your local stockist to reserve yours.

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!



Tractor Cab Specialists

Tractor Cab Replacement Panels, Parts & Interiors

Phone: +447885077168 / +442825831300

Q/SQ
Weld In
Panels



Q/SQ
Interior
Trims



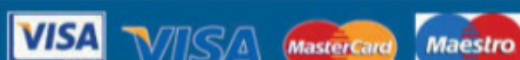
MANY OTHER PARTS, PANELS
& INTERIOR TRIMS
AVAILABLE FOR OTHER
MAKES & MODELS



www.tractorcabspecialists.com

Email: Info@lmcmaster.com

WORLDWIDE SHIPPING AVAILABLE



WORLDWIDE SHIPPING AVAILABLE

Classic makes the cut

Two classics leaving a Cambridgeshire farming business left room for two more to take their place. Scott Lambert finds out about one of them.

Being sensible with your money is as relevant now as it ever has been and with exorbitant purchase and running costs, buying the perfect tractor for your operation is often a compromise between what you really want and what you can justify.

E P Brand (Farmers) Ltd. farms 600 acres of Cambridgeshire fenland, in two blocks separated by a few miles, and

relies upon a mixed fleet to get the work done. Regular readers will remember our look at the 1988 Ford TW-35 and 1980 Ford FW-30 that were once used by Chris Dyer and Jamie Rule, but these have since departed to make way for a 1999 Claas Challenger 45.

With the width of the FW-30 proving prohibitive on the road and not having sufficient traction to pull the farm's Köckerling cultivator, the Claas fitted the bill nicely and also

highlighted that the TW-35 was being used less and less too. "With prices for classics at a decent level, it made sense to cash in on them both," said Jamie. "The two New Hollands and the Fastrac could cover any jobs not suitable for the Challenger, but there was a gap for something smaller."

Chris added: "We ended up buying a 7810 from a local farm dispersal sale, and this is a good Jack of all trades, but we felt we could go smaller still for ➤

E P Brand (Farmers) Ltd. has recently added this 1986 Ford 7610 Force II to its fleet of JCB and New Holland tractors.



jobs that needed what you might call a delicate touch!

"It doesn't make sense to spend £100,000 on a new tractor when we can get what we need from a classic – plus we're buying the tractors that we've always wanted!"

"We're owner-drivers and have to look after our tackle, as well as drive it, so it makes sense to run tractors like this – ones that we can fix ourselves and not break the bank," Jamie explained. "We knew what we wanted, but had to find the right one."

The 'right one' turned out to be a 1986 Ford 7610 Force II from Oakfields at

Nuthampstead, Hertfordshire, which, although in good order, was subjected to a mechanical check and cosmetic makeover before being put to work. "It doesn't matter how old our kit is, we like it to look it's best and you've got to remember that it's an appreciating asset," Jamie said.

Those with experience of fen soils will appreciate that four-wheel drive can make all the difference, but not all jobs require immense traction and this is one of the reasons Chris and Jamie wanted a two-wheel drive tractor to their fleet.

"For top work, like fertiliser spreading and rolling, you don't always need four-

wheel drive," Chris said. "The ability to tread lightly is key and with a tractor weighing around three-and-a-half tons, fitted with the right tyres, you can do pretty much everything you need to and enjoy the benefits of a tighter turning circle and improved visibility."

As die-hard fans of the blue oval, a 7610 was the obvious choice. With its roots in the Ford 7000, the first mainstream model to be fitted with a turbocharger, the 7610 Force II has a great pedigree, ample power and a fantastic cab. It's a very useable machine, whilst also being one that is popular with enthusiasts and collectors, and therefore a tractor that should retain its value.

Powered by a turbocharged, four-cylinder engine generating 98hp (DIN)

USEFUL CONTACTS

Emmark UK Ltd.
Pudsey, West Yorkshire
Tel: 0113 255 2344
emmarkuk.com

Ford Tractor Spares
Chettle, Dorset
Tel: 01258 830991
fordtractorsparses.co.uk

M J Robinson Tractors
Old Coal Staithe, Lancashire
Tel: 01254 877011
mjrobinsontractors.co.uk

Oakfields
Nuthampstead, Hertfordshire
Tel: 01763 780440
oakfields-ag.com

Stephen Robinson Ltd.
Hillsborough, Co. Down
Tel: 028 9268 9464
stephenrobinson.com

Tractor Cab Specialists
Broughshane, Co. Antrim
Tel: 028 2586 1300
lmcmaster.com



and 377Nm (DIN) of torque at 1,600rpm, the tractor incorporates Ford's 'square' design – with the same bore and stroke dimensions of 112mm (4.4in). This, the company said, permitted lower rated speeds and shorter piston travel – cutting oil consumption and wear, as well as noise.

Coupled to the engine, via a 330mm (13in) clutch, is a 16-speed Dual Power transmission with floor-mounted levers. This arrangement was an improvement on the previous range, as lever travel was reduced and shifting required less effort. The gear lever nearest the seat controls the range (high, low and reverse), whilst the other enables one of four speeds to be selected from a logical 'H' pattern. Dual Power is actuated by the driver's left heel, although this switch can prove troublesome and is often converted to a dash-mounted rocker switch or gear lever-mounted arrangement.

At the rear, lift capacity at the hitch point is 2,664kg (5,874lb) as standard, or 4,255kg (9,380lb) with the optional assistor – which this tractor has. Dual

hydraulic pumps were fitted as standard to the 6610 and upwards in the Force II range, providing a capacity of 69 litres per minute (15.2gpm) at rated engine speed. Up to four double-acting spools could be specified, each with independent flow control.

A 540/1,000rpm power take-off is fitted, with 88.1hp available at the shaft at PTO speed.

Despite its modest size, the performance of the 7610 should not be underestimated. It's a lively performer with plenty of power and great hydraulic performance and, particularly in four-wheel drive form, great traction.

Although usually associated with six-cylinder tractors, a push-pull plough system was one of the 7610's party tricks. With a Ransomes two-furrow reversible on the front and a similar four-furrow reversible attached to the rear linkage, the 7610 had the performance to cover as much ground as much larger tractors – the weight of the front linkage and plough combining to provide additional traction to the ZF axle.

The cab, an updated version of the Sankey-built unit fitted to the first generation of Series 10 tractors, was dubbed the Super-Q and remains a nice place to spend the working day. It's a hands-on operating experience, which Chris and Jamie like, with a full array of levers, rocker switches and analogue instrumentation. Pendant pedals and a flat floor make for comfortable driving, for all but the very tallest of operators.

Weighing in at just 3,530kg (7,700lb), the version of the 7610 seen here is light and nimble in standard form, but this particular example retains a pair of flotation-type front tyres at all times to keep the front end up – the factory-fitted 10x16 tyres having a tendency to cut into the black, fen soil. When it's not on regular duties it is equipped with Terra tyres on the rear to enable it to leave a minimal footprint on the delicate land.

It has proved to be a great investment and the ideal machine for the farm's requirements. "It's a brilliant tractor!" Chris said. "The right machine at the right price and one that will do exactly ➤



It has proved to be a great investment and the ideal machine for the farm's requirements

During the harvest season the 7610 is used with a trailer, but it is also used in conjunction with Terra tyres for rolling and fertiliser spreading.

BASIC SPECIFICATION: FORD 7610 Force II	
Engine	Ford
Cylinders	4T
Power	98hp (DIN)
Bore	112mm (4.4in)
Stroke	112mm (4.4in)
Displacement	4,393cc (268cu in)
Rated speed	2,100rpm
Torque	386Nm (285lb/ft) @1,600rpm
Clutch	330mm (13in)
Transmission	16 fwd, 8 rev
Lift capacity	Standard: 2,664kg (5,874lb) Assistor: 4,255kg (9,380lb)
Length	3,737mm (147.1in)
Wheelbase	2,223mm (87.5in)
Width	1,955mm (76.9in)*
Height	2,739mm (107.8in)**
Turning radius	3,590mm (142in)***
Weight	3,530kg (7,700lb)
Front tyres	10.00x16
Rear tyres	16.9/14x38

Note: Specifications for 2WD with Super-Q cab
* At minimum track
** To top of cab
*** Without brakes

With its turbocharged four-cylinder engine producing 98hp (DIN), the 7610 has proved to be a good all-rounder.



what we want it to. "It takes me back to when I was younger, lighter and this was a tractor that everyone wanted."

Chris and Jamie, along with others, are proof that buying a classic to add to your working fleet is a viable alternative to buying a new or low-houred, modern tractor, as you can maintain and repair it yourself, see a good

return for your money (if current trends continue) and enjoy the nostalgia!

There is also the case that what you require may not be available

new. New Holland, E P Brand (Farmers) Ltd.'s favoured marque, does not offer a two-wheel drive option above the T4.75 and although this may be enough power for some, it's a significant step down from the 103hp (BS)/98hp (DIN) Ford 7610 Force II.

It seems that, for the time being, classic models will continue to have a role on this small parcel of Cambridgeshire land – one where tractors like this can contribute to feeding the nation whilst being appreciating assets.

Long live the 1980s! ■

Ah, the 1980s!



WANTED

**Ford and New Holland tractors (4 and 6 cylinder)
Conventional Balers:**
MF 120-124-128-220-224-228
IH 430-440-435-445



FRANK S. FOOT & SON (Machinery) LTD.
AGRICULTURAL MACHINERY, TRACTORS FOR SALE & HIRE, EXPORTERS
Telephone: (01962) 774209 Mobile: 07836 264797



STEPHEN ROBINSON LTD

FORD TRACTOR SPARES

**NEW
SUPER Q
& Q CAB SEALS
NEW RUBBER
SEALS FOR ALL
FORD CABS**



02892 689464
www.stephenrobinson.com



**FORD
SUPER Q
GEAR
GATOR**



**FORD
Q-CAB
BONNET
SEAL**



**FULL RANGE
OF NEW
& USED
SPARES**



STEPHEN ROBINSON (TRACTORS) LTD
ESTABLISHED 1929
andrew@stephenrobinson.com Tel: 02892 689464
www.stephenrobinson.com



CAB PARTS INTERIORS LTD

DELIVERING QUALITY CAB PARTS

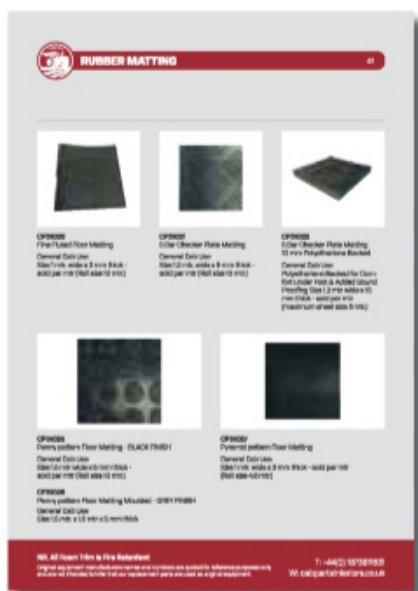
REPLACEMENT INTERIOR TRIM
A FAMILY RUN BUSINESS COMMITTED TO DEVELOPING NEW
PRODUCTS TO MATCH THE QUALITY OF OUR SERVICE



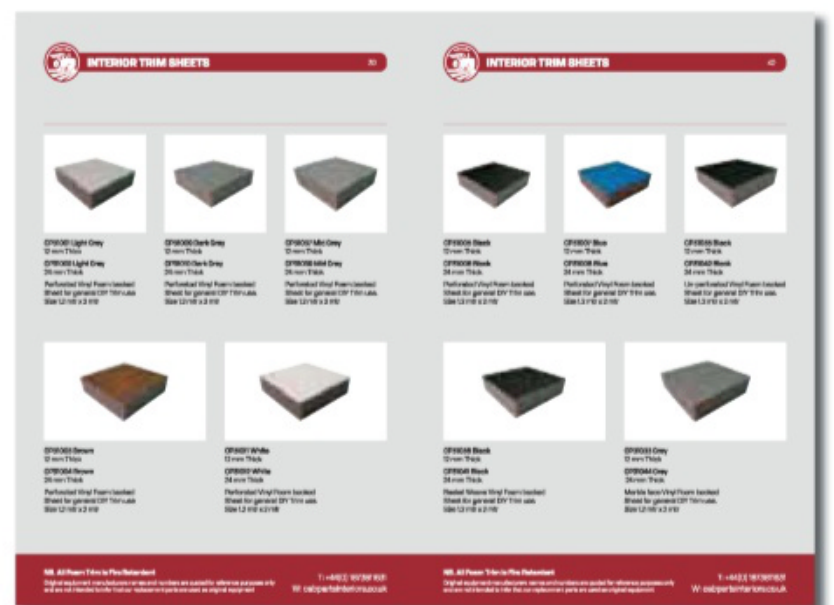
Cab Parts Interiors Ltd
offer a large and
varied range of trim
products produced
from original patterns.

CASE / IH
L - Series Cab
XL Cab
Maxum & Maxum 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

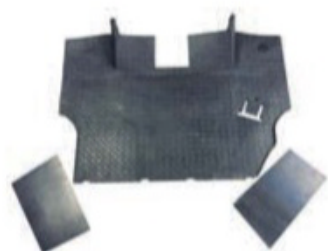
PLEASE CONTACT US IF YOU WOULD LIKE A FREE BROCHURE



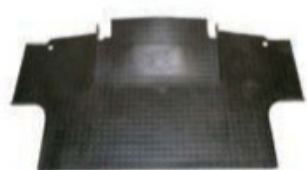
We can produce trim
panels from original
patterns - please call
for details.
A wide range of
acoustic sound proofing
materials, matting and
interior trim panels are
shown in the brochure.



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

Junior's picture gallery

SHOW OFF YOUR SKILLS

Send your drawings to: 'Junior', Kelsey Publishing Ltd., The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL or, if you're a whizz-kid like me, scan them and e-mail them to: tm.ed@kelsey.co.uk



PICK OF THE CROP



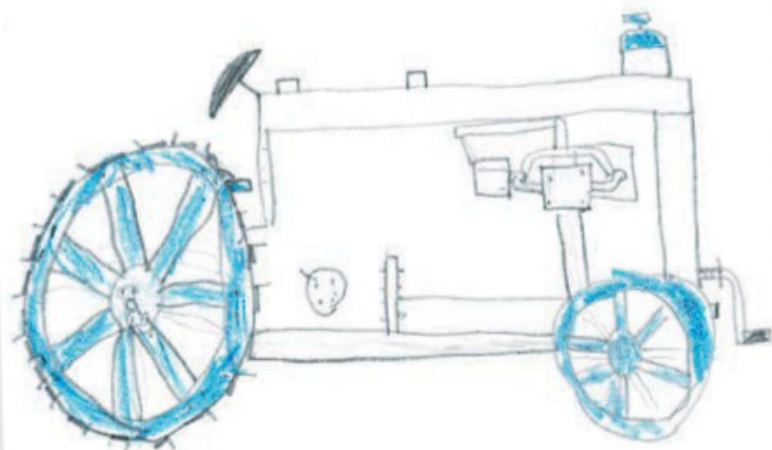
GENERATION GAME

Wow! There's so much going on – fantastic!

Dear Junior,

My picture is of a Ford 6810 Generation III tractor. I love going for rides in my daddy's Ford when he is getting more bales for our lambs. If she's not blue, she'll not do!

Elizabeth Farquhar



FORDSON FAN

You've got it just right – it's obvious that it's your favourite!

Dear Junior,

This is a Fordson, my favourite tractor.

Alexander Hendress (aged 7), USA

NEW TRACTOR

Fiats are popular in Ireland, aren't they?

Dear Junior,

Here is my drawing of my granddad's new tractor.

Fionn (aged 8), Co. Limerick



GREEN MACHINE

Like it? I love it!

Dear Junior,

I hope you like my John Deere tractor picture. It's like my daddy's tractors.

Billy Baker (aged 6)

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

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

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



Find the perfect gift for a tractor lover this Christmas.
Visit: shop.kelsey.co.uk/christmas-gift-ideas

Welham Diesel Injection

Fuel Injection Engineers

Large Selection of Exchange Injector pumps & injectors available

Come and visit us in the Newark Pavilion at the Newark Vintage Tractor & Heritage show on 13th and 14th November

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



HOW REG CONQUERED HIS BAD BACK!

72 year old Reg Sheppard from Chesterfield was suffering from a bad back and neck. Despite taking 8 paracetamols a day he had not left the house for 6 weeks and was very depressed.

Reg says, "I couldn't drive my tractor or enjoy my usual active lifestyle. I've always kept busy and was really missing shooting, gardening and walking in the countryside.

When I saw an advert for Bioflow magnetic therapy wristbands. I thought anything was worth a try so I contacted distributor, Jenny Ryan.

I was amazed when my back soon felt better and I was able to move my neck more freely! I'm now back out of the house and enjoying shooting and gardening. An added bonus is that I've lost the pain in my left knee which I've suffered from for years.

I recommended Bioflow to my friend, Robin, for his bad knees. He was thrilled by the improvement. A few days ago, the 2 of us moved and planted 2000 trees. We ached a bit by the end of the day but we were fine the next morning. We've both said goodbye to our painkillers!

BIOFLOWS MAKE GREAT CHRISTMAS PRESENTS FOR PEOPLE AND ANIMALS!

JENNY RYAN

0114 2307844/07817 671259,
16 DEN BANK CRESCENT,
SHEFFIELD,
S YORKS, S10 5PD

jennyryan@magneticpower4u.com
www.magneticpower4u.net



G & M ORIGINALS
Modelling By Design

The Studio, 130 Hucknall Lane,
Bulwell, Nottingham NG6 8AR
TELEPHONE: 0115 8548871

WEBSITE:

www.gandmor originals.com

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



NEW

**1/32 scale David Brown
RAF tug £195 limited
edition of just 50 models
1/32 Thresherman
coming soon**

**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.

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.barclaywilliams.co.uk**

Next Day Nationwide Delivery

Serving the Nation with 45 years of David Brown experience



2013 MASSEY FERGUSON 7616 DYNA-6 TRACTOR £POA
50kph, air brakes, 6012 hours.



2017 JOHN DEERE 6215R 4WD TRACTOR £POA
It's done alright on it's originals though!
Now done 5040 hours



2011 JOHN DEERE 6930 PREMIUM 4WD TRACTOR £38,750 + VAT
50kph Autoquad, front linkage and PTO!
1 Owner.



2009 JOHN DEERE 6830 4WD TRACTOR £33,500 + VAT
C/w Zuidberg front linkage, cab suspension and TLS.



2003 JOHN DEERE 6520 4WD TRACTOR £29,750 + VAT
C/w MX 95.5u front loader and on very good tyres!



2007 CAT 755B Rubber tracked crawler £39,950 + VAT
C/w Very good trackwork. A tidy crawler!



2002 CASE IH STX 375 QUADTRAC £44,500 + VAT
Goes well, and on very good tracks!



2008 CASE IH MXU 135 Multi-Controller 4WD Tractor £24,950 + VAT
Just 1 owner and in nice order!



WEAVING CADDY 35 6M trailed drill £POA
C/w Stocks Ag seeder and hydraulic axles.



2018 AMAZONE KG 3000 POWER HARROW £14,950 + VAT
C/w AD-P 303 Drill, all in nice order!



VADERSTAD REXIUS TWIN 330 LAND PACKER £11,450 + VAT
C/w new points and excellent rings!



COUSINS SIDEWINDER 12.3M cambridge rolls £POA
22" plain rings, in top order!



2016 DALBO LEVELFLEX 4M HYDRAULIC FOLDING FRONT PRESS £8,450 + VAT
C/w leading springtyres and 650 mm DD packer



2019 PROFORGE INVERTAMAX 6M SHORT-DISC CULTIVATOR £23,950 + VAT
Done very little work, ready to go!



2019 ZIEGLER FIELD PROFI 3001 3M CULTIVATOR £7,500 + VAT
In excellent condition, very little use.

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



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



Ref. for B250, 275, 414



BD264/281 Glow Plug
Conversion kits

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



B275 414 434 etc.
Improved
Throttle Rod End



B250-275-414



B414 Front Inner Mesh
Dzus fasteners available

INTERNATIONAL

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

NICK YOUNG TRACTOR PARTS



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

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.thenuffieldandleylanttractorclub.co.uk

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

Tel: 01453 828737

Email: pam.harlow5@btinternet.com

Two of a kind

Matt Butler and his father Grahame run a pair of original-style, classic John Deere 1120 and 1130 models. Peter Love went along to see what it's all about.

Life on a mixed farm in East Sussex was originally made up of a predominantly blue fleet for Matt Butler's father – with Ford 4000s, a 4600 and a 5600 used before a couple of two-wheel drive 'Rubik's cube' 6610s became the staple diet.

Some of these tractors Matt remembers, and actually drove, but it all changed when a two-wheel drive John Deere 3050 arrived. These tractors worked the beans, rape, barley and wheat that were grown, as well as tending to the suckler herd.

Showing great mechanical ability led Matt to be asked to become a John Deere-trained agricultural apprentice with Palmers of Lower Dicker, Hailsham, East Sussex. David Palmer had successfully been the Golden Cross depot manager for Penfolds of Arundel, which was a pioneering John Deere dealer of the 1950s.

Prior to that Penfolds was a steam threshing and road roller contractor,

with the last activities continuing into the early '50s, and today there are a number of steam engines and John Deere tractors from the 1960s in preservation, especially 3020 and 4020 models, that started their lives with this company in Sussex.

David Palmer bought the East Sussex branch from Penfolds and continued to build on his reputation and as the JD 40 and 50 Series gained lots of respect, so did his sales – leading to the 6000 Series with its revolutionary full-frame design helping Deere become the number one marque in the UK.

As time went on Palmers transferred its allegiance to grasscare only and Matt stayed around for a couple of years before it was time to move on. Happily, it was the start of many new avenues for Matt, who went on to work for CNH dealer Haynes at its Easons Green, East Sussex, depot. Here he worked on TSA and TM models, which he says were good tractors that were popular with customers.

He liked the green brand more and with more money on the table he moved to Burden Brothers Agri Ltd., not far from his previous employer and enjoyed more than 11 years there. He talks highly of this family-owned company which, in 2020, was taken over by P Tuckwell Ltd. They sold a few John Deere combines, lots of balers and other green machinery, but it was the 6030 Premium tractors that were the most popular – they could not get enough of them!

Today Matt works for another former Palmers apprentice that created his own company in 2010, based near Eridge, Tunbridge Wells. Ed BurrIDGE Engineering Ltd. works on just about everything and is a hydraulic hose specialist – looking after a considerable amount of plant equipment, large and small.

The knowledge and skill these two guys have, as well as that possessed by other members of the team, has certainly helped this business. It ➤

Matt Butler has green in his veins and is a keen fan of the marque.



Grahame Butler
with the 1130.



enjoys a great reputation, as no project is too small or large.

Some years ago, Matt and Grahame acquired a John Deere 3130 – a six-cylinder tractor known to many as an old slogger. The engine in this model was rather old fashioned, even when first introduced in Europe, but the model did Mannheim proud and the Butlers' example worked satisfactorily, but even they will admit that it was rather worn.

It was used as their ploughing match tractor, as well as on the farm, in conjunction with a Dowdeswell DP7 four-furrow reversible. Father and son very much enjoyed it before selling it on.

TOO BIG

A four-wheel drive 3050 was acquired from David Morgan and after sorting a few things out, Matt has it going well. It was this tractor that he used to become

East Sussex ploughing champion and the one that he drove to his wedding at the East Sussex National golf course, near Uckfield, where he married Clare in 2015.

Although the 3050 is ideal for farm work and had been on bale-wrapping

Grahame at the 2021 East Sussex Ploughing Championships. These models feature lower link sensing and make great ploughing tractors.



duties in recent times, it was just too big for the local road runs they take part in, so it was time to find something smaller and, naturally, green!

Having said that, Matt has fitted a Perkins 6.354 engine from a combine into a Massey Ferguson 35. It's certainly a head turner and he has even ploughed with it.

It was 2019 when Matt came across a 1970 JD 1120 near Snetterton, Norfolk, on eBay. The vendor was as good as his word and when they saw it in person they decided it had to go back to East Sussex with them. The idea was to tidy it up, but not to repaint it – keeping it original was the goal from the outset.

The tractor started its working life with A A Kyle of Eversley, Hampshire, so it has travelled around somewhat. The hydraulics didn't work well at all, but a new pump and various other items in the system were replaced. It was fully serviced, including replacing the fan belt, but, luckily, the tyres were in excellent condition.

What is clear is that the tractor has never had a cab fitted and it looks all the better for it. Even the front steering bush, which is the Achilles heel of these tractors, shows only slight wear for its age. This should always be checked out, along with the load-sensing arm seals and shafts.

Matt was made aware of the second tractor featured here by Ed Burrridge.



Aside from the styling, there are subtle differences between the 1120 and 1130.

UAL 687R is a 1977 John Deere 1130 which had been in a shed in South Wales, fitted with a loader and half a Duncan cab that had seen better days. When the tractor arrived in East Sussex the cab and Quicke loader came off and on went 'clamshell' mudguards, with original-style axle-to-mudguard spacers.

The tractor was fully serviced and a new battery went on, along with numerous small items to get it looking right. The hydraulic system was simply serviced.

So what is the difference between the 1120 and 1130? In short, not much. It's essentially styling that is the main difference, as the tractors basically have the same three-cylinder, 2.7-litre, 52hp engine and 16in front tyres and 36-inch rubber on the rear.

The 1120 was introduced in Europe, at Mannheim, from late 1967 and with the JD 820, 920 and 1020 gave Deere's European division a small tractor line to take on the MF 135, IH 434 and others.



The tractors in the range were not very fast on the road, but by the time the 1130 was introduced, in late 1972, along with the 59hp 1630 a year later, these tractors were all re-gear, with a very good road speed – making the 1130 a very desirable tractor in preservation circles today.

The 1120 here features the optional dual clutch and the 1130 has the power steering option, but not the dual clutch!

Grahame loves the 1130, which ceased production in late 1979 and was replaced by the 1040 and 1140. There are things that can be done to both tractors to make them cosmetically better, but for now they are all up and running – ready for this father and son to enjoy on the Six Bells Road Run on Boxing Day, which is a fixture in their events diary these days.

There's little doubt that the green tradition lives on in this quarter of East Sussex ■

There's little doubt that the green tradition lives on in this quarter of East Sussex

Two similar tractors from the 1970s, with styling the most obvious difference.



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



CHRISTMAS CHEER THAT LASTS ALL YEAR!



GIFTS
FROM JUST
£19.99

OVER 60 TITLES TO CHOOSE FROM
VISIT [SHOP.KELSEY.CO.UK/XMAS22](https://shop.kelsey.co.uk/xmas22)
OR CALL 01959 543 747 AND QUOTE 'XMAS22'

Lines are open Mon-Fri 8.30am to 5.30pm. Calls are charged at your standard network rate. Offers available for UK customers only. Savings are based on the standard cover prices. Offer ends 24/12/2022. The subscription will start with the first available issue after Christmas 2022. Prices correct at time of print and subject to change. For full terms and conditions visit shop.kelsey.co.uk/terms. To see how we use your data view our privacy policy here shop.kelsey.co.uk/privacy-policy.



Gary Rutter with his award-winning 1966 Roadless Ploughmaster 90.

Netley Marsh

The 50th anniversary of the Puff-in to Netley Marsh Steam & Craft Show took place on 22-24 July in good weather, writes Peter Love.

Placed on the top of the hill at Meadow Farm, where it all started all those years ago, this is an event that has been well supported from the off and this was still the case in 2022. Tractors have always been an integral part of the show, growing in number each year to the point where more than 125 were exhibited this year.

It was good to see an excellent cross section of clean original and restored machines, including a raft of classics

from County, IH, Ford and John Deere, as well as Fergusons, Nuffields, Leylands, Massey Fergusons and the Fordsons that are popular in this area.

My favourite was Andrew Kitcher's John Deere 2850, which was only finished just a month before the show. He also had a 1995 Ford New Holland 8340 Powerstar SLE, in original condition, at the event too, as well as a County 1124 with wide wheels and a winch at the rear, in addition to a rather bashed Duncan cab.

It was also good to see a number of the Hiscocks' John Deere collection and Andy Knight's 1969 JD 2020 – which worked in the Scottish Highlands until he brought it to the South-West.

Trevor Lucas, from near Swanage, had his lovely Roadless 120 at the show, which has been seen at the GDSF a number of times over the years, while Ken Osman, from Romsey, was showing his 1966 International 434 with a lovely IH B-23 mower on the back. A good number of tractors with implements were on display, which was great to see.

The winner of the coveted Netley Marsh Tractor Cup went to Gary Rutter and his 1966 Roadless Ploughmaster 90, which was greatly appreciated by the crowd watching the display at the show.

In summary, an excellent selection of tractors for everyone to enjoy in the two parade rings. If you have never been before, it's certainly worth visiting. ■



This 1955 Ferguson TE-T 20 was new to Andover Borough Council and was restored by Cliff Pickering. It is now with his granddaughter, Lucy, from Salisbury.



Andrew Kitcher's John Deere 2850 was finished in time for the show.



i-018: Austco Flail Mower

PTO Driven (PTO Shaft included).
PTO Speed: 540 rpm.
Tractor HP: 20-30 HP.
Overall Weight: 145kg.
Cutting Bed: 1129mm wide.
Number of Flails: 18.
Flail Type: Hammer.
CE Approved.
Cat 1 linkage.

£800.00 +VAT



i-026: Austco Flail Mower

PTO Driven (PTO included).
PTO Speed: 540 rpm.
Tractor HP: 45-60 HP.
Overall Weight: 430kg.
Overall Dimensions: 2124mm x 966mm.
Cutting Bed: 1980mm wide.
Number of Flails: 18.
Flail Type: Hammer.
Hydraulic Side Shift.
CE Approved.

£2,499.17 +VAT



i-027: Austco Flail Mower

PTO Driven (PTO included).
PTO Speed: 1000 rpm.
Tractor HP: 45-60 HP.
Overall Weight: 430kg.
Overall Dimensions: 2124mm x 966mm.
Cutting Bed: 1980mm wide.
Number of Flails: 18.
Flail Type: Hammer.
Hydraulic Side Shift.
CE Approved.

£1,950.00 +VAT



i-032: Austco Flail Mower

PTO Driven (PTO Shaft included).
PTO Speed: 540 rpm.
Overall Weight: 385kg.
Tractor HP: 45-85 HP.
Cutting Width: 1820mm wide.
Number of Flails: 32.
Flail Type: Hammer.
CE Approved.

£1,600.00 +VAT



i-033: Fertiliser Spreader - Trailed

Trailed single disc spreader, disc drive is taken from the wheels of the spreader.

Galvanized hopper to prolong life of spreader from rust.

Working Width: 3 - 8 metres
Tank Capacity: 60 litres.
Empty Weight: 40kg.

£832.00 +VAT



i-034: Fertiliser Spreader - Trailed

Trailed single disc spreader, disc drive is taken from the wheels of the spreader.

Galvanized hopper to prolong life of spreader from rust.

Working Width: 3 - 8 metres
Tank Capacity: 310 litres.
Empty Weight: 90kg.

£1,650.02 +VAT



i-035: Fertiliser Spreader - 3 Point Linkage

3 point linkage, single disc spreader.

Plastic hopper to reduce weight and prolong life of spreader from rust.

Working Width: 6 - 14 metres.
Tank Capacity: 500 litres.
Empty Weight: 68kg.

£599.00 +VAT



i-036: Fertiliser Spreader - 3 Point Linkage

3 point linkage, mounted pendulum spreader.

Plastic hopper to reduce weight and prolong life of spreader from rust.

Working Width: 2 - 14 metres.
Tank Capacity: 800 litres.
Empty Weight: 152kg.

£1,793.50 +VAT



i-020: Austco Finishing Mower

PTO Driven.
PTO Speed: 540 rpm.
Tractor HP: 18-25 HP.
Overall Dimensions: 1280mm x 1280mm.
Overall Weight: 195kg.
Cutting Bed: 1190mm wide.
Number of Blades: 3.
CE Approved.

£800.00 +VAT



i-041: Stone Burier - 37"

540 rpm gear driven stone burier.
Suitable for 20 - 28 HP tractors.
Working width: 950mm (37").
Max Working Depth: 120mm (4.7").
Number of Blades: 16.

£1,950.00 +VAT



i-042: Transport Box - 1.2m

Suitable for 18 - 20 HP tractors.
Capacity: 0.40m.

£349.00 +VAT



i-043: Transport Box - 1.3m

Suitable for 20 - 25 HP tractors.
Capacity: 0.44m.

£375.00 +VAT



i-040: Rotavator - 41"

540 rpm gear driven rotavator.
Suitable for 20 - 28 HP tractors.
Working Width: 1045mm (41").
Max. Working Depth: 150mm (5.9").
Number of Blades: 30.

£1,499.00 +VAT



i-044: Land Leveller - 4ft

Ideal for levelling uneven ground.
Digging Depth: 35mm - 125mm.
Number of Rippers: 4.

£750.00 +VAT



i-029: Austco Hydraulic Sweeper

Working Width: 2000mm.
Overall Dimensions: 2260mm x 1130mm.
Overall Weight: 400kg.
Tractor HP: 18-22 HP.
Oil Supply: 18-30 l/min.
Roller Speed: 100-180 r/min.
Fitted with Euro Brackets.

£1,158.41 +VAT

Record crowd at WELLAND

The 56th Annual Steam & Country Rally, at Woodside Farm, Welland, Upton-upon-Severn, Worcestershire, took place in dry and warm conditions on 29-31 July, says Peter Love.

Back on the scene in 2022, with a record crowd, it's always a pleasure to attend this non-stop action show, starting with the H J Pugh & Co. sale on the Friday.

In the Living History field, Ian and Pearl Davies staged what I feel is the best plant working display in the UK these days, as well as a combining demonstration and, at the bottom of the field, a road-making demonstration complete with running, narrow-gauge industrial railway.

In the other field was a heavy haulage area that was hugely popular, and near the top of the field were several tractor club displays, including a fine one from the Ferguson Club. Further down the hill was the fine stationary engine section.

In front of the stationary engines was the tractor section, which was better placed than before and run, as ever, by Graham Skittery and family. The

tractors paraded twice on the Friday, which was appreciated by all, and on the other side of the parade ring were the car and commercial vehicle displays.

With more than 200 preservation tractors in the section, Graham had his hands full. There was a fine line of veterans and a good selection of continental tractors too, including Ivan Partridge's 1924 Lanz HM8 Bulldog and James Morris' post-war Lanz Bulldog D9506 (no. 353663). Joe Keeling had his 1948, 23hp, two-stroke Bolinder-Munktel BM10 at the event – popping away and looking very original.

The line-up of Fordsons was very impressive, with Mark Pugh's early 1937 Fordson N waterwasher looking the part. It contrasted with the Crump family's E1A Diesel Major Industrials from 1958, both in original condition. Standing beside was Abigail Pugh's 1964 Fordson Super Dexta – another clean original example.

The Stokes family brought out an award-winning County 654, that looked tremendous, and another four-wheel drive conversion that caught the eye was the Rowberry family's 1969 Roadless International 634 – part of an excellent selection of IH tractors at the show.

The Stokes' County 654 has been restored to a high standard, winning an award at Tractor World Spring 2022.



Two 23hp Bolinder-Munktel BM10 tractors were at the show. Both looked great.

In the Allis-Chalmers section was R C Duell's rare, styled WC road roller conversion that lived in this area at one time.

Several David Browns were seen, including David Aylward's 1954 25D which makes occasional appearances at events, but it certainly stood out in the sunshine. Another catching the eye was a styled, 1940 John Deere D belonging to Geoffrey Jones, but if you like your Deeres classic Ivor Grant's 1970 JD 1020 and 1972 2120 both looked smart.

The Ferguson and Massey Ferguson display was very good indeed, with Ken Gibbard from Llanelli driving an original, 1950 Ferguson TE-D 20 Reekie vineyard conversion. Andy Maaz, from Stratford, had his well-restored, 1968 MF 135 Multi-Power on display, while Andrew Millington's MF 35X Multi-Power also looked good.

This show has had many ups and downs over the years, much to do with the weather, but it all came good in 2022. ■



Les Wild's 1955 Hanomag R16.



James Hardstaff was enjoying the event with his Perkins P6-powered CFT.



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.



Green re-gathered

The Gathering of the Greens was held at Parc Grace Dieu Farm, The Hendre, South Wales, on Saturday 2 July, by kind permission of the Sutton family and organised by local John Deere enthusiasts that form the Gathering of the Greens Club, writes Joseph Lewis.

Around 40 John Deere tractors gathered, including the collection of Frank and Fred Sutton. Frank established one of the first John Deere dealerships in

South Wales in the mid-1960s and owns the oldest John Deere that was present at the event – a 1924 'Spoker' D.

Winner of the Classic class, one of this year's new entries, was a 1989 John Deere 2650, with Quicke loader, owned by Sam Jones. This is a relatively new acquisition featuring a 40kph transmission and is used for transporting bales and ploughing. It has 7,598 hours on the clock.

The main prize, 'Deere of the Day', was awarded to Wyndham and Shirley

Rob Warner, from Markfield in Leicestershire, drove Frank Sutton's JD 4520. Photo: Nigel Collins (Abergavenny Camera Club).



Sam Jones with his nephew, Brandon, and 1989 John Deere 2650.

Mullins for their stationery 1924/5 1.5hp hit and miss engine. This was the first time that such an engine was exhibited at the Gathering of the Greens and caused much interest as it fired away throughout the event.

The £10 entry fee included a five-mile tractor and trailer ride around the 550-acre parish to see where the Sutton family's buffalo, Longhorn and White Park cattle roam. This year's trailer rides visited the Parc Grace Dieu Lavender Field, providing an opportunity to breathe in the scent and admire the view. ■

For more information on the event, please visit parcgracedieufarm.co.uk

* Thanks to the Sutton family and the tractor owners for their help and assistance.

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



All Major Cards Accepted

OEM names & numbers are shown for reference purposes only

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



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



65 STEERING THRUST BEARINGS

A Massey Ferguson 135, with a French twist, is overhauled by Andrew and Barry when the owner complains about it being hard to steer.

68 780 RESCUE

A rough rear wheel rim forces a decision to be made about what size should be fitted to the tractor and the bonnet receives attention, ready for primer and paint.

72 NEW PRODUCTS

Items of interest for your tractor and the workshop.

74 EXPERTS' ADVICE

You've been sending in your questions and our panel of experts has been working hard to provide the answers.

76 FORDSON E27N REVISITED

Sometimes even the simplest of jobs require some thought. This is a classic example.

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

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

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
EXC.VAT
£598.80 inc.VAT



SCREW
COMPRESSORS
UP TO 371 CFM
XEV16/100

MODEL	AIR DISP CFM	MOTOR (HP)	RCVR	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
XEV16/150/400V†	14	3	150ltr	£619.00	£742.80
XE18/200 (OL)†	18	4	200ltr	£689.00	£826.80
XE36C200†	30	7.5HP	200ltr	£1099.00	£1318.80
XE29/270†	28	2X3HP	270ltr	£1249.00	£1498.80
XE37/270 (OL)†	36	2x 4	270ltr	£1329.00	£1594.80
SE46C270†	40	10HP	270ltr	£1898.00	£2277.60

airmaster TURBO AIR COMPRESSORS

FROM ONLY
£119.98
EXC.VAT
£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

Model	Desc.	exc.VAT	inc.VAT
CFC100	1 Tonne Folding Workshop Crane	£219.98	£263.98
CWGC1000	Gantry Crane 1T	£569.00	£682.80



FROM ONLY
£219.98
EXC.VAT
£263.98 inc.VAT

Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

MODEL	OUTPUT kW	exc.VAT	inc.VAT
Little Devil II	10.3	£89.98	£107.98
Devil 700	14.6	£109.98	£131.98
Devil 900	24.9	£149.98	£179.98
Devil 1600	36.6	£179.98	£215.98
Devil 2100	49.8	£259.00	£310.80
Devil 4000	117.2	£449.00	£538.80

Clarke ELECTRIC HEATERS

BEST SELLER

MODEL	VOLTAGE	HEAT OUTPUT	exc. VAT	inc. VAT
DEVIL 2850	230V	2.8kW	£39.98	£47.98
DEVIL 7003	230V	3kW	£69.98	£83.98
DEVIL 7005	400V	5kW	£89.98	£107.98
DEVIL 7009	400V	9kW	£139.98	£167.98
DEVIL 7015	400V	15kW	£209.00	£250.80

Clarke GENERATORS

FROM ONLY
£239.00
EXC.VAT
£286.80 inc.VAT

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 MIG WELDERS

Quality machines from Britain's leading supplier

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
175TECM Turbo	30-170	£489.00	£586.80
205TE Turbo	30-185	£519.00	£622.80

Clarke DRILL PRESSES

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

Model	Motor	Speeds	exc.VAT	inc.VAT
CDP5EB	350/5	5	£84.99	£101.99
CDP102B	350/5	5	£99.98	£119.98
CDP152B	450/12	12	£189.98	£227.98
CDP202B	450/16	16	£239.00	£286.80
CDP352F	550/16	16	£298.00	£357.60
CDP452B	550/16	16	£299.00	£358.80
CDP502F	1100/12	12	£739.00	£886.80

Clarke 5 TONNE FORKLIFT/TRACTOR JACK - CFT5B

FROM ONLY
£229.00
EXC.VAT
£274.80 inc.VAT

Model	Tonnes	exc.VAT	inc.VAT
CTJ2GLS	2	£249.00	£298.80
CTJ3GLS	3	£299.00	£358.80
CTJ5GLS	5	£439.00	£526.80
CTJ10GLS	10	£549.00	£658.80

Clarke JUMP STARTS

Provides essential home, garage and roadside assistance • Integral work light • 910 / JS1100C

Model	Capacity	exc.VAT	inc.VAT
20SPS12	907kg	£89.98	£107.98
25SPS12	1134kg	£124.99	£149.99

Clarke PETROL ENGINE WATER PUMPS

Delivery & Suction hose in stock

Model	BAR	Press.	VOLT	exc.VAT	inc.VAT
Harry 2	145	2100psi	230	£539.00	£646.80
KING150B	145	2103psi	230	£798.00	£957.60
KING 200	150	2175psi	230	£1059.00	£1270.80

Clarke ANGLE GRINDERS

FROM ONLY
£28.99
EXC.VAT
£34.79 inc.VAT

Model	Disc (mm)	Motor	exc.VAT	inc.VAT
CAG800B	115	800W	£28.99	£34.79
CON1150	115	1150W	£32.99	£39.59
CAG2350C	230	2350W	£64.99	£77.99

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80
HSEC650A	290L	9.5m	£229.00	£274.80

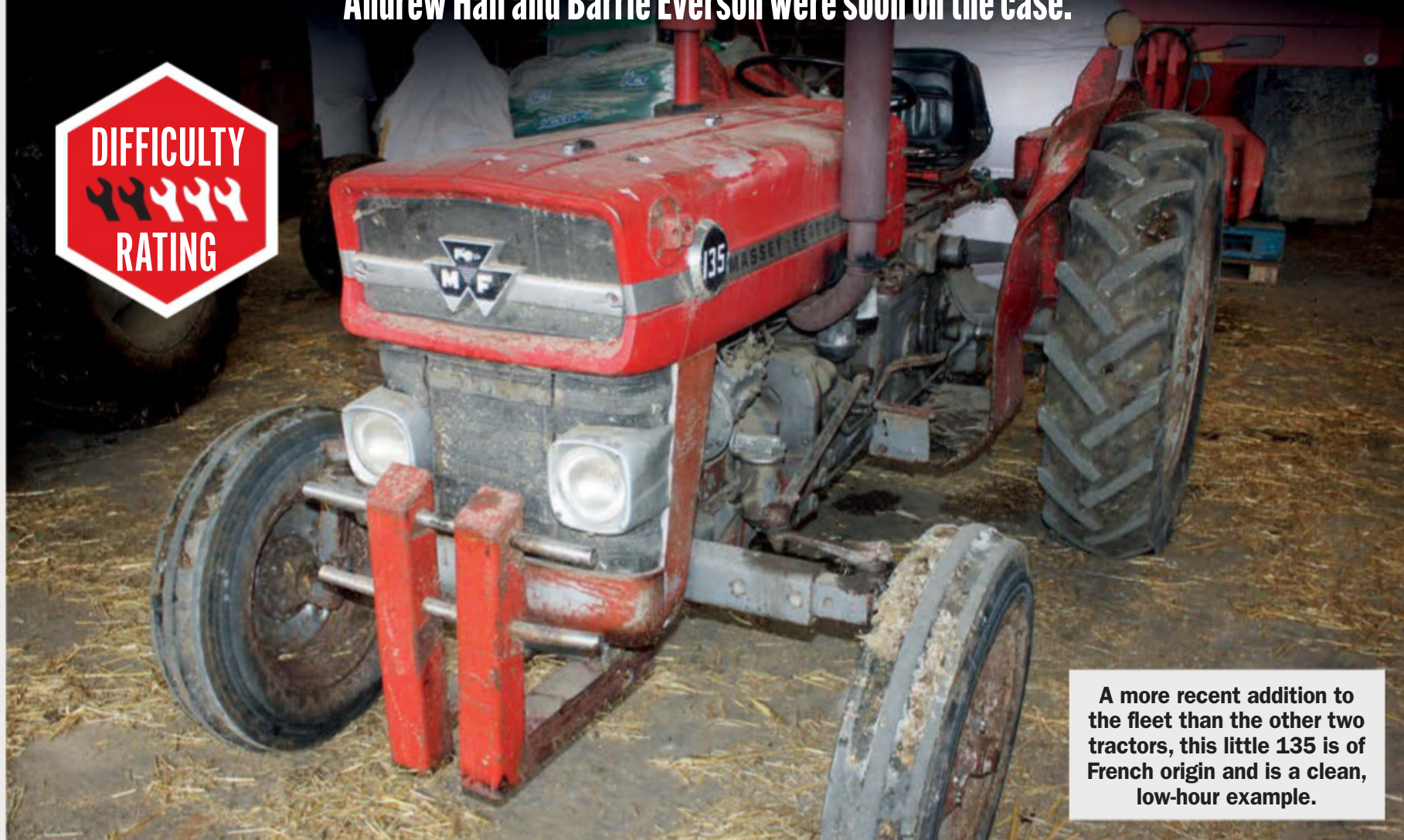
Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.99
EXC.VAT
£104.39 inc.VAT

Model	Max Flow LPM	Max Head m	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.99	£104.39
HSE130A	140	7.0m	£109.98	£

Steering thrust bearings

When one of the tractors on a neighbouring dairy farm was too stiff to steer, Andrew Hall and Barrie Everson were soon on the case.



A more recent addition to the fleet than the other two tractors, this little 135 is of French origin and is a clean, low-hour example.

Back in June, when we began haymaking, I experienced trouble with my nephew's baler, which was due to lack of maintenance. With the first field ready for baling, I had no option but to borrow my neighbour's MF 135 and baler to get the job done.

On returning the tractor, the owner commented about the excessively stiff steering and said he'd bought the parts to fix the problem. The 135 in question is one of three similar machines, one of which has been on the farm since 1965, when new. This particular tractor was acquired more recently from a local dealer and had originated in France, as is apparent by the presence of

Continental-style lighting on the rear mudguards!

The tractor features an eight-speed gearbox and is a real pocket rocket when on the road, and apart from the stiff steering is a pleasure to drive!

TOKEN OF THANKS

As a token of thanks for borrowing the tractor and baler which, at one of their busiest times of the year, was most welcome, I offered to strip and replace the thrust bearings, as the rest of the farm staff were very busy.

WORKING TRACTOR

The tractor is used every day around the farm and, as a result, isn't one of the cleanest 135s around, but a genuine

workhorse. Before attempting to dismantle the kingpins we split the ball joints at the forward end of each drag link and operated the steering to make sure it was the thrust bearings, and not a fault with the steering box itself.

As thought, the problem was with the thrust bearings, so each front wheel was slackened before jacking the tractor clear of the ground.

PINCH BOLTS

The track arms are attached and keyed to each kingpin by a pinch bolt, both of which were removed followed by inserting a chisel into the slot of the tracks arms to expand them to ease them off the kingpins. The woodruff keys generally stay in place when ➤

removing track arms and need a tap out of their keyways with a suitable punch or chisel.

WHEELS OFF

The front wheels were then removed and the tractor jacked clear of the ground, allowing the kingpins to lower from the axle housings. It was noted that there was very little noticeable wear on either of the kingpins when working on the tractor. In fact, the tractor hasn't done a lot of work during its life when taking a general overview of the machine. This is probably why the kingpins and thrust bearings were very tight in the housings.

FELT RINGS

Under each of the track arms there are felt rings to keep any dirt and unwanted debris from entering the kingpin bushes. These rings were in good order and were able to be reused, which was a bonus, as we didn't have any replacements present at the time of working.

GREASE NIPPLES

Once the kingpins were off the tractor we used a grease gun to check that each of the grease nipples was clear and admitting grease to the pins and bushes. Quite often operators attempt to grease bearings and the nipples are blocked or damaged, whereby the grease doesn't get to where it's needed and excessive wear can take place as a result.

It wasn't so in this case, as the grease flowed freely into the axle housings with the kingpins out of the way. We can only assume that the tractor has stood idle for a long period, allowing the thrust bearings to seize and result in the heavy steering experienced.

NEW THRUST BEARINGS

The replacement bearings had been bought from Agriline Products (01527 579111 or agrilineproducts.com) and were ready to fit after cleaning up the kingpins, making sure the bearings were installed the correct way up.

Plenty of grease was applied to the area around the thrust bearings before fitting the kingpins to the housings. The pins were supported until the woodruff keys were refitted, along with the felt rings and track arms, after which the drag links were fitted along with the front wheels.

HUBCAPS

One of the results of driving along the walls of the dairy parlour is that the hubcaps get scraped against the walls and eventually lose their grease nipples. Mindful of this, the owner had already purchased a pair of new hubcaps, so we took the opportunity to replace these at the same time.

GREASING

During the job, plenty of grease was pumped into the kingpins – a job better done with the wheels clear of the ground to allow grease to enter the thrust bearings. With the front tyre pressures checked and adjusted, the tractor was then ready for work once more! ■



Stiff steering

1 The steering had got increasingly stiff and was correctly diagnosed as seized thrust bearings, which are about to be replaced with new ones.



Post '69 tractor

2 The presence of a straight beam axle shows the tractor to be a post-1969 model, as the axle is straight, rather than swept back as per the earlier 135s.



Ready for jacking

3 All the wheel nuts were slackened before lifting the tractor clear of the ground using a 12-ton hydraulic bottle jack.



Pinch bolts

4 Each track arm is secured by a pinch bolt, both of which were removed before attempting to remove the arms.



Chisel used

5 A chisel was used in each of the track arm slots to open them up to facilitate lifting and removing them.



Track arm removal

6 Each track arm was lifted upwards and clear of the kingpins. Note the felt ring under the track arm – they are there to keep dirt and debris out.



Woodruff key

7 The track arms are prevented from spinning on the kingpins by woodruff keys, one of which is seen here as it is being removed.



Very little wear

8 With each kingpin out of the axle housing it was noted that little wear has taken place, which reiterates the fact that it's a low-hour tractor.



Seized bearing

9 As expected, the thrust bearings were seized solid and had caused the stiff steering. New bearings were the only solution to the problem.



Agriline Products

10 The thrust bearings were supplied by Agriline Products under part number 52002, and were supplied along with...



Hubcaps

11 ... new hubcaps to replace the ones scraped along the parlour walls, which had removed their grease nipples.



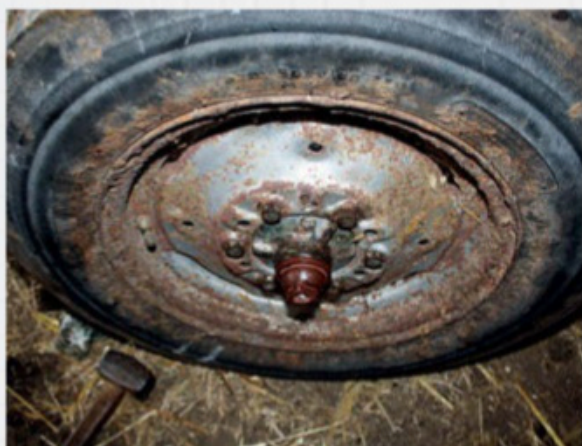
Greased up

12 After reassembly, both kingpins were fully greased up to ensure a long service life and easy steering.



Wheel bolts

13 All the wheel bolts were tightened fully with the tractor on the ground.



Hubcaps fitted

14 The new hubcaps were fitted and the wheel bearings greased. No apparent wear present in the wheel bearings, so now good to go!

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

780 rescue part 20

Andrew Hall shares the latest tasks undertaken to bring the tractor nearer to completion.



Much of the restoration work is now complete, with the focus now on the rear wheel rims and the main tinwork to refinish in Orchid White.

Despite being a low-hour tractor and one that's generally in good order mechanically, I have found the restoration of the 780 quite involved regarding the cosmetic side of things. After months of work between other tasks, the project is now very near completion, and I am looking forward to the time I'm able to run it up and drive it for the first time.

REAR WHEELS

One aspect of the restoration that has been lingering on is the renovation of the rear wheel rims. One of the rims

was extremely corroded and once the tyres were removed I decided to scrap that rim, as it was too far gone to make a decent job of it.

Some time ago I acquired a pair of rear rims from a Ferguson that had been destroyed in a fire, so one of these was cleaned up as a replacement. However, the original rims were 12 inches wide and the two Ferguson rims weren't a match either, as one was a 10-inch and the other 11-inch, leaving me with a dilemma.

After some thought, and the fact that the 780 will be used for ploughing, using a 10-inch plough, I decided upon a pair of 10-inch rims

to complete the tractor.

Only having one 10-inch rim meant I was on the lookout for another to match, and I had thought about buying a new one, but had second thoughts regarding the cost, which is now a serious consideration due to the rise in prices generally!

IN LUCK

A call to a local tractor dealer with a request for a rim brought little response, and after two or three phone calls I decided to visit them and struck lucky. I obtained a 10-inch wheel complete with centre, albeit with a perished tyre, for the grand sum of £20. This was brought home

and work then began to remove the tyre and prepare the rim for painting.

CENTRE DISH

I began work to remove the centre dish, which wasn't of the David Brown pattern, as it didn't feature the three holes for the wheel weights in the dish. A wire brushing of the six bolt threads, followed by some WD-40 to assist in removing the bolts, soon had all six bolts undone and the centre put aside for a future project. I was able to remove all six of the bolts without causing any damage to them, so these were also put 'in stock' for the future!



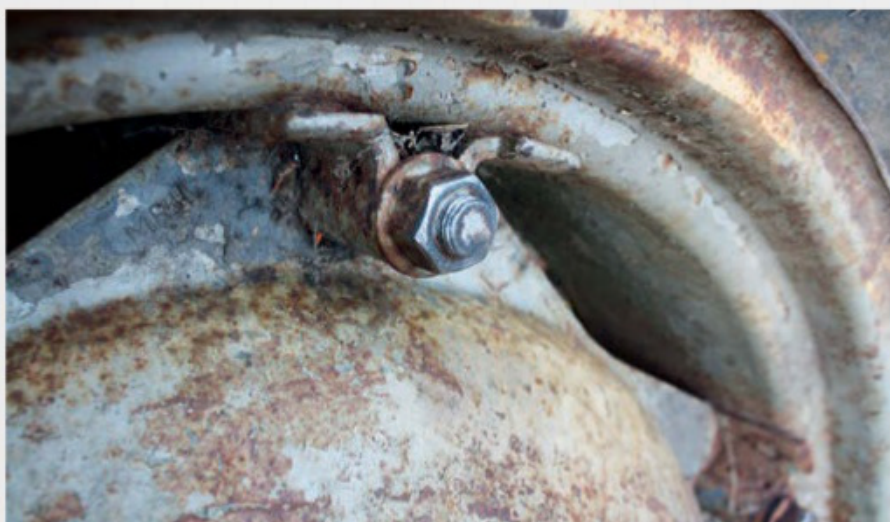
Second-hand wheel rim

1 A second 10-inch wheel rim has been obtained to go with the other matching rim from a burnt-out Ferguson tractor.



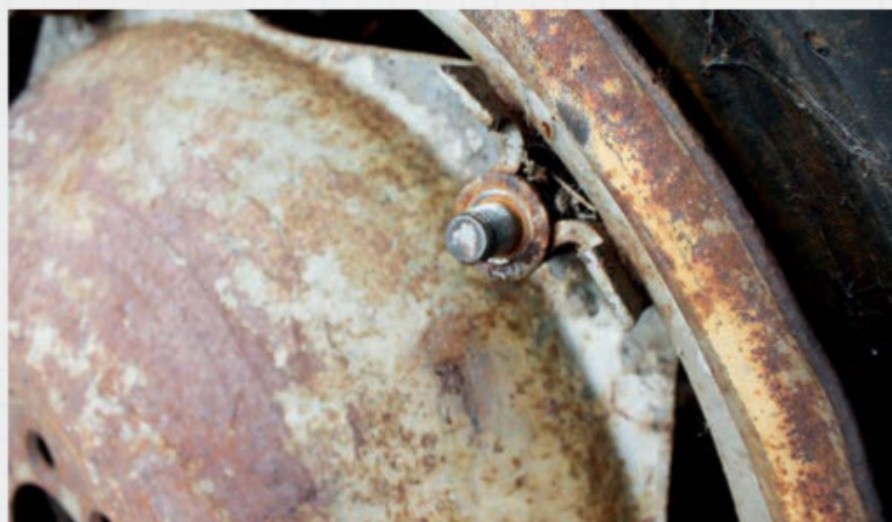
Complete wheel

2 It came complete with an old tyre and wheel centre, but both will have to come off to prepare the rim and to fit the correct DB wheel centres.



Wire brushed

3 Each of the rim-to-dish bolts was cleaned up with a rotary wire brush to ease the threads before removing the nuts.



All removed

4 Some WD-40 assisted in the removal of all the nuts, which came off very easily considering the time they've been in place.

TYRE REMOVAL

This stage wasn't as easy, as the tyre had unseated from the rim on the front side, but was stuck fast to the inner bead. I started using a telescopic bead breaker to no avail, as it merely bounced off the tyre, but I did persevere all around the circumference and it did begin to crack the seal.

Despite vigorous use of the bead breaker, I resorted to laying the wheel down and driving over it with a tractor, which usually does the trick.

Again, after attempting two or three times around the wheel, the tyre wouldn't yield, leaving me scratching my head. With my patience

stretched to the limit I decided to sacrifice the tyre and to cut it off the rim, which didn't take any time at all.

CLEANING & PREPARATION

With the rims ready for paint preparation, I removed the centre dish from the 10-inch Ferguson wheel, which had an early-pattern centre dish minus the scallops around the edge.

Each rim was treated with a rotary wire brush on the mini grinder to remove all the loose rust and debris, and some slight rim damage on the edge of the purchased rim was dressed out by careful use of a large adjustable spanner as a lever, and any rough

burrs filed off to prevent any problems later when fitting fresh tyres and tubes!

VALVE HOLE

One issue with the purchased wheel rim was that the valve hole had corroded and enlarged, and this was addressed by MIG welding a washer into place to bring the hole back to the correct size. The area around the hole was then dressed with the grinder to smooth it out and blend the repair in.

PRIMING

After preparation, each rim was primed using Teamac red oxide primer ready for further painting in Orchid White,

along with the tractor tinwork. The DB centres were also treated to another prime, as they had been sitting about for a while and had got scratched.

MUDGUARDS

With the wheels prepared I moved on to the rear mudguards, which had been purchased new to replace the original corroded and damaged mudguards. The mudguards were bolted into place using the top face bolt positions to check for alignment with the side fixing hole (three each side), and the footplate holes.

To assist in aligning the side fixings, I opened up ➤



Bead breaking

5 After an unsuccessful attempt using a telescopic bead breaker, I tried driving over the tyre, but to no avail. It had to be cut off, as the bead wouldn't separate!



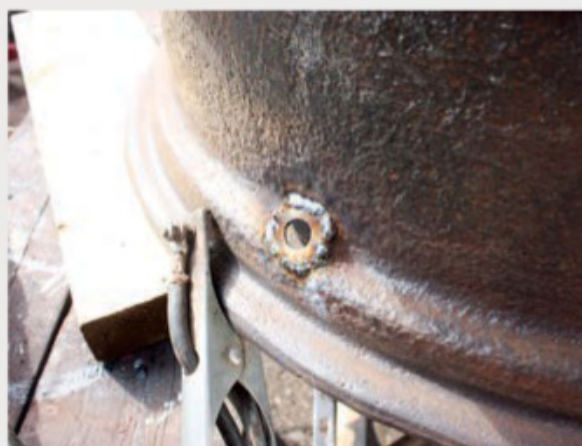
Spare wheel centre & bolts

6 The wheel yielded a spare centre and some usable bolts, which may be useful at a later stage on another project.



First rim primed

7 The first rim from the fire-damaged Ferguson has been cleaned up and primed using Teamac red oxide primer.



Valve hole repair

8 A repair to the valve hole was necessary on the purchased rim, as corrosion had caused it to enlarge. A washer was MIG welded into place and the weld smoothed out.



David Brown centres

9 Both DB centres were treated to another primer coat, as they had sat about and got scratched. The DB centres have three holes for the wheel weights to attach.

the holes to allow the bolts to align, and noted a discrepancy where the mudguards meet the footplates. To overcome this I will make a pair of fishplates to bridge the gap and create a tidy fit.

The mudguards have a double skin spot welded to the main shell and three of the spot welds had broken away, so these were dealt with by drilling them out and MIG welding the panel into place. I also sealed the top edge of the join between the double skin, with filler, to prevent moisture entering and creating corrosion in the future.

LIGHT FIXINGS

My 780 has had separate front and rear side lamps fitted, similar to the narrow DB tractors in the past, and I have a set of these to fit to the rear mudguards. Each mudguard was marked out and the fixing holes drilled, along with holes for the wiring to pass through the mudguard panels.

The mudguards were then sanded off to provide a key for the primer and top coat when time and weather allows!

BONNET ASSEMBLY

The final stage of the tinwork is the bonnet assembly.

Fortunately, the bonnet wasn't dented in any way, but was very rusty with the left-hand side panel having rotted off the bonnet. This has been repaired and welded back in place, and other areas of rust dealt with, particularly the front chin panel, which was like a lace curtain.

Various repairs have been made and the bonnet is now a strong, sturdy structure once again. It is currently undergoing preparation for repainting, including a vigorous wire brushing and the removal of the old original bonnet decals. There are one or two areas that will

benefit from some filler to improve the surface prior to priming and a top coat of Orchid White.

The rear wheel rims, mudguards and the bonnet will all be painted together, which will bring all the major work to a conclusion. ■

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: davidbrownparts.com



New rim-to-dish bolts

10 I had a complete set of new rim-to-dish bolts in stock, so these will be used to reattach the centres once they're painted.



Mudguards

11 The new mudguards were attached, using the top fixings, to check for correct alignment. The side fixing holes were opened up to improve the alignment with the axle.



Light fixings

12 Holes for the side and tail lights were marked out and drilled, along with holes for the wiring to pass through each mudguard.



Plough lamp

13 A second-hand plough lamp will be attached in due course. It'll be cleaned up and finished to match the mudguard.



Bonnet assembly

14 Many of the repairs have been completed on the bonnet. Fortunately, it wasn't damaged or distorted due to impact. However, a lot of corrosion was present.



Old decals

15 Traces of the original decals had to be sanded off before any primer is applied to the bonnet.



More holes

16 There are still a few more holes to deal with, such as these on the right-hand side panel. These will be filled using the MIG welder.



Repaired side panel

17 This side panel had rotted completely off the bonnet and has now been repaired and refitted to the bonnet, along with the front chin panel.



How not to store decals!

18 The new decals were left hanging in the workshop, and will now have to be placed flat and weighted down to straighten them before they are applied to the bonnet.

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

NEW LINES PROMOTION

Jack Sealey Ltd.
Tel: 01284 757500
sealey.co.uk

**SEALEY'
NEW LINES
PROMOTION
OUT NOW**

You will find more than 600 new products in Sealey's latest promotion, valid until the end of March. The company's *New Lines* catalogue showcases the continuous product development and commitment to incorporating the latest technology into its product range.

Sealey's new 2180LE jack features an innovative 180-degree turning handle, which allows the jack to be used in the tightest of spaces.

The heavy-duty chassis incorporates strengthening flanges along the top edge for extra torsional rigidity under load, while the profiled lifting arm allows a low clearance height of just 100mm, making it suitable for sports and custom cars.

For safety, the heavy-duty, one-piece hydraulic unit, with pump-through action, prevents the



handle from locking at maximum ram extension.

The AP556CSHV is a versatile new storage system, which fits together in a compact, space-saving design.

Combining all the design features of its Superline Pro® rollcabs, such as heavy-gauged steel construction and heavy-duty 45mm ball bearing drawer slides, it has the added benefit of a three-drawer utility seat. In addition to the four main drawers, the rollcab also includes two side cabinets, each featuring a pegboard and storage tray.

With an ever-growing range of tool

bodies, Sealey's 20V Series provides the most versatile way to build your own cordless tool kit over time.

New additions include a pressure washer, chainsaw, heater, work light and handheld vacuum. All models are available to purchase as a complete kit, with one or two batteries, or buy the body only to enhance your existing 20V tool kit.

CLARKE BENCH BUFFER/POLISHER

See table for prices

Machine Mart
Tel: 0115 956 5555
machinemart.co.uk

The range of bench-mounted buffer/polisher products from Clarke is ideal for achieving a bright, lustrous finish on metal and composite surfaces.

The units feature a robust, cast iron base with rubber feet that reduce vibration. The range comprises three models (CBB150, CBB200, and CBB250) and for added safety and ease of use all three feature a handy, front-mounted on/off switch, whilst it is also easy to fit and remove the polishing mops, allowing for efficient working.

Both the CBB150 and CBB200 come with one stitched and one open-style polishing mop to help get you started, whilst the CBB250 comes with two stitched mops.



	CBB150	CBB200	CBB250
Wheel diameter	150mm	200mm	250mm
Motor	250W	370W	750W
Speed	2850rpm	2850rpm	2980rpm
Price	£92.39	£117.59	£202.80

Note: prices are inclusive of VAT.

Items of interest for your tractor and the workshop.

CLARKE WORK LIGHTS

COB10CR: £32.39 inc. VAT
SMD84T: £89.99 inc. VAT

Machine Mart
Tel: 0115 956 5555
machinemart.co.uk

As we enter the final few months of the year, it is not only going to get colder but also much darker, much quicker. That means it can be difficult to have enough hours of light during the day to get overhaul and maintenance work finished on schedule.

Machine Mart has a wide range of freestanding work lights and floodlights to help with that. All are portable and have an IP44, IP54 or IP65 rating, making them suitable for internal or external use.

The company also supplies lights on a strong, sturdy tripod or with a useful carry handle, meaning they can also be used for a variety of purposes.

The Clarke COB10CR is a rechargeable work light, ideal for site or home use, offering a 650-lumen floodlight and two-and-a-half hour working time off a single charge of its 7.4V lithium battery. It comes supplied with a 230V charging adaptor and a 12V vehicle accessory outlet charging lead.

The Clarke SMD84T (pictured) features two work lights that each utilise 42 SMD LEDs to provide an extremely bright light. Each light has its own on/off switch with an LED life expectancy of 20,000 hours. The tripod has an adjustable height of up to 1,720mm and handy cable storage hooks.





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

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.

Farmall M

Q Last year I bought a McCormick IH Farmall M tractor, which has been restored and is in nice, tidy condition. However, despite the tractor's good looks it is let down by its brakes. The tractor has quite a fast road speed, but I'm afraid to use it at its highest speed until something is done to improve matters.

I removed the brake covers and discovered that the lining material is worn away badly. Can you advise me of how to proceed and where I might be able to obtain some fresh linings please?
Phil Johnson, via e-mail

A The Farmall range of tractors features contracting band brakes, rather than conventional drums. Replacing the lining material isn't a difficult task, but if the brakes have been badly neglected, the lining material may have worn right through to the steel backing band.

If this is the case, replacement bands are available from Old 20 Parts Company (tel: 01332 792698 or old20parts.co.uk).



An alternative if the bands are unworn is to have them relined, which can be done by your local motor factor at an economical rate. The linings are riveted onto the bands,

and it isn't a difficult job to replace them. You will probably need to readjust the brakes and balance them up before going to work with the tractor.

Horndraulic loader

Q The Horndraulic loader fitted to my Fordson Major tractor has developed oil leaks from both the lift rams. I'd like to know if replacing the seals is a difficult task



and requires any specialist tools to accomplish the job.

A friend of mine has a loader of a different brand and had much difficulty in dismantling the rams to change the seals, as the rams had some kind of locking wire that was threaded through one of the oil portholes. Any advice would be most welcome.

John Smith, Kent

A If your Horndraulic loader has its original rams fitted, they won't present you with the same problem as your friend experienced. The oil seal caps can be unscrewed from the ram cylinders

to access the seal pack and O-rings. If each ram is removed from the tractor and secured in a large vice, the seal caps can be gripped with a suitable Stillson wrench and unscrewed.

The old seals can then be prised out of the caps, noting their positions. They can be obtained from a local bearing/seal supplier if they can be removed undamaged, enabling them to be matched up. It is a good opportunity to inspect the ram plungers for signs of scoring whilst the rams are dismantled. Any deep scoring can be dressed out to improve the surface of the plungers, to ensure the new seals aren't damaged once reassembled!

Fordson Dexta

Q I've owned a '59 Fordson Dexta for some years, which I use regularly in the summer for paddock topping, harrowing and rolling etc.

Recently the steering has become rather slack and the steering wheel wobbles around, and at speed on the road the front wheels occasionally wobble from left to right uncontrollably, and won't stop until I stop the tractor itself.

What can I do to rectify this problem? It has become rather dangerous of late.

A Thomas, via e-mail

A The symptoms you describe are quite common on well-worn Fordson Dextas. The design of the steering box is rather an Achilles heel. The steering wheel is attached to a threaded nut, which pulls the steering column either up or down according to the direction you are turning.

Quite often the lubrication is compromised at the top of the column, when the oil level drops, and this accelerates the wear and tear on the thread of both the nut and the column.

Also the ball bearings, that support the nut, wear and the accumulation of wear causes the slackness. It's probably time for a rebuild of your steering box.

To do this you need to remove the steering wheel and fuel tank to access the steering box and you'll then need to separate the ball joints at the rear ends of each drag link. The steering box can then be removed and worked on in comfort on a bench.

The ring of nuts on the top bearing housing are removed, along with any shims present and the bearing balls and ring. The nut will then unscrew from the column. Working at the lower end of the steering box you will need to remove both drop arms, which are on a spline.

The casing can then be dismantled to allow access and



removal of the cross shafts. These can be cleaned and examined for wear and the box then reassembled, noting the number of shims present.

These can be removed to reduce any play present between the cross shafts and the column, which is a bit of trial and error as the box is rebuilt until the desired amount of play is achieved without over tightening the box by removing too many shims.

New oil seals can be fitted on the cross shafts whilst the box is apart.

Reassembly is a reversal of dismantling. The top bearing and nut can be replaced with new components and care taken to adjust any play by careful selection of shims.

Fresh oil can be added, ensuring that the level is above the top nut to reduce any further wear. A small oil plug is present to the right-hand side of the top bearing housing and it takes a while to get the required quantity of oil in to the box, but it is important to ensure the steering box is full before using the tractor!

Massey Ferguson 135



Q The hydraulic pressure of my Massey Ferguson 135 has been tested and is well below the figure of

2,500psi, which it should be, and is currently about 1,200psi. I'm contemplating removing and replacing the hydraulic pump. Is this a difficult operation to undertake? I have a reasonable mechanical knowledge, but I'm not sure if any special tools are necessary.

Richard Wilson, via e-mail

A Removal and replacement of the 135 hydraulic pump is quite straightforward and doesn't require any special tools. You'll need to drain the oil via the two drain plugs on the lower left-hand side of the transmission housing. Remove the tractor

seat and any external service pipes present, then remove both the circular side plates from the transmission housing. The left one carries the PTO selector lever, whilst the right carries the dipstick and response control lever.

If working alone you'll need to use an engine crane to lift the top cover. A bracket can be fabricated and fitted to the seat holes to facilitate lifting. Remove the transfer plate or external selector valves, if present, from the front right-hand corner of the top cover. The oil stack pipe may come away with it, but may also stay in place.

Remove all the nuts that secure the top cover to the

transmission housing, but before lifting the cover you will need to remove the roller that is located internally on the control levers. This can be reached through the right-hand circular hole and is a fiddle to remove/replace!

Once the cover is clear of the tractor, the drive tube between the gearbox and rear axle is removed by removing the split pin and sliding the tube out. The pump is secured by two dowels through each side of the housing and after removal it can be lifted out through the top of the housing.

Reassembly is the reverse of dismantling, but make sure the roller is correctly located!

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



Fordson E27N revisited

Andrew Hall has made some steady progress this month, refitting the drawbar plate and adjusting the brakes.

This must be the longest restoration I have undertaken, as it began in 2015 when the brake cable snapped on one side, resulting in a complete rebuild of the gearbox and rear axle, with new bearings and oil seals.

The first stages were recorded in *Ford & Fordson Tractors* magazine until the project stalled. In more recent times I have resurrected the project, which has

since featured in several issues of *Tractor & Machinery*.

NEAR COMPLETION

Much of the work is now complete, with just a few items to renovate and refit to the tractor.

The drawbar was repainted some time ago, but has languished in the yard, which has taken its toll on the paintwork, so will be refinished once again before fitting.

DRAWBAR PLATE

The drawbar plate, which locates under the centre of the tractor, has been repainted and has been sitting on the rear step plate of the tractor ready for refitting. It is secured by four $\frac{1}{4}$ UNC bolts, all of which were worn out. So these have been replaced with some fresh bolts. The new bolts were a little too long, so were cut to size before fitting the plate.

The plate is rather heavy in itself, so was jacked into place where it locates on a central dowel, after which some measurements were taken to ensure the cut-down bolts would fully screw into the holes. They bottomed out with about $\frac{1}{8}$ in to spare, so to ensure a full engagement of the threads I made four thick washers to take up the slack.

These were machined from a piece of high-quality steel, which was drilled out to clear the diameter of the bolts and parted off at the required thickness. One of the holes had stripped its thread,

My Fordson E27N seen about 10 years ago, before I started work on it. I have owned this tractor since 1986, when discovered in woodland having worked a saw bench.



so I had to go to 5/8in UNC on this one, and after fitting the bolts the drawbar plate was once again secure.

BRAKE ADJUSTMENT

Moving on from the drawbar, I decided to adjust the brakes before fitting the newly-painted footplates, as they are easier accessed. New brake cables had been fitted way back in 2016 and the tractor has sat about idle since then. The brakes had also been relined at the same time, but not fully adjusted.

To do this, each wheel in turn was jacked clear of the ground and turned until the inspection holes in the brake drums were at 12 and six o'clock. A broad screwdriver was inserted into the top hole of the right-hand side and the expander adjusted to tighten the shoes.

To do this, the screwdriver was pressed downwards a click at a time until the wheel was tight and wouldn't turn. It was then clicked back a few clicks until the wheel turned freely without binding. I wasn't happy with the position of the pedal after adjusting, as it had too much play and almost had a full travel forward. I then moved to the left-hand side and repeated the adjustment operation, this time more successfully. The pedal movement was more acceptable and the wheel locked up when fully depressed.

Still not happy with the right-hand brake I set about investigating the problem. Both cables are new and unused, so should be the same length. The only way forward was to remove the brake drum and take a look inside. The centre bolt was removed and a lever placed behind the drum whilst I tapped the drum free with a soft mallet.

The reason became apparent immediately, as the cable had become detached from the operating lever when the cable had been pushed back to release the brake at some point. To rectify this, the shoes were released from the back plate and the operating levers taken out, cleaned and lightly lubricated to free them off.

They were rather stiff and the return spring was a bit weak and had allowed the cable to become detached. A new, stronger spring soon rectified the problem and the brake was reassembled and readjusted. This time both pedals were almost in line when the brakes were applied.



Near completion

1 Just some painting to finish off and a few minor tasks to complete – the tractor is looking much fresher than it did prior to the restoration.



Drawbar plate

2 The drawbar plate has been repainted and has sat on the step plate since waiting to be fitted to the underside of the tractor.



Jacked in place

3 The plate is heavy and easier jacked up to secure it before fitting the bolts, which had to be adjusted to the desired length.



Thick washers

4 The bolts bottomed out in their holes before tightening the drawbar plate, so four thick spacer washers were produced in the lathe.



Drilled & parted off

5 Each washer was drilled out to clear the bolt diameters and then parted off in the lathe with this special parting-off tool.



Ready to fit

6 After removing the burrs, the washers were ready to fit under the bolt heads to securely clamp the drawbar plate. ➤

WORKSHOP

A little adjustment to the left-hand cable brought the pedals together evenly and effectively, so I am now looking forward to trying them out when the tractor is running once again.

REMAINING TASKS

There are a few remaining tasks to finish the tractor off, including the repair of a broken radiator grille of the earlier pattern, which replaces one of the later design. The fuel tank requires some repair and repainting and the vaporiser needs building up and fitting back onto the engine.

These tasks will be covered in the next issue of *T&M*, all being well. ■



All done

7 The plate is now in place. The larger bolt used to overcome the stripped thread is visible. It is now a $\frac{5}{8}$ UNC, rather than a $\frac{9}{16}$ UNC.



Brake adjustment

8 It's around six years since the brakes were relined and new cables fitted. Now it's time to adjust them properly before fitting the footplates.



Jacked up

9 The right-hand side was jacked up to enable the wheel to be rotated during the adjustment process.



Inspection hole

10 The wheel was rotated until the drum holes were at 12/six o'clock, to enable a screwdriver to be inserted into the top hole.



Adjustment

11 Pushing the screwdriver downwards a click at a time, until the wheel was locked up, tightened the brakes.



Pedal misalignment

12 Despite adjusting, the brake pedal was too far down and wouldn't match the left-hand side, so some investigation was necessary.



Detached cable

13 The problem was clear to see here, as the cable had become detached from the operating lever, stopping the brake from functioning completely.



Rectification

14 A partial strip of the shoes and reattachment of the cable was done, and a new stronger return spring fitted to prevent a reoccurrence.

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

YOUR REGULAR ROUND-UP OF WORLDWIDE AUCTION NEWS

TRACTOR MART

WELCOME!

As usual, there's been lots going on in the preservation tractor sales scene. The early July sales did very well, especially the Cheffins sale near Peterborough.

The later July sales didn't see anything very exciting happen, but prices were good for the stock being offered.

Things sparked up as August came and went, with good prices for the right things. David Browns have certainly not been the big hit makers in recent times – with the exception of an original, 332-hour DB 996 with loader that sold for £17,500 in July.

We preview a number of the significant sales, including the late Robert Wilson sale.

At the Norman Jones estate sale on 3 September, conducted by H J Pugh & Co., 45 crawlers were part of the line-up of lots – the best being a 1960 Caterpillar D4C with blade, selling for £8,600.



GTH sale

The Greenslade Taylor Hunt Sedgemore Auction Centre team was at it again on Tuesday 2 August, when the dispersal sale for Derek Tottle was held near Yeovil, Somerset.

The highlights were a grade 9.6 Case IH 956XL at £15,500, grade 4.6 David Brown 1690 at £10,100, grade 4 County Super-Six at £16,000 and grade 5 David Brown Cropmaster diesel at £6,000. A grade 4 Ford 5000 was yours for £8,600 and looked good.

An excellent sale, with a good crowd and mostly good prices throughout.



Case IH 956XL made £15,000.

MEET THE TEAM

Peter Love
Editor



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

David Reed
Northern correspondent



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

Joseph Lewis
Southern correspondent



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

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

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>

Ivel to be sold

John and Sue Illingworth's unique collection, consisting of more than 150 vintage tractors and pieces of machinery, is to be offered by Donington Auctions at Three Springs, Western Australia, on 25 September 2022.

This collection was created by the husband-and-wife team of Sue and the late John Illingworth, both originally from the UK, and features typical Australian pre-1960 tractors from Peterbro, Fordson, IH, Howard, Case, Imperial, Bolinder Munktel, Oliver, Chamberlain, HSCS, Lanz and many others, with at least 200 lots in the sale.

The museum collection was assembled over 50 years, with the highlight being the 1904 (Ivel no. 352). This tractor is one of only eight left in existence, and is recognised as the seventh oldest Ivel. It was first found near Perth, WA, and acquired by a Perth dealer for £12-10-0 before being sold to noted WA tractor specialist Bert Gibbs for £250.

Bert initially intended to restore the Ivel, but never started the restoration.

The tractor was subsequently purchased by the late John Illingworth in May 1981 and the restoration process was truly started. John completed the restoration by Christmas that year.

No. 352 is fitted with a unique wide roller front wheel and broad rear wheels with diagonal treads, which might suggest that its intended use was on road work instead of grass land. It is possible that this example was originally ordered by a government department or a local municipality for road work use, although no records confirming such have been found.

John was originally from Clitheroe, Lancashire, and emigrated to Western Australia in 1969, where he established a sheep and wheat farm near Arrino, in the Three Springs region. On marrying his sweetheart in 1978, Sue emigrated from Yorkshire to join him.

On one occasion Sue recalled they were invited to collect a tractor out of a farmer's shed that turned out to be packed to the brim with rubbish and debris built up over years. Having removed most of the back of the shed

and chained the only part of the tractor they could reach, they were surprised to pull out an unrestored and rare Bolinder-Munktel tractor.

John and Sue's collection grew to such an extent that they constructed a new barn to house the collection on the farm, and built up a respected reputation amongst the vintage tractor community. The building also houses other curiosities, including a 1928 Dennis fire engine and even a WW2 Stuart M3 Fort Knox tank.

John took great pleasure in restoring and re-commissioning the tractors back to their former glory. He was highly motivated, and even at his passing at the age 92 still had numerous tractors ready to be restored. Sue has decided it's time for the collection to be passed onto new custodians, with the hope that the new owners will get as much enjoyment from them as they have.

I believe that bidding for the Ivel tractor outside Australia will be very difficult, owing to its rarity, as an export license will be very difficult to obtain. For further details, please e-mail the auctioneer: mail@doningtonauctions.com.au



Left: Sue Illingworth with the Ivel – the star in the late John Illingworth dispersal sale. Middle: The very complete Peterbro is another lot in the sale. Right: A close up of the Ivel.

IH in Lincs

On Saturday 6 August, Shouler & Son held a 125-lot sale at Woolsthorpe by Belvoir, Lincolnshire, in very hot conditions.

A selection of some of the International Harvester lots is displayed here.



The smart IH 434 (left) sold for £2,500, while the WD-9 (centre) did well at £5,150. The classic International 885XL (right) saw the hammer fall at £10,800.

UPCOMING DROMORE, NI AUCTION 14th & 15th October 2022 @ 9.00am

72-74 Omagh Road, Dromore, Co. Tyrone, BT78 3AJ

REGISTER
TODAY!



2019 Hitachi ZX130LCN-6



2018 JCB 15C-1 - choice



2018 Hitachi ZX38U-5A CLR



2018 Weirdeemann 1140



2012 Manitou MLT634 120 PS



07-15 Thwaites 6 Ton - choice



Hyster 3 Ton



2010 Scania R440



2021 Ford Transit 350

THINKING ABOUT SELLING? WE CAN HELP, TALK TO US TODAY!

Cathal Doherty: +353 86 217 6148

Martin Peters: +44 7388 948 915

Clive Bond: +44 7769 647 444

Head Office: +44 2882 898 262

The late Robert Wilson sale

Cheffins has recently announced the first of the late Robert Wilson sales. This one will take place online between 28 September and Friday 7 October. Viewing will be Saturday 1 October 2022 (10.00am-4.00pm) in Nottinghamshire.

This is the largest collection of Caterpillar and Allis-Chalmers crawlers in the UK and some of the machines on offer include: Caterpillar D9, D8 (x2), D7 (x4), D6 (x3), RD6, D4 (x8), D2, 955, 933, 50 (x2), 40, 35, 22 (x3), International TD-14,

T-6, Allis-Chalmers HD14, HD10, HD6, K, M.

Wheeled tractors include: Oliver 80 c/w winch, MF 2640 (x2), 2620, Nuffield, Case, McCormick, Allis-Chalmers etc.

Implements include: Ransomes TS69 six-furrow plough, Ransomes C17 and C13 cultivators, Fowler steam cultivator, Maschio power harrow 4m (x2), Wilder pressure harrows, Massey Ferguson 30 drill (x2), Simba discs and grain trailers etc. Also hundreds of Caterpillar crawler tractor spares.



Original, early E1A sold for £2,500.

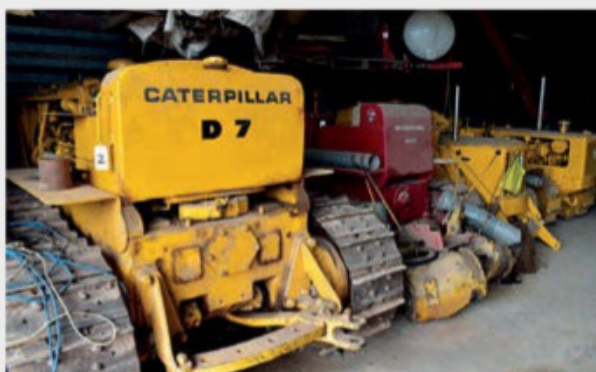
Sunderlands collective

Sunderlands held its collective at Woolerton Grange, Ludlow, on Saturday 2 July, seeing a number of tractors go under the hammer. One of these was a very clean Fordson E1A Diesel Major, in original-style condition, selling for just £2,500.

A Ford 4000 with Lambourn cab, in similar condition, was yours for £4,000. A Massey Ferguson 362 raised £12,000 and a straight, but rusty Ferguson TE-F 20 sold for £1,800.



This TE-F 20 saw the hammer fall at £1,800.



Clockwise from top left: The 'sale of the century' when it comes to crawler tractors in the UK. A clean Massey Ferguson 2640 will be part of the wheeled selection offered. There is plenty to go for at the late Robert Wilson sale, with viewing on Saturday 1 October. This Caterpillar D9 is to be offered.

Great tractors already entered

The entry for Cheffins' autumn vintage machinery collective, on Saturday 22 October, grows and grows and has already seen some excellent lots consigned – particularly the rare

1918 Bates Steel Mule Model C, that worked in Ireland. It was restored in the 1960s, but features a later engine and transmission.

Also entered, and again rare, is a 1919

Illinois Super Drive, as well as a French Austin, Wisconsin Model E, Alldays & Onions with Thornycroft engine fitted and Ransomes ride-on YLDA three-furrow plough.



Left to right: The French Austin looks to be a fine specimen. The Bates Steel Mule is a type of tractor that was sold in the UK during WW1. The Wisconsin E tractor is rare in Europe. Everyone with a veteran tractor needs a Ransomes ride-on YLDA plough.



On behalf of the Executors of Maurice Coupland (deceased)

Onsite and online auction sale of vintage machinery and equipment

at Carrington Road, Frithville, Boston, Lincolnshire PE22 7DZ

on Thursday 6 October 2022 at 10:30 prompt

including:

Caterpillar: Caterpillar D8H (c. 61); Caterpillar D7 4T (c. 44); Caterpillar D6C (c. 63).

International: International TD6 (c. 41); International TD9 (c. 40); International TD9 (c.47); International TD14 (c. 41); 2 x International TD18 (c. 40s); International TD25 (c. 60); International BT88 82 (c. 67); International BT20 (c. 60s-70s).

McCormick: McCormick Farmall International A culti-vision (c.40); McCormick Farmall International H (c. 44).

Miscellaneous Tractors & Vehicles: Renault 155.54 Turbo tractor (96); Case International 895XL tractor (90); Liebherr R902 digger (92); Sanderson SB50M telehandler; Scammell Trunker MKII lorry (68); Renault 5 car; Rover 218SLD Turbo car.

Trailers: Tye 3 tonne tipping trailer (74); Crawford low loader; Martin Markham 3 tonne trailer; c. 10 tonne grain trailer

Ploughs: Ransomes Hexatract 6+1 furrow; Ransomes Quadtrac 4 furrow; 2x Ransomes Jumbo 3 furrow; Crawford 5 furrow reversible.

Cultivation Equipment: 3m trailed 3 leg subsoiler; Leverton c. 4m drag; Parmiter 3.5m discs; Ransomes mole drainer; Massey Ferguson 8m harrows; 4m gang rolls; 3.6m discs; 5m straight tooth harrows.

Crawler Equipment: Heil Road Machinery scraper; rock buster.

Miscellaneous Equipment: Vicon Acrobat hay turner; Kuhn GMD 44 mower; ex War Agricultural Committee fuel bowser and tool carrier; Caterpillar D4 cab for Caterpillar D4-7U; qty of trailed fuel bowsers.

Workshop Machinery & Equipment: CAT generator; Generator with Perkins L4 engine; Ingersoll Rand compressor with generator; bench drill; manual press; lathe; engine lift; Draper socket set; qty of taps and dies; qty of fuel tanks; qty of concrete slabs; qty of workshop tools and requisites.

For a complete listing of all the equipment on sale visit www.fishergerman.co.uk

To register, photographic identification will be required.

Viewing on Wednesday 5 October 2022 10:00 until 16:00 and on the Auction Day.

BidSpotter.co.uk

Fisher German LLP 01302 243925

ginny.banham@fishergerman.co.uk

M A EVANS LTD VINTAGE AUCTION

On Behalf of M A Evans, Knighton, Powys.

TO INCLUDE VINTAGE TRACTORS, VEHICLES & MISC TRANSPORT EQUIPMENT

Saturday 8th October 2022, 9.00am Viewing on Thursday 6th & Friday 7th - 9am to 4pm

THE OLD BENSONS SITE, LUDLOW ROAD, KNIGHTON, LD7 1LP



2011 Dennison Triaxle Low Loader
2008 King Triaxle Low Loader
2007 Cartwright Triaxle
Curtainside Trailer
1979 Crane Fruehauf Tandem
Axle Alloy Tipping Trailer
1980 ERF 4x2 Beaver Tail Flat Rigid
1979 ERF B Series 4x2 Tractor Unit
1996 Scania 143M 450 4x2 Tractor Unit

1971 Dennis DB15 4x2 Dropside Tipper
Track Marshall T5
1971 Ford 5000 Tractor
Massey Ferguson 165 Tractor
1973 Ford 2000 Tractor
1977 Ford 4600 Tractor
1976 Massey Ferguson 185 Tractor
1955 McCormick Super BWD 6 Tractor
1965 Nuffield 60 Tractor

1947 Field Marshall Tractor
Fowler Mark VF Tracked Tractor
Nuffield 342 Tractor
1999 BSA Motor Cycle
1961 AJS Motor Cycle
Atkinson Cab Frame & Various Panels
Scania R124
JCB 3C Spares Kirkstall
Rear Drive Axle

Visit our website for details or contact Charlie Foyle, Graham Johnson or Debbie Ormerod **FREE ONLINE BIDDING AVAILABLE**

T: 01948 667700 W: www.malcolmharrison.co.uk E: auctions@malcolmharrison.co.uk

All overseas buyers & buyers not known to the auctioneer must lodge a refundable deposit of 10% of expected spend, £1000 minimum, on registration by cash/credit/debit card.

Stew Paquette's unique collection

Undoubtedly one of the most well-known and visited IH collections in the world! Stew Paquette's collection in Leesburg, Florida, is something to see and I have been lucky enough to see the collection in its prime a couple of times over the years.

It features all things International Harvester and even the buildings are

styled like IH premises. Tractors, trucks, implements, signs, toys, memorabilia and so much more are all represented in this monumental clear-out auction.

Many people have visited the collection over the years and walk around in astonishment, not only because of what's on display but the warm and inviting reception from Stew himself.

He was well known in the collecting world and brought a smile to anyone's face that knew him. He had a passion and it's all shown at his impressive premises. Everything is in order and available for your inspection and review during regular museum hours. Visit the collection's website at: stewsihstuff.com

Schedule is subject to change, depending on category volumes and new items found as the inventory is put together. There is an open weekend on 6-7 October and the online Aumann Auctions sale happens on 11-13 October.



Left to right: These genuine demonstrators are part of the sale. The museum is set up like an IH North American dealership. This IH 400 Series tandem tractor is something else.

Pre-Force 4000 makes record price

Cheffins staged the Rome Farm, Morbourn, Peterborough, clear-out sale on Saturday 2 July. There were 374 lots to go for and a very good crowd was seen at the sale. The tractors were rather dusty, but despite the short notice of the occasion, it went very well indeed.

It was certainly something of a Ford/Fordson affair, but the key was that the tractors were very straight and original. A pre-Force 4000, in original condition, went on to create a record price of £8,600. A Ransomes 801 combine and Land Rover Series I sold very well too.

Results (* record price)

- 371 Track-Marshall 55 with blade, 1.9, £3,400
- 370 1984 Ford 8210 4WD, B585 YEW, 5,162 hours 9.3 £7,500
- 369 1985 Ford 7710 4WD, B516 DFL, 4,809 hours, 9.3, £8,200*
- 368 1977 Ford 6700 DP, EBT 796S, 6,328 hours, same owner since 1981, 9.3, £6,150
- 367 1983 Ford 6610 2WD, CEG 377Y, 4,181 hours, 9.4, £6,500
- 366 1976 Ford 4100 1,520 hours, ex-Rectory Farm, Morbourn, 9.8, £7,500
- 365 1967 Ford pre-Force 4000, LFL 556F, 2/3, £8,600
- 364 1972 Ford Force 3000, FFL 238L, with loader, 9.4, £4,000
- 363 1964 Fordson NP Super Major, with loader, BFL 276C, 2.8, £6,100
- 362 1948 Fordson E27N Major, on steels, lived here from new, 1.8, £1,300
- 361 1943 Fordson Standard N Allcrop row-crop, 2/3, £10,800*
- 360 Fordson N industrial, dual wheels, 2/3, £3,600
- 356 Aveling Barford Standard N roller, JNX 472, 2/3, £1,800
- 355 Muir-Hill Boydell Standard N dumper, 2/3, £1,300
- 354 Ransomes 801 combine harvester, 2/3, £4,100
- 350 1954 Land Rover Series I, ONF 756, 9.4, £18,000



Left: Supplied by Peterborough Motors, this Ransomes 801 sold for a good £4,100. Right: £10,800 was paid for the Fordson Allcrop – a record price for one of these in recent times.



Left: This 1964 Fordson New Performance Super Major with loader, BFL 276C, sold for a very good £6,100. Right: Selling for a record £8,600 was this 1967 Ford pre-Force 4000.

County sells for £61,000

In Northern Ireland, on Saturday 2 July, FMC Auctions Ltd. of Ballymoney, Co. Antrim, sold a County 1184TW with 2,600 hours on the clock, refurbished around 10 years ago, for a good £61,000.

Not all the tractors were sold this time, but as usual it was a hard slog for the auctioneer who made the best of it all-round.



This 2003 New Holland 110-90, with 6,400 hours on the clock, changed hands at £41,000.



County 1184TW, with less than 3,000 hours on the clock, sold for £61,000.



Left to right: The Case CC made £1,200, showing that the interest in these types of tractors is not there quite like it was. £5,700 was paid for the Massey Ferguson 148. The David Brown 885, with 2,700 hours on the clock and in grade 2/3 condition, made £4,000.

Results

Ransomes MG2, non-runner, 2, £700
Ferguson TE-F 20, with log book, 4.5, £2,000
Ferguson TE-F 20, with log book, 2, £1,450
1966 Ford 4000, some work done, 2, £2,000
Case CC, 'V' front, runs, 2, £1,200
1976 Massey Ferguson 148, McMaster cab, 9.1, £5,700
1973 Massey Ferguson 135, ex-Spain, 9.2, £5,600
1968 David Brown 880, 4, £2,800
1973 David Brown 885, 2,700 hours, 4/3, £4,000
1945 Oliver 80 standard, 4.8, £2,600
1983 Ford 4610 with Super-Q cab, 2WD, 5, £8,000
1968 County 1124, heap, £4,900
1958 Massey Ferguson 35, four-cylinder, 2, £2,500
1991 Massey Ferguson 362, 1,824 hours, with MF 75 loader, 10, £11,500
1963 Fordson New Performance Super Major, 5, £6,200
1953 David Brown 25D, with V5C, 5, £3,000
1974 Massey Ferguson 188, GSN 159N, painted, 4.9, £14,000
2003 New Holland 110-90, turbo, 4WD, 11, £41,000
1981 County 1184TW, 2,600 hours, refreshed 2010, 5, £61,000

Something for everyone at Welland

H J Pugh & Co. headed to the Welland Steam & Country Rally, on Friday 29 July, where the annual sale was taking place.



£7,100 was paid for this 1964 Massey Ferguson 35X Multi-Power.

The sale was not as large as in other years and the stars were not essentially in the tractor line-up, but there was enough to see a raft of items change hands – some from dealer to dealer.

Massey Fergusons were in demand again; an original 1961 FE 35 petrol/TVO selling for a very good £5,500. It was said to have done just 457 hours. A 35X Multi-Power, restored years ago, reached £7,100 and an off-farm 35 went on to make £2,450.

A Massey Ferguson 135 Lenfield narrow conversion, with some new bits on it, came out at £4,200, while a 445-hour 1974 MF 135 got to £9,200 on the day, but that was not enough to see it change hands.

In the Fordson line-up, a Harvest Gold-coloured N was moved on at

£2,400 (grade 2/4) and the ex-Roy Hill Perkins diesel conversion sold for £3,300 – which is an ideal tractor for trailed ploughing.



The four-wheel drive Massey Ferguson 185 was sold for £7,500.



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



Rotavator — The Del Morino rotavators are easy to use and a powerful piece of machinery. We stock 3 different sizes of rotavator: 1.05m, 1.25m, 1.45m , 1.65m & 1.86m. These will suit a variety of tractors.



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 C-D

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.





This forestry-spec County 754 reached £12,800 at Cheffins’ Harrogate collective.



This 1968 County 1124, a rough example, sold for just £4,900 in July.



County 1184TW, with less than 3,000 hours on the clock, sold for £61,000 in July.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
CLARK							
Airborne crawler	1942-45	£720	£1,800	£5,300	£2,400	£4,200	NA
CL BEST							
Thirty	1921-25	£5,200	£13,000	£32,000	£22,000	£42,000	NA
Sixty	1919-25	£7,000	£19,000	£62,000	£24,000	£58,000	NA
CLAYTON							
4JO Crawler	1916-22	£8,400	£10,200	£36,000	£27,000	£44,000	NA
CLETRAC							
R (Cleveland)	1916	£5,500	NA	NA	NA	£10,500	NA
H	1917-19	£1,000	£1,500	£2,500	£3,800	£7,200	NA
W	1919-25	£3,000	£1,900	£6,000	£3,100	£4,900	NA
AG/AD	1936-44	£920	£1,350	£2,900	£2,000	£2,900	NA
F Hi-Drive	1920-22	£1,800	£2,000	£3,500	£4,000	£5,400	NA
40	1928-31	NA	NA	NA	NA	£8,200	NA
80	1927-30	NA	£5,400	NA	£9,500	NA	NA
35 diesel	1932-36	NA	NA	NA	NA	£4,700	NA
E/H	1934-41	£900	£1,600	£3,800	£2,400	£4,900	NA
BD	1936-44	£850	£950	£4,300	£2,900	£4,500	NA
DG	1936-56	£900	£925	£5,200	£2,800	£4,800	NA
DD	1937-58	£875	£920	£2,800	£2,600	£4,200	NA
General (wheel tractor)	1939-42	£1,350	£2,145	NA	£2,600	£4,900	NA
FD	1938-44	£2,000	£2,900	£4,100	£4,600	NA	£5,200
HG	1939-44	£1,400	£1,800	£4,500	£3,200	£4,600	N/A
MG1 military troop carrier	1943-45	NA	NA	£26,250	NA	NA	£27,500
CNC (CHANTIERS NAVALS DE LA CIOTAT)							
CNC Type 97	1958-64	NA	NA	£1,800	NA	NA	NA
COCKSHUTT							
60 Standard & V front	1937-47	£1,100	£1,900	£3,200	£3,000	£4,200	NA
70 Standard & V front	1937-47	£1,900	£2,300	£3,400	£2,900	£4,800	NA
80 Standard	1937-47	£1,600	£1,800	£3,000	£3,400	£5,200	NA
90-99 Standard	1937-47	£1,900	£1,950	£4,000	£4,800	£7,300	NA
30 Co-op E3 row crop	1946-56	£1,600	£2,100	£4,200	£2,600	£3,900	NA
30 Standard	1946-56	NA	£2,000	NA	£2,300	NA	NA
40 Co-op E4 & Black Hawk	1950-57	£1,700	£1,900	£3,900	£2,800	£5,900	NA
50 Co-op E-5	1953-58	£2,000	£2,900	£4,100	£3,900	£6,100	NA
540	1958-62	£950	£1,400	£2,500	£1,950	£4,300	NA
550	1958-62	£860	£1,300	£2,500	£2,750	£4,350	NA
560	1958-61	£900	£1,400	£3,200	£1,900	£4,600	NA
570 Super	1961-62	£1,000	£1,600	£2,900	£2,100	£5,800	NA
COUNTY							
CFT E27N p/p crawler	1948-51	£3,900	£4,600	£9,600	£5,900	£10,100	NA
CFG E27N Perkins P6 crawler	1948-51	£6,400	£9,200	£15,400	£11,900	£16,700	NA
Major Z crawler	1951-54	£1,950	£3,400	£6,800	£4,700	£5,900	NA
Major Z Mk II/III/IV crawler	1954-59	£1,900	£3,100	£4,800	£5,600	£6,100	NA
Major Ploughman crawler	1957-58	£1,950	£2,900	£5,200	£4,400	£5,100	NA
Major Ploughman P50 crawler	1958-61	£2,100	£2,900	£4,400	£4,400	£6,800	£8,500
Major Ploughman P55 crawler	1961-65	£2,700	£3,100	£5,500	£4,900	£6,900	NA
Major Ploughman P6 crawler	1963-65	£2,200	£3,600	£5,400	£4,200	£5,420	NA
Four-Drive	1954-58	£7,700	£8,000	£12,100	£12,000	£15,750	£16,000
Hi-Drive	1958-62	£2,500	£3,600	£5,200	£7,600	£6,100	NA
County Dexta forestry 4x4	1964	NA	£9,800	NA	NA	NA	NA
Super-4	1961-65	£4,600	£6,700	£12,600	£13,200	£16,500	£22,000
Super-4 Sea Horse replica (original scrap)	1963	NA	NA	NA	£18,000	NA	NA
Super-6	1962-65	£7,900	£16,400	£38,300	£26,500	£36,000	£40,000
654	1964-68	£5,100	£8,230	£15,000	£10,900	£16,800	NA
FC654	1965-68	£5,900	£7,100	£10,400	£7,500	£15,600	NA
954	1965-67	£5,750	£8,900	£14,500	£10,600	£16,200	NA
1004	1966-75	£5,900	£9,600	£15,200	£11,000	£17,700	£18,300
854T	1967-68	£5,200	£7,300	£14,300	£7,900	£12,800	NA
FC1004	1967-77	£5,400	£7,600	£18,500	£12,950	£16,200	NA
1124	1967-72	£5,900	£11,200	£21,500	£14,900	£24,700	£15,800
1124 drainage machine	1967-72	NA	£9,300	NA	NA	NA	NA
754	1968-75	£5,600	£9,500	£12,500	£7,950	£16,950	NA
FC754	1968-75	£5,200	£9,400	£16,200	£12,950	£17,800	NA
4000-Four	1968-75	£5,100	£9,400	£14,400	£12,800	£16,200	£17,200
IH B-614	1966-68	NA	£10,900	£16,000	£13,600	£18,000	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
IH 634	1969-72	£8,900	£9,500	£17,300	£20,000	£25,000	NA
1164	1971-77	£5,200	£8,400	£22,400	£16,600	£32,800	£34,500
944	1971-75	£5,800	£11,950	£34,000	£24,000	£25,200	NA
1254	1972-75	£5,850	£14,200	£36,500	£24,750	£29,400	NA
1454	1972-78	£8,750	£19,000	£27,000	£16,950	£17,500	NA
764	1975-78	£5,800	£8,640	£14,100	£11,800	£14,550	NA
964	1975-77	£5,300	£9,100	£14,100	£12,000	£22,600	NA
4600-Four	1975-81	£5,600	£11,300	£21,400	£18,400	£24,100	NA
6600-Four	1975-81	£5,900	£15,600	£27,500	£29,200	£19,400	NA
7600-Four	1975-81	£6,900	£12,800	£24,500	£12,100	£38,500	NA
1174	1977-79	£8,500	£12,200	£34,700	£18,900	£40,000	£44,250
6700-Four	1978-81	£7,600	£18,700	£30,000	£14,100	£18,900	NA
7700-Four	1978-81	£7,600	£16,100	£31,400	£25,200	£27,800	NA
FC1174	1978-80	£5,900	£9,100	£27,200	£15,500	£17,900	NA
774	1978-90	£9,200	£17,000	£38,000	£25,800	£31,000	NA
974	1978-90	£9,400	£18,750	£34,000	£17,800	£28,200	NA
1184 TW	1979-90	£26,000	£45,000	£68,000	£50,800	£56,500	£82,100
1464 TW	1978-87	£23,900	£28,100	£66,000	£38,800	£41,800	NA
1474 Short nose	1979-83	£28,000	£78,000	£200,000	£150,000	£184,000	NA
1474 Long nose	1979-83	£34,000	£85,200	£210,000	£160,000	£198,000	NA
County Ford 8100 2WD	1978-80	£6,100	£12,800	£17,850	£14,750	£19,200	NA
County Ford 8200 4WD	1980-82	£6,800	£14,800	£24,200	£19,700	£24,900	NA
FC1184 TW	1981-87	NA	NA	£21,400	NA	NA	NA
1884	1980-87	£100,000	£140,000	£280,000	£200,000	£250,000	NA
6610-F	1981-83	£16,400	£26,500	£36,000	£29,600	£39,000	NA
7610-E	1981-83	£16,400	£27,500	£39,000	£31,100	£41,000	NA
County Benson 1184-TW	1990	NA	NA	£61,000	NA	NA	£77,000
County Benson 118-4	1994	NA	NA	£86,000	NA	NA	NA
DAVID BROWN							
VAK 1	1939-45	£2,100	£2,450	£5,200	£5,600	£8,400	£9,000
DB4	1942-3	£5,800	£4,800	£7,500	£5,600	£5,900	£7,800
VIG 1/100	1941-44	£2,900	£5,300	£10,200	£6,900	£10,100	£14,000
VAK 1A	1945-47	£1,000	£1,800	£6,400	£4,500	£4,900	£5,900
Thresherman	1945-8	£5,250	£7,000	£12,300	NA	NA	£36,500
VAK1C Cropmaster	1947-53	£950	£1,600	£6,500	£1,800	£6,800	£10,400
VAK1C Cropmaster narrow	1947-53	£2,200	£3,300	£6,780	£4,900	£6,400	£8,500
Cropmaster Diesel	1949-53	£1,600	£2,400	£10,600	£4,600	£8,800	£12,600
Super Cropmaster	1950-52	£1,400	£2,300	£9,400	£4,400	£8,600	£9,700
Prairie Cropmaster Diesel	1952-54	£2,400	£2,900	£7,100	£5,300	£7,200	£8,500
VIG Taskmaster 1C	1952-58	£1,000	£1,800	£9,200	£5,400	£7,900	NA
25C	1953-57	£950	£1,900	£6,200	£2,100	£6,800	£9,800
25D	1953-57	£900	£2,100	£7,400	£2,300	£6,100	£8,900
30C	1953-57	£1,000	£2,100	£5,200	£4,400	£4,200	£8,200
30D	1953-57	£1,100	£2,300	£5,900	£4,800	£5,200	£8,600
30T/TD/ITD	1950-60	£1,900	£3,000	£5,500	£3,600	£5,100	£8,700
50TD/ITD	1952-63	£1,800	£2,800	£15,400	£6,800	£14,200	£17,500
50D	1953-58	£16,900	£21,000	£37,500	£34,000	£36,000	£43,000
900 Petrol/Paraffin	1956-58	£1,200	£3,300	£4,900	£4,400	£4,700	£6,400
900 Diesel	1956-58	£1,100	£3,200	£5,900	£3,700	£5,500	£9,800
2D	1956-61	£1,100	£2,100	£4,400	£2,600	£4,200	NA
2D narrow	1956-61	NA	NA	NA	£3,200	NA	NA
950 (T&U)	1958-59	£1,100	£1,800	£5,500	£3,400	£4,100	£6,400
950 Implematic	1959-62	£1,000	£2,600	£5,700	£3,600	£4,200	£6,200
Taskmaster Tug	1961-65	£1,000	£1,800	£8,500	£4,600	£7,200	NA
850 Implematic	1961-65	£1,000	£1,950	£5,600	£4,900	£5,400	£6,400
880 Implematic	1961-65	£950	£1,800	£5,600	£4,100	£5,400	£5,900
880 Narrow	1961-65	NA	NA	£6,500	£3,700	£5,900	NA
770 Selectamatic (red)	1965	£2,400	£3,700	£7,500	£4,600	£7,700	£11,000
770 Selectamatic	1965-70	£970	£2,800	£7,250	£2,950	£6,100	£8,900
770 Selectamatic narrow	1965-70	£1,000	£1,550	£3,900	NA	NA	NA
880 Selectamatic	1965-70	£1,000	£1,800	£3,900	£2,800	£3,800	£5,600
990 Implematic	1961-65	£1,000	£2,950	£5,400	£3,800	£4,200	£7,100



This 1968 David Brown 880 sold for £2,800 at FMC's July auction in Co. Antrim.



This DB 885, with 2,700 hours on the clock and in 2/3 condition, made £4,000 in July.



David Brown 1690 made £10,100 at Greenslade Taylor Hunt's August auction.

990 Selectamatic	1965-71	£1,000	£2,650	£5,900	£3,950	£4,800	£6,100
990 Selectamatic Hi Clear	NA	NA	£2,600	NA	£3,200	NA	NA
880 Implematic	1961-65	£1,000	£1,800	£5,600	£4,100	£5,400	£5,900
880 Narrow	1961-65	£1,500	£1,750	£6,500	£3,700	£5,900	NA
770 Selectamatic (red)	1965	£2,400	£3,700	£7,500	£4,600	£7,700	£11,000
770 Selectamatic	1965-70	£1,000	£2,800	£5,600	£2,950	£5,100	£8,900
770 Selectamatic narrow	1965-70	£1,000	£1,550,	NA	NA	NA	NA
880 Selectamatic	1965-70	£1,000	£1,800	£3,900	£2,800	£3,800	£5,600
990 Implematic	1961-65	£1,000	£2,950	£4,600	£3,800	£5,200	£7,100
990 Selectamatic	1965-71	£1,000	£2,650	£5,900	£3,950	£4,800	£6,100
990 Selectamatic Hi Clear	NA	NA	£2,600	NA	£3,200	NA	NA
780 Selectamatic	1967-71	£1,400	£2,800	£6,200	£3,200	£6,800	£8,500
1200 Selectamatic	1967-71	£1,400	£3,800	£12,400	£6,300	£10,100	NA
1200 4x4 Selene axle	NA	£4,900	£8,900	£10,000	NA	£10,300	£12,600
885 Narrow Selectamatic	1971-80	£1,700	£2,400	£4,200	£3,100	£6,100	£7,400
885 Industrial	1971-80	NA	£1,900	NA	NA	£3,800	NA
885 Selectamatic	1971-80	£1,050	£2,600	£7,200	£4,900	£6,100	£7,500
990 Selectamatic	1971-80	£1,100	£2,900	£6,200	£4,100	£6,900	NA
990 Selectamatic Industrial	1971-80	£1,200	NA	£4,200	NA	£6,200	NA
990 4WD Selene axle	1971-80	NA	£6,600	NA	NA	NA	NA
995 Selectamatic	1971-80	£1,750	£2,900	£11,200	£6,200	£8,100	NA
995 Industrial	1971-80	NA	£2,475	NA	NA	NA	NA
996 4WD	1972-80	NA	£9,800	NA	NA	NA	NA
996 Selectamatic	1971-80	£2,300	£4,900	£17,500	£4,400	£6,700	NA
1210	1971-80	£2,500	£3,100	£14,200	£6,400	£7,900	NA
1210 hi-clear conv	1971-80	NA	NA	£8,200	NA	NA	NA
1210 4WD Selene Axle	1971-80	£3,400	£7,200	£16,400	£8,200	£9,100	£12,600
1212 Hydra-Shift	1971-80	£2,400	£3,900	£14,500	£5,400	£8,900	NA
1212 Manual	1971-80	£2,800	£3,200	£9,300	£5,200	£8,300	NA
1410	1974-80	£2,600	£3,000	£9,900	£6,500	£8,200	NA
1410 4WD	1971-80	NA	£3,450	£10,400	£6,800	£11,900	NA
1412	1971-80	£2,900	£3,650	£8,000	£4,900	£12,750	NA
1412 Jubilee	1977	NA	NA	NA	NA	£28,500	NA
1412 4WD	1974-80	£3,900	£5,800	£10,200	£6,200	£12,100	NA
1190	1980-84	£2,200	£1,850	£8,900	£,3,600	NA	NA
1190 4WD	1980-84	£3,900	£4,900	£8,900	NA	£8,100	NA
1290	1980-84	£2,280	£3,900	£7,900	NA	£5,200	NA
1290 4WD	1980-84	£3,400	£4,250	£9,750	NA	£12,400	NA
1390	1980-84	£3,700	£4,650	£9,200	£8,250	£10,400	NA
1390 4WD	1980-84	£3,950	£5,600	£12,100	£9,900	£12,500	NA
1490	1980-84	£4,000	£4,600	£12,400	£9,100	£12,200	NA
1490 4WD	1980-84	£4,100	£5,100	£18,500	£9,600	£14,750	NA
1690 (includes turbo)	1980-84	£3,400	£5,950	£14,750	£9,600	£15,700	NA
1690 4WD (includes turbo)	1980-84	£4,950	£5,750	£16,200	£10,200	£15,200	NA
1194 Hydra-Shift	1984-88	£2,750	£4,950	£12,950	£6,800	£11,250	NA
1194 Hydra-Shift 4WD	1984-88	£3,450	£5,920	£16,500	£7,250	£16,970	NA
1294 Hydra-Shift	1984-88	£3,100	£5,900	£12,200	£6,500	£14,750	NA
1294 Hydra-Shift 4WD	1984-88	£3,500	£5,950	£18,800	£9,200	£14,500	NA
1394 Hydra-Shift	1984-88	£3,100	£5,900	£14,750	£8,700	£14,750	NA
1394 Hydra-Shift 4WD	1984-88	£3,600	£6,100	£16,400	£9,400	£16,200	NA
1494 Hydra-Shift	1984-88	£3,100	£5,900	£16,000	£9,600	£17,200	NA
1494 Hydra-Shift 4WD	1984-88	£3,400	£6,400	£18,500	£10,800	£17,800	NA
1594 Hydra-Shift	1984-88	£3,200	£5,700	£14,900	£9,200	£18,600	NA
1594 Hydra-Shift 4WD	1984-88	£3,400	£6,600	£19,900	£10,900	£21,200	NA
1694 Hydra-Shift	1984-88	£3,500	£6,100	£16,800	£10,400	£22,600	NA
1694 Hydra-Shift 4WD	1984-88	£3,900	£6,400	£27,500	£14,200	£24,400	NA
DEUTZ							
F1M414	1936-51	£1,500	£2,300	£4,100	£3,900	£6,600	NA
F2M317	1935-40	£1,900	£2,800	£4,200	£2,900	£5,200	NA
D40	1958-60	£1,600	£2,300	NA	NA	£5,600	NA
F3M417	1942-52	£2,800	£3,900	£4,950	£3,750	£6,400	NA
F1L514/51	1951-57	£1,800	£2,100	£3,200	£3,700	£4,600	NA
F2 514/53	1953-57	£1,850	£2,600	£3,500	£3,100	£4,750	NA
FL612/4	1953-58	£1,800	£2,400	£4,200	£2,800	£3,750	NA
F2L612/56	1956-58	£1,700	£3,300	£3,600	£2,700	£4,300	NA
D30/D30S	1962-64	£2,680	£2,900	£4,750	£3,400	£5,200	NA
D50.1S/D55	1962-64	£1,900	£3,800	£3,900	NA	NA	NA
D40-2	1964-65	£1,950	NA	£3,600	NA	NA	NA
D5506	1968-74	£2,100	£3,900	£4,800	NA	£5,750	NA
D6006	1968-72	£2,900	£3,600	£4,900	NA	£5,950	NA
Intrac	1969-74	£3,400	£8,200	£14,500	£7,200	£17,750	NA
D7206	1974-81	£3,900	£5,200	£8,900	NA	£9,100	NA
DOE							
Dual Drive	1958-59	NA	£42,000	£58,000	£51,000	£58,000	NA
Triple D (Super Major)	1960-63	£22,000	£38,800	£54,000	£48,000	£64,000	NA
Triple D (NP Super Major)	1963-64	£29,000	£41,000	£62,000	£54,000	£68,000	NA
Triple D NP (Half)	1963-64	NA	£11,000	NA	NA	NA	NA
Triple D (Half)	1960-63	NA	£10,800	NA	NA	NA	NA
Doe 130	1965-68	£31,000	£50,500	£72,000	£51,000	£65,000	NA
Doe 130 (Front half)	1965-69	£14,000	NA	NA	NA	NA	NA
Doe 150	1968-69	£28,000	£40,200	£65,000	£62,000	£64,000	NA
D5100	1971-72	NA	£14,200	£18,000	NA	NA	NA
Replica Doe Triple D	1960-64	NA	NA	NA	£44,000	£26,000	NA
Doe Triple D trans/rear half	1963	NA	£8,200	NA	NA	NA	NA
Doe Triple D frame	1962	NA	£11,000	NA	NA	NA	NA
Doe Triple D rear half & front bed w/trans	1963	£21,000	NA	NA	NA	NA	NA
Replica Doe 130	1965-68	NA	NA	NA	NA	£23,000	NA

NEXT ISSUE: DUTRA | EAGLE | EICHER | ELECTRIC WHEEL COMPANY | EMERSON BRANTINGHAM

SEPTEMBER

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

30 September

Machinery Sale.

The Gallops, Stanklyn Lane, Stone, Kidderminster DY10 4AR. Halls.

Tel: 01562 820880

30 September

Sale by Auction of Farm Machinery & Equipment.

Nr Royston. Brown & Co.

Tel: 01480 432220

30 September - 1 October

70 Tractors, 400 Lots of Road Art & Relics, 1,000 of Toys & Dolls.

George & June Schaaf Tractor & Truck Museum, Frankfort, IL, USA. Mecum Auctions.

mecum.com

OCTOBER

1 October

Monthly Live & Online Machinery Sale.

Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells.

Tel: 01409 253275

1 October

Agricultural Auction.

Market Rasen Racecourse, Legsby Road, Market Rasen LN8 3EA. Perkins George Mawer.

Tel: 01673 843011

1 October

Collective Machinery Auction.

Chilli Farm, Coldred, Dover CT15 5AH. Hobbs Parker.

Tel: 01233 506246

1 October

Collective Machinery Sale.

Oak Farm, Upper Boddington, Daventry, Northamptonshire. Howkins & Harrison.

Tel: 07921511852

3 October

Cambridge Machinery Sale.

Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins.

Tel: 01353 777767

3-11 October

Online Timed Collective Auction of Farm Machinery & Effects.

Various farms in Devon, Dorset, Somerset & Wiltshire. Symonds & Sampson.

symondsandsampson.co.uk

4 October

Dispersal Sale of Tractors, Telehandler, Arable Machinery & Livestock Equipment.

South Dorset. Symonds & Sampson.

Tel: 01884 218911

5 October

Online Sale of Tractors, Machinery, Plant & Commercial Vehicles.

Harrison & Hetherington.

harrisonandandhetherington.co.uk

5 October

Online Auction of Gilbert Chestney Collection.

Chelsea, MI, USA. Aumann Auctions.

aumannvintagepower.com

6 October

Machinery Sale.

Nr Devizes. Cooper & Tanner.

Tel: 01373 831010

6-7 October

Online Auction of Yeck Collection.

Antique Tractor, Equipment, Parts, Signs, Memorabilia & Toys. Ceresco, MI, USA. Aumann Auctions.

aumannvintagepower.com

7 October

Online Machinery Sale.

York Auction Centre.

ylc.co.uk

7 October

Machinery Sale.

Shrewsbury Auction Centre, Bowmen Way, Battlefield, Shrewsbury, Shropshire SY4 3DR. Halls.

Tel: 01743 462620

8 October

Proposed Machinery Auction.

Craven Cattle Marts, Gargrave Road, Skipton, North Yorkshire BD23 1UD. CCM Auctions.

Tel: 01756 792375

8 October

Sale by Auction of Farm Machinery & Equipment.

Nr Lincoln. Brown & Co.

Tel: 01480 432220

8 October

Machinery & Vintage Collective Sale.

Hollowell, Northamptonshire.

Howkins & Harrison.

Tel: 07921 511852

9 October

Collective Farm Machinery Auction.

Hilgay, PE38 0QH. Barry L Hawkins.

Tel: 01366 387180

11-14 October

Stew Paquette's International Harvester Museum Online Auction.

USA. Aumann Auctions.

aumannvintagepower.com

13 October

Auction of Agricultural Tractors, Forage Harvester, Grassland Machinery & Implements.

Carlisle. Cheffins.

Tel: 01353 777767

13 October

Sale by Auction of Farm Machinery & Equipment.

Nr Peterborough. Brown & Co.

Tel: 01480 432220

13 October

Collective Machinery Sale.

Sedgemoor Auction Centre, North Petherton, Bridgwater, Somerset TA6 6DF. Greenslade Taylor Hunt.

Tel: 01278 410251

17-25 October

Online Timed Collective Auction of Vintage Classic & Collectable Machinery & Effects.

Various farms in Somerset, Devon, Dorset & Wiltshire. Symonds & Sampson.

symondsandsampson.co.uk

19 October

Thainstone Online Collective Sale of Plant & Machinery, Tractors, Telehandlers, Excavators, Farm Implements, Light & Heavy Commercials, 4x4s, Trailers & Containers.

Aberdeen & Northern Marts.

anmarts.co.uk

21 October

Collective Sale in conjunction with Gwilym Richards & Co.

Chepstow Racecourse.

Greenslade Taylor Hunt.

Tel: 01278 410250

21-22 October

Auction – Bidding by Telephone, Internet & Commission Bids only.

Mathewsons.

mathewsons.co.uk

21-23 October

Ireland Online Machinery Auction.

Hassall Brothers.

hbireland.com

22 October

Cambridge Vintage Sale.

Machinery Saleground CB26 2QT. Cheffins.

Tel: 01353 777767

27 October

Live Machinery Sale.

Lanark Agricultural Centre, Hyndford Road, Lanark ML11 9AX. Lawrie & Symington.

Tel: 01555 662281

28 October

Online Timed Machinery Collective Auction

Edward Buckland.

edwardbuckland.co.uk

28 October

Wessex Machinery Sale.

Salisbury Road, Shaftesbury, Dorset SP7 8BT. Southern Counties Auctioneers.

Tel: 01722 321215

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.

FREE ADS

FOR MAXIMUM IMPACT, INCLUDE A PHOTO WITH YOUR AD

Web: **www.motortfreeads.co.uk**



Reach a dedicated audience of **TRACTOR ENTHUSIASTS**

READERS' ADVERTISEMENT COUPON

- ☐ FOR SALE ☐ WANTED
- ☐ TRACTORS & MACHINERY ☐ TOOLS & EQUIPMENT ☐ PARTS & ACCESSORIES
- ☐ TRUCKS & 4X4S ☐ MISCELLANEOUS

Title: Name:

Price: Address:

Main Text (no more than 30 words):

..... Town:

..... County:

Postcode:

..... Telephone:

..... Email (optional):

..... PRIVATE ADVERTISERS ONLY MUST SIGN HERE:

Ad Contact Number:

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 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

TRACTORS 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

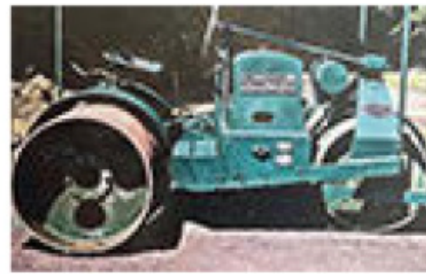
AMANCO HIREDMAN



1925, £700. 2 1/4 hp and duel fuel. Please call 01773522916 , East Midlands.

116099

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 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 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 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

CASE 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

CASE C



POA. Case C lovely restored running tractor no frost damage. Please call 07855399487, South West.

115788

CASE C

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.

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



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.



Ferguson TEF20
£2450

A nice barn find, Straight tin work, starts and drives very well, new brakes, radiator and recently serviced, good tyres, make easy project



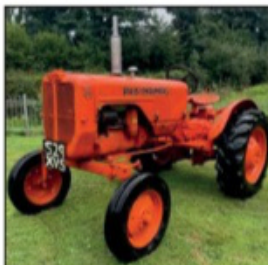
Ford 5000
£8500

A very genuine tractor fitted with Seruka Cab, Excellent original Tin Work, Runs and Drives Very Well, Double Acting Spool Valve, V5



International 10-20
£3995

A lovely example from 1938, excellent runner, easy starter, manifold and engine block all crack free. Sat on lovely old closed tread tyres, with V5 and history



Allis Chalmers D272
£2850

A nice older Restoration, Electric Start, Petro/Two Crack free engine block, fitted with PTO and Hydraulics, V5

MANY MORE TRACTORS AVAILABLE. PLEASE GET IN TOUCH

WWW.TAMARVINTAGETRACTORS.CO.UK

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



POA. Case C nice original tractor starts runs drive. Please call 07855399487, South West.

115792

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

TRACTORS 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

LAMBORNE CAB OFF INTERNATIONAL B414.



£250. Lambourne cab complete off B414. all glass there but needs some T.L.C. Paint etc. Buyer collects. Please call 07761082194, West Midlands.

115755

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

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 M



£10,500. Converted to Magneto complete with hot tube. 1899. Please call 07584355499, South East.

116122

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

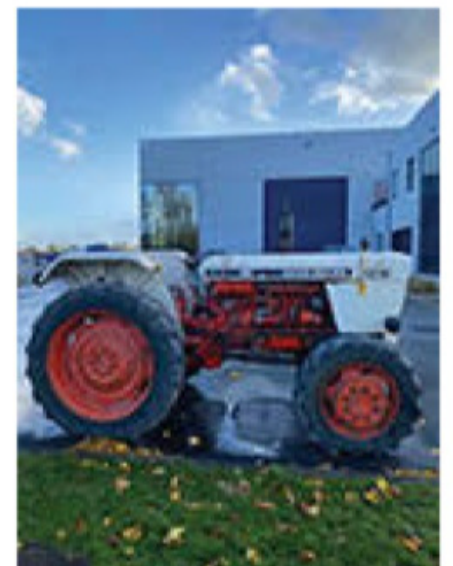
DAVID BROWN CROPMASTER VAL 1C



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 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

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 TEF 20



1953, £800. Ferguson TE -F 20 diesel, non runner in derlict condition having not been used for many years. Please call 01767 683197, East of England.

116210

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 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 F.E35 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

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 TED 20

1950, £1,250. Running when driven into garage, 12 months. New fuel tank and water pump, good tin work has V5. Please call 01934834971, South West.

116111

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 BRISTISH 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 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 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

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 3600



£5,250. Mechanically re-conditioned with power loader, easy starter, new tyres, brakes (hand break), clutch, track rod ends, etc. Collection from Essex. Please call 07960 636965, East of England.

116092

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 in 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 MAJOR E27N



£4,000. Fordson Major E27N. Please call 01469 530373, Yorkshire and the Humber.

115499

FORDSON 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 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 6cyl 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

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



£2,600. Fordson Super Major good working order,good tin. Please call 01984623486, South West.

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

TRACTORS FORDSON POWER MAJOR



1960, 1960 Power Major, some of original parts starts. Runs well good brakes, steering and tin work, good tyres, engine slightly smokey. Please call 07515939801, South East.

116136

FORDSON MAJOR

1952, £3,000. Very good original condition, very reliable working tractor. Please call 07985594354, South East.

116177

FORESTRY EQUIPMENT RIMA



2020, £5,950. Automatic wood processor with conveyor. Not needed due to change in circumstances. Cost £6,600 new.

Efficient - cuts and splits in one operation, 530/550mm length, 300/380mm diameter. Cuts 14 inch logs. Please call 01980862301, South West.

116160

GUALDI 30



POA. The Italian Field Marshall. info@

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

115963

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 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. N REG, SOMERSET TRACTOR, WITH V5C, GOES WELL. Please call 07831 347400, South West. (T)

115319

INTERNATIONAL IMT 578

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 – difflack – 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

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)**

Silver Fox Tractor Spares Ltd

Buy today at our
ONLINE Store



■ Parts available for
tractors from 1930
onwards

■ Thousands of parts
held in stock



www.silverfoxtractorspares.com

■ Next Day Delivery ■ Worldwide Delivery ■

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	£47.00	£52.00	£62.00
2 tractors	£72.00	£82.00	£100.00

**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

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, Earlheaton, Dewsbury, West Yorkshire WF12 8JJ

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



£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

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 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 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@pietvershelde.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: L06200M111154 £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@pietvershelde.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)

115969

LANZ D2416



POA. Lanz D2416 – 1956. Engine overhauled. Please call 32 56 61 62 60, Rest of the world. (T)

115974

LISTER-M



£425. The engine is a 4 horsepower "Lister-M" for restoration, engine number 13632. Please call 79099 08069, Ireland.

115510

LISTER C/S

£400. Clean tidy engine, will swap for

Stuart size Beam engine. Collection only. Please call 01380 840109, South West.

115816

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 LR1



1970, £320. Lister LR1 recently refurbished. Very good condition. Please call 07837490188, Wales.

116056

LISTER



1952, £150. Lister B 5hp good tidy condition think it used to be on a cement mixer. Please call 01773522916, East Midlands.

116097

LISTER D

£250. Lister D engine on Trolley. £250. Please call 01270623939, North West.

116128

LISTER JP4



1939, £450. Lister engine, 1939. Please call 07817809221, North West.

116143

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

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 LOADER, NEW WHEELS AND TYRES, GOES WELL

£3250. Please call 07831 347400, South West. (T)

115709

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

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



£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 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.

116047

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 40 LOADER



£250. Massey Ferguson 40 loader to fit MF165/168/185 and 188 tractors price £250. Please call 07831 665757, West Midlands.

116053

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

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

MB TRAC 800 MERCEDES BENZ



£12,000. Due to change in circumstances we are selling please call on 07535707771.

Price £12k ono. Please call 07535707771, South East.

116052

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

MCCORMICK B275

1968, £3,000. F reg McCormick international b275 tractor. Good Working order, good condition, starts first time, new tyres all round. Please call 01422843292, Yorkshire and the Humber.

116156

NEW HOLLAND TS90



£23,500. 2001 New Holland TS90, SL / DP, 80% Tyres, Quickie Q940 Loader, 9507 Hours. Please call 01606 592639, North West.

156715

NEW HOLLAND TS90



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**

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 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, £2,950. Hydraulics overhauled. New battery and voltage regulator. V5 available. Runs well. No leaks. Please call 07908 885322, West Midlands.

116088

IMT 578



£1,750. IMT 578, STARTS AND RUNS, BRAKES NEED ATTENTION, WITH V5C £1750. Please call 07831 347400, South West. (T)

115706

PELAPONE



1957, £1,150. Pelapone Engine and Gearbox, lovely original condition. Nice and free an ex RAF pumping engine. Skid mounted, won't take a lot of getting going. Please call 07970786306, East Midlands.

115758

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.

116045

FLEMING LINK BOX 06 HD6



£350. 6ft Fleming Link Box . 241kg hydraulic tipping. Please call 07792402099, Wales.

116048

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

HORSE DRAWN SPRING TINE 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

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

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

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



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



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



New 6ft pasture topper
£1695+vat



3 ton tipping trailer
tips well **£550**



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



Jcb 3c in good working
order **£2250** comes with
2ft bucket and 10 inch
bucket



5.m Brian James Cargo
connect with ramps
£5250



Malone 4 rotor Tedder
5.7m **£8000**



Malone Procut 240
mower **£7000**



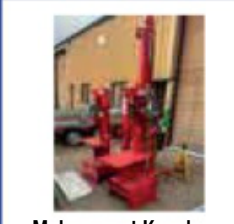
Ifor Williams 10x5 tipper
2018 with ramps
£4400



Zetor 5748 4wd
tractor in nice working
condition **£4000**



Zetor 5748 4wd
tractor in nice working
condition **£4000**



Malone post knockers
£3500 Malone log
splitters **£1150**



**MASSEY
FERGUSON
2640**
in off farm
condition ready
for worker
would make a
nice restoration
£6000

BRIAN JAMES TRAILERS

Zetor

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

PARKER VINTAGE

Specialists in vintage tractors & implements



INTERNATIONAL W4

Restored, new tyres,
good runner

£3,650



LEYLAND 255

Excellent ex-farm
condition c/w v5c

£3,750

International Farmall H - 3 wheel Rowcrop, exc. original condition.....£2750
John Deere B Rowcrop - Early restoration, original import.....£3750
JCB Powershift 3C11 - Good working order, 4-in-1 c/w buckets.....£3250
BMB President - Very early number, older restoration£1500 & vat
International B250 - Original ex-farm condition.....£2250 & vat
Massey Harris 25 Styled - on rubber, new fronts, Excellent original condition, fully rebuilt engine, good runner.....£6750
International W6 - Good tyres, V5C, Electric start, belt pulley, very good early restoration£3750
Allis Chalmers U - New tyres all round, very good restoration.....£4000
Case LA - Hydraulic brakes, very good tyres, Electric start, Excellent condition.....£4800
Oliver 80 Standard - Early restoration, Good close pattern tyres, Good Runner.....£3750
Ferguson TEF20 - Diesel, Good Runner.....£2200
Ferguson TED20 - Petrol TVO, good runner, as new tyres£1800
Massey Harris Combine - 6ft cut, GWO, new tyres & belts.....£2700
Ifor Williams 18ft twin axle trailer c/w sides & ramps.....£2750 & vat
Fordson N - Wide wing oil cleaner, Fishleigh manifold, good runner.....£2250

RANGE OF IMPLEMENTS AVAILABLE - PLEASE CONTACT US FOR FURTHER DETAILS

New & Used Parts Supplied - Shipping Available

M: 07778 525037 E: MARTINPARKER53@BTINTERNET.COM

WWW.PARKERVINTAGEBUCKS.COM

LUDGERSHALL, BUCKINGHAMSHIRE



£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

6LW GARDENER GENERATOR



£1,900. 220AMP DC good condition. All in good working order. Please call 07817 809221, North West.

115870

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

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@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

115965

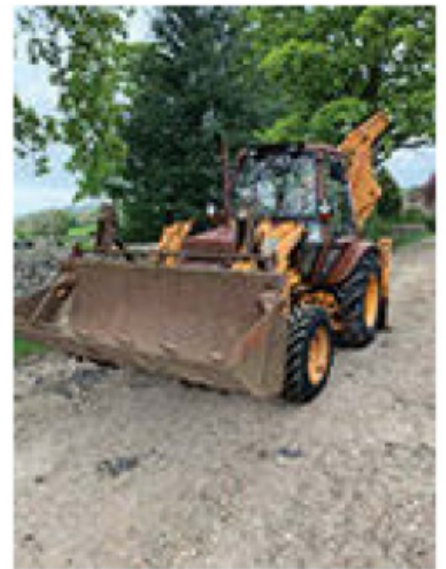
MASSET HARRIS 701 BALER



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.

115991

OTHER OTHER 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

FISHER 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



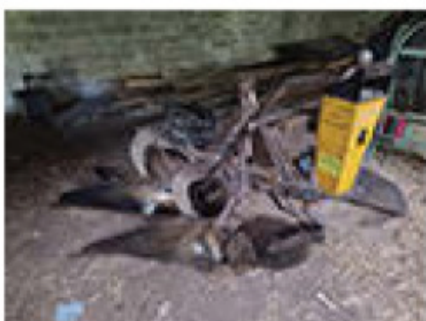
£850. very little use, has oil on it to preserve condition. Buyer to collect. Please call 07840089882, South East.

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

BAMFORD MUCK SPREADER

£1,000. It's a late 1950s Bamford Muck Spreader. Fully restored and working. There are two spare wheels and tyres with it. Delivery local only. Please call 07876 011680, West Midlands.

116091

SAW BENCH

£550. Kilworth 600R PTO Saw Bench. For compact or small tractor. Up to 8" logs. Good working order. Please call 07801 015156, South East.

116095

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

LAWNFLITE 604-11.5HP RIDE ON MOWER

£300. Lawnflite 604-11.5hp ride on mower with grass collector 30" cut single blade. Please call 01387720139, Scotland.

116202

PERKINS 4CYL

£250. Perkins 4cyl. engine good runner, in a road roller. Please call 07811 496811, South West.

115930

PETTER SAW BENCH DRIVEN BY PETTER 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

PETTER M 3HP

1926, £550. Petter M 3hp Handy man Agricultural, working order. Please call 01278684212, South West.

116135

RICHIER DIESEL ROLLER

POA. Richier diesel roller – good runner. Please call 32 56 61 62 60, Rest of the world. (T)

115971

RUSTON HORNSBY 8AP

Wanted. Ruston Hornsby 8ap or similar type engine hopper cooled if possible. Please call 07500 118366, Wales.

115495

RUSTON HORNSBY 9HP

POA. Hornsby 9HP engine. Email info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

115961

SCOIATTOLO

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

115432

STEAM 2" SCALE BURRELL SHOWMAN ENGINE

POA. 2" Scale Burrell showman engine.

Please call 07535 477035, West Midlands.

116222

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

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 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 FOWLER 4 INCH DCC



£20,000. Older model still not finished, made in England but no paperwork. Runs well, would exchange for 3 inch DCC. Please call 0049 711 574987, Rest of the world.

116050

STEAM BURRELL THRESHING MILL



£5,000. Burrell Threshing Mill No. 1121 built in circa 1880/1890. 4 foot 6 inch drum. Very good condition. New oak wheels all round and fore-carriage. Requires minor restoration. Please call 00353 873 159391, West Midlands.

116089

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

STUART D5YXC

£250. Stuart D5YXC. Please call 07543 979184, West Midlands.

115128

STUART TURNER 2 STROKE.

Douglas side valve twin industrial. Stuart turner 2 stroke, Ex military WW2 Supercharged air blower. Jap lawn edger. All require recommission repair. Please call 07484519008, East Midlands.

116086

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, 2 front mid mount electric spool valves, Power beyond, Load sending 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, Front and cab suspension, Twin trac (reverse drive), Front linkage and PTO, 4 rear spool valves, Two front mid mount spool

valves, Power beyond, Isobus, 3929 hours, 650/75R38 and 600/65R28, 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

VILLIERS 110 GENERATOR SET



1930, £450. On a wheel barrow with hedge trimmer see if you can find another one runs well. Please call 01773522916 , East Midlands.

116098

WOLSELEY WD11

£125. On good strong trolley. Easy starter. Please call 07413 997660, South East.

115152

WOOD HANDLING CIRCULAR SAWS MCCONNEL SAW BENCH



£1,750. McConnel saw bench, little used. Please call 07831 665757, West Midlands.

115787

TRUCKS/LORRIES

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

AEC MILITANT



1956, POA. chassis cab, 11.3 litre engine, VGC. Please call 07710256489, South East.

115871

ALBION CHIEFTAIN



POA. Four cylinder engine, six speed gear box, show condition. Please call 07934 029946, Yorkshire and the Humber.

115984

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 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

BEDFORD TK



1973, I am selling my Bedford TK with Stationary engine and Dynamo. It is a previous show winner, 1973 model, in dark blue. Please call 07752 552585, North East.

116055

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

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

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

1982, £1,250. Ford Cargo Lorry. Or nearest Offer. Please call 07870112335, Wales.

116150

GUY



£4,750. 150 Gardener, runs and drives. Cab needs restoration, comes with build sheets. Please call 07879 210001, Yorkshire and the Humber.

115889

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



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

IVECO 35



1994, £4,900. 7.5T IVECO 1994 Flat with Hiab 1.5T lift. MOT to July 2023. New front tyres. Same owner since 2005 (now retiring. Please call 01423 502797, Yorkshire and the Humber.

116035

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 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

MERCEDES 508



1978, POA. Two owners, worked continually to 2020. Electric crane in body. Please call 07812146478, Yorkshire and the Humber.

115820

MORRIS DROPSIDE



1960, £7,500. Morris FF 5 ton Diesel Flatbed Lorry. Good original condition not restored all original, cab metal work solid. Will require tyres and recommissioning. Good vehicle for rallies and suitable for transporting tractor etc. Please call 07765 425142, West Midlands.

116006

HONDA ENGINE

£495. Honda Engine, tipper body, good runner. Please call 07583600160, East Midlands.

115361

TRUCKS



£9,500. 1987. Non HGV. Only 60k miles. Full living. Excellent horse area. New tyres. New batteries. MOT Feb 2023. Looks and drives superb. Please call 07885 519770, East Midlands.

116127

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.

116027

BEDFORD GEAR BOX

£125. Bedford Gear Box with PTO hydraulic pump Fitted. Please call 07860264439, Yorkshire and the Humber.

116108

COMMER KARRIER WINDOW

£130. Curved type full windscreen and corner window. Cash on collection. Please call 07977 109048, North West.

115885

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 SPRING TINE CULTIVATOR



£250. Ferguson spring tine cultivator with 9 tines. Some ware but still useable. Please call 07393 758511, South West.

115438

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

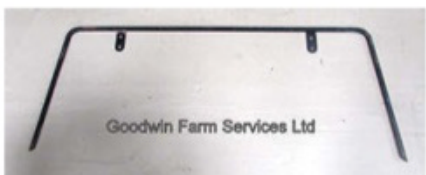
FORD SWIVEL HOUSING CARRARO



£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

LEYLAND 4 HUB REDUCTION UNITS AND HALF SHAFTS

POA. 4 hub reduction units and half shafts. Please call 01989750266, West Midlands.

115881

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 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

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

TRANSPORTATION



Tractor and Machinery transportation
Eurowide, national and local hiab and winch.

**Please call 07899 822133,
North Midlands.**



£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

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

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

MISCELLANEOUS

£250. Bamford 3 furrow plough needs discs and other wearing parts. Please call 07969 121182, Yorkshire and the Humber.

115108

OTHER



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

TRACTOR PARTS



POA. ERF - EC 12/14 Left Door Carcass - POA. Volvo F10/12 intake stack. Height 197cm. POA. 2 x Shell Motor Spirit Fuel cannister. POA. L and R headlight panels for G88/89 Volvo. Please call 07962 075911, South East.

116004

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

AMOLCO MILLING ATTACHMENT

£250. Amolco milling attachment to fit a boxford lathe, single phase G.W.O. Please call 01438714521, East of England.

116203

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

BOAT AND TRAILER



£200. Boat and trailer for renovation or could be adapted as children's play apparatus. Please call 01469 530373, Yorkshire and the Humber.
115506

CARS FOR RESTORATION.

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

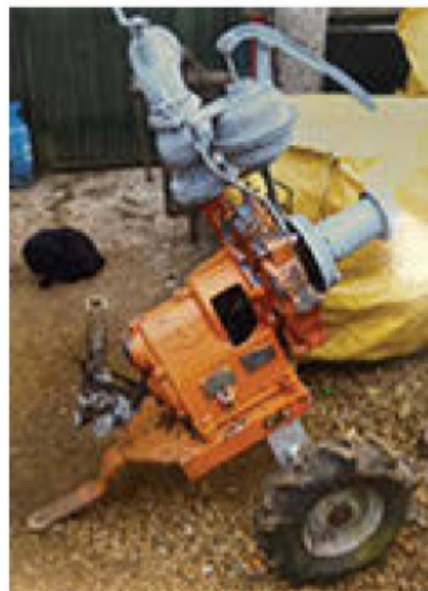
JEEP TRAILER



£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 irrigation 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

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

SIP TICT 160



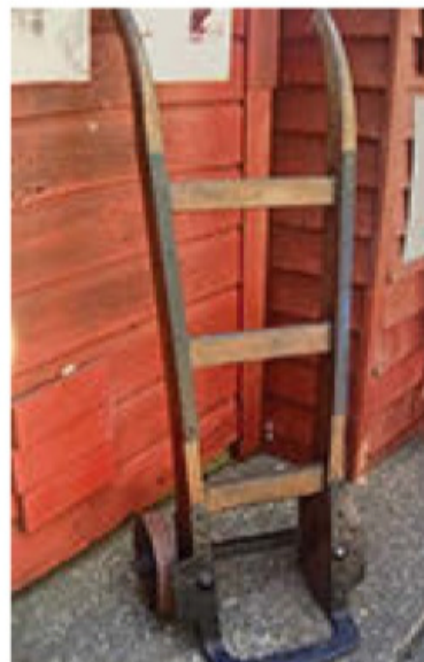
£600. SIP TICT 160. Welder AC-DC arc TICT welder 240 volts, light usage. Please call 07434 873432, West Midlands.
115848

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

ELECTRIC MOTOR.

£50. 3/4 hp Still in box, purchased for Boxford Lathe. Please call 01274 875032, Yorkshire and the Humber.
115883

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.

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

FERGILAND

The T20 Specialists

NEW & USED SPARES ALSO PARTS FOR MF35 & 135

Fast Mail Order Service - Parts List Available

Ring or go online for price guide

Online shop offering quick & easy ordering

FERGILAND, THE WORKSHOP, HIGHFIELDS,
MELBOURNE, Nr DERBY DE73 8DG

TEL: 01332 862972

enquiries@fergiland.co.uk

www.fergiland.co.uk

COWLING AGRICULTURE

New & Used Compact Tractors & Smallholder Machinery Specialists
GET THE LOGS IN READY FOR WINTER!!

Logsplitter £599 Sawbench £1395
Linkbox £375 Tipping Trailers £1995



NEW LANDLEGEND

4x4 TRACTORS
30hp, 40hp & 50hp
from £8500

available with
Cabs,
4in1 Loaders
& Backhoes



USED TRACTORS 2&4WD
16hp+ From £2200

fully serviced, with warranty

Huge machinery selection always in stock

Can deliver nationwide from £69

Prices
+vat

www.cowlingagri.com

Email: clive@cowlingagri.co.uk / sid@cowlingagri.co.uk

Call/email for FREE Brochure & Latest Stock List

Mob 07508 074744 / 07813 847128 Tel 01458 250978

OPTIMA BATTERIES
THE ULTIMATE POWER SOURCE

4 Leaf Batteries Ltd
Norfolk Tel: 01953 881330
Distributor of Optima Batteries

**Reliable - Completely Sealed
and Maintenance Free Batteries**

- * Non Hazardous
- * Improved performance in extremes of temperature
- * High resistant to corrosion
- * Improved cycle life
- * High cranking power
- * Zero maintenance
- * Low self discharge
- * Extreme vibration resistance.
- * Use in any orientation



For an information pack call 07704 128256 or
visit our website www.optimabatteries.co.uk
Email us sales@optimabatteries.co.uk

Credit Cards
Accepted

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.vintage tractorelectrics.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

ARMY SURPLUS STOCK

Unused Deville Multifuel Heaters

Diesel/Kerosene 0.42/1.5 Litres per hour
C/W Stainless Flue & 25 Litre Fuel Tank
Output 11/16kw

Ideal for workshops, garages, log cabins etc.

Unit dimensions L100 x W60 x H150cm
5" Flue stands 4m high

Manufactured in France by Deville

Price £350 plus VAT

UK Delivery £80 plus VAT excludes some UK postcodes

Order 2 units and get free delivery on 2nd heater. Original price to military £1200



L JACKSON & CO LTD
EX MOD / NATO SALES

Tel 01302 770485 email sales@ljacksonandco.com

115884

DINKY FODENS



£75. 1947 dinky Fodens a high sided one and a tailboard version both previously owned. Please call 07903904199, West Midlands.

115915

RANSOMES MARQUIS



£70. 20 inch cut cilinder mower,with grass box, needs some t.l.c. Please call 07802 282449, South East.

103878

PETROL TANKERS



POA. Diecast model petrol tanker wagons advertising BP, Castrol, Esso, Fina, Shell, etc. Over 50 models, every one is different, all in original boxes. Please call 01909 721464, West Midlands.

108647

CORGI COMMERCIAL VEHICLES



POA. Corgi 1.50 scale commercial vehicles. All mint condition. Please call 07759 346459, Wales.

108650

MYFORD LATHE SUPER 7

£3,250. Single phase, power cross feed, gearbox, induction hardened bed, variable speed, 3 and 4 jaw chucks, quick change tool post, faceplate, jacobs chuck, steadies plus other kit. Please call 07786 438257, South West.

115920

FORD HANDBOOK.

£15. Ford 2000,3000,4000,5000 Handbook Jan 1969 print so Ford Force models. Thumbed but no dirty finger prints. Please call 07761827053, East of England.

115927

SHOTGUN MK4

£25. Borg and Beck, water pump brand new boxed with gaskets. Please call 07860 469764, South East.

115166

MF2649 MANUAL

£20. Workshop manual. Please call 01767 683197, East of England.

115168

SHEEP SOFA



£15. Make sheep treatment easy using a Sheep Sofa. Sheep is reversed into sofa propped against a strong gate or other support. Please call 01473 658804, East of England.

115167

REPLICA VINTAGE LIVING VAN COAL STOVE



POA. Replica Vintage living van coal stove c/w separate oven, draught control flap, ash tray, complete ready to fit except chimney. Please call 07801199001, South West.

115198

DIAMOND T HEAVY HAULAGE



£85. Diamond T with girder trailer and traction engine load Scamell with girder trailer and load for sale £85-00 each. Please call 01726842357, South West.

115199

DIAMOND T TANK TRANSPORTERS



£70. Two model diamond T tank transporters with Sherman tanks as in July edition of Heritage Commercials. Please call 01726842357, South West.

115225

8 METAL WHEELS



1927, £10. 8 metal wheels approximately 12 inches in diameter **Ideal for trolley /hut etc £10.00 each.** Please call 07889114743, West Midlands.

116046

VINTAGE BELT DRIVEN SAW BENCH



Rare Clayton and Shuttleworth Co, Lincoln vintage saw bench complete with spare/alternative blade. Please call 01733211004, East Midlands.

116049

MASSEY FERGUSON GEARBOX



2020, £750. Massey Ferguson 1200/1250 PTO gearbox to reduce the PTO speed from 1000 rpm down to 540 rpm original fitment price £750. Please call 07831 665757, West Midlands.

116051

TRAILER



£3,250. Massey Ferguson No18 5 ton capacity, grain trailer, auto rear door, in very good condition. Please call 07831 665757, West Midlands.

116054

FERGUSON 2 FURROW PLOUGH

£325. 2 Furrow Plough, discs, skims. Serial plate, good condition. Ready for work. Please call 01744895393, North West.

116057

LISTER D ENGINE



£50. Lister D engine for sale. £50, suitable for restoration or spares. **Buyer collects.** Please call 07789236282, South East.

116058

TROJAN MINI TRACTOR

1960, Single Cylinder. Shaft Drive to axle. Separate dog clutch to each wheel. Unused for 32 years, needs restoration. Please call 01608674546, West Midlands.

116059

MCCORMICK INTERNATIONAL FARMALL CUB



1958, £3,000. Restored and carefully kept. It has new back tyres, bonnet has been sprayed. Needs attention to brakes. Has been shown at events for 3 years before lockdown. Please call 01748 810348, Yorkshire and the Humber.

116060

1946 RANSOMES MG2 CRAWLER

1946, 1946 Ransomes MG2 crawler, excellent 2015 restoration and never used since. New track joints. Many new parts.

New carb. Serial No. 2025. P.O.A. Please call 01572 755490, West Midlands.

116061

FERGUSON PLOUGHS

Pair of ferguson two furrow ploughs one complete, £250, one with no skimmers £200 or £400 for both, can help with loading. Please call 01782332721, West Midlands.

116075

SCALING TRAILOR

3 tons. 2 Wheel tipping trailor, restored hardwood, Tyres ok with spare. Look and works as it should. Please call 01377267626, Yorkshire and the Humber.

116076

STATIONARY ENGINE

£10. Stationary Engine instruction and parts list books also engine related books and literature. 35 items free. Uk Postage. Please call 0138478359, West Midlands.

116077

TRACTORS AND MACHINERY SIMAR ROTOTILLER

£50. Tractor Only. Spares or repair, model 56 A on steel wheel. Please call 07831452602, East Midlands.

116078

REPAIRS BODY WORK.



POA; Repairs body work alterations. Pick up truck shooting brakes missing parts made. Please call 01442831319, South East.

116079

EARTHMOVER BOOKS.

POA. Collection of earthmover books and specification sheets. Please call 07814741286, Yorkshire and the Humber.

116080

CLASSIC PLANT AND MACHINERY.

2002 - 2019. Offers. Please call 07531210306, South West.

116087

WALKING STICKS

POA. £30 - £70. Selection of walking sticks for sale. Black face horn and antlers on hazel shanks. Plain and decorated. Collection only. Please call 01776705939, Scotland.

115359

WATER CART



£400. Horse drawn water cart. Converted for towing behind steam vehicle. Chassis in need of restoration. Sound tank. Buyer collects. Please call 07754 637460, East of England.

116096

INVICTA 1 1/2 LITRE



£300. Invicta 1 1/2 litre radiator grille surround in excellent order. Please call 07534342021, Yorkshire and the Humber.

116101

TROJAN MINI TRACTOR



1960, £1,000. Single Cylinder. Shaft Drive to axle. Separate dog clutch to each wheel. Unused for 32 years, needs restoration. Please call 01608674546, West Midlands.

116125

MERLIN TURBO 250 STICK WELDET.



£65. Unused Buyer collects. Please call

01352761705, Wales.

116130

MAGAZINES



Quantity of Tractor and Machinery magazines (1994-2021). FREE! Collection only from Cambridgeshire. Tel: 07731 386295. Please call 07731386295, East of England.

116133

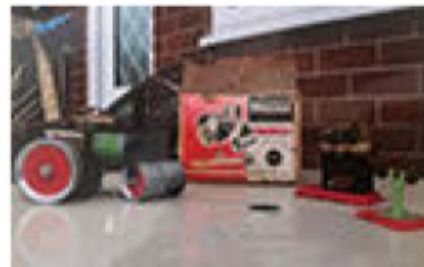
CAST-IRON WHEELS



£60. 10 " Dia 1" Shaft x2
7" Dia 1" Shaft x2. Please call 01845525988, Yorkshire and the Humber.

116139

MAMOD STEAM ENGINES



£250. Mamod steam engines. Boxed road roller also includes static steam engine and pillar type model grindstone. Please call 01204397033, North West.

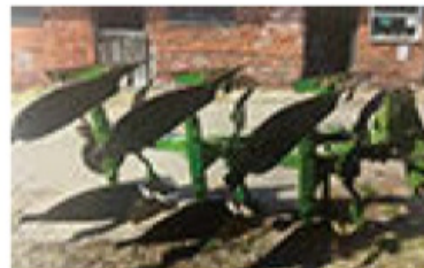
116154

MILK BOTTLES

£150. Collection of 200 milk bottles stored in milk crates. Please call 01525377361, East of England.

115469

DOWDESWELL PLOUGH



£1,200. 2 plus 1. 3 furrow. Complete and in good working condition. Please call 07754486274, West Midlands.

116179

RIDEON MOWERS

POA. Three classic Rideon mowers for restoration. Toro 3 wheel, diesel. Ideal farmyard tug. Please call 01435 661404, South East.

115474

HEAVY DUTY CULTIVATOR

Ransomes cits heavy duty cultivator 100hp crawler, good condition.

Please call 01728723387, South East.

116186

BUSES MAGAZINE

POA. Buses magazines from 1957-2012. Please call 01603411636, East of England.

115479

81 DISC HARROWS

Ransomes 81 Disc harrows, good complete with wheels, good condition. Please call 01728723387, South East.

116187

DISC HARROWS

Ransomes disc Harrows 14" needing some repair, slight. Please call 01728723387, South East.

116188

INTERNATIONAL 4 FURROW CRAWLER

drag plough for restoration. Please call 01728723387, South East.

116189

WANTED

TOYOTA HILUX

Wanted. Pickup must be VGC. Please call 07816 347623, East Midlands.

115814

FORDSON TE-20 CONTINENTAL

1946, Wanted. Ferguson TE20 Continental. Please call 07771 571339, South West.

115194

DENNY E PONTER

Wanted. Denny E Ponter or similar Rotang grain cleaner. Please call 01529 421238, Yorkshire and the Humber.

115468

FORDSON MAJOR INDUSTRIAL



Wanted. 40MPH smiths speedometer to fit rare E1A Fordson Major industrial traction. Any condition. Please call 07784 767284, South East.

115800

BSA BANTAM

Wanted. BSA motorcycle 125cc WANTED for restoration. I'm looking for an old BSA D1 or DS model up to late 70's for to help my grandson restore. Please contact with price. Please call 07709074748, North East.

115485



Wanted. I'm looking for any information on Smallford fruit machinery. Hydrapick, Hydrapick twin, Multi. Brochures, manuals, parts books. Please call 07577727867, South West.

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 F&N, E27N, Majors, Dexta's JD B.R, A.R, D, H,
IH 1020, 22, 36, W30/W9/W4/W6, B250, B275, 434, Farmall M/A cub, DB
Cropmaster 880/900/950/990, Seletamatic 990/995/885/1212, Oliver 60/70/80/90,
Case LA, Case DC4, DEX, Ferguson TVO diesel * p3, Allis Chalmers U&B models,
Nuffield & Leyland, Cockshut 30/40/50, MM - UTS-ZTU, Massey Harris 44

MANY OTHER SPARES AVAILABLE TOO

Please call Jason Smith on 07855 399487 (7 days a week - 8am til 6pm)
www.antiquetractorparts.co.uk

Carrew Cottage, High St, Sparkford, Nr Yeovil, Somerset. BA22 7JH

CG **Carpenter Goodwin Ltd**

Over 1200 paint products
for Tractor & Machinery

Plant & Trailers



VAPORMATIC

Phone 01568 616266
31 Bridge St, Leominster,
Herefordshire HR6 8DU

**WHEELIES
VINTAGE
TRACTOR
SPARES**



**BRITISH
LEYLAND
NUFFIELD**

Nigel Weighell / Geoff Weighell
Howe Vale, Station Road,
Malton YO17 8PS
t: 07887 772185 or 07989 447130
e: nigelweighell@btinternet.com

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

CLUBS

FERGUSON CLUB

Ferguson Club members will be
pleased to welcome you on our
Club stands
At
The 71st National British Ploughing
Championships Chatsworth Estates,
Glapwell, S44 5QG
on 8th & 9th October
&
Newark Vintage Tractor & Heritage
Show Newark Showground.
NG24 2NY
on 5th & 6th November 2022
& 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

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 Bullet
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

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

TRACTORS PARTS & MANUALS

MANUALS

1000s of manuals in stock for all types of machines

PLEASE CONTACT US FOR MORE INFO



www.sps-parts.co.uk

Contact Simon Scott on
07789 793721

Follow us on Facebook & Twitter for the latest new products

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

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



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

Advertising Doesn't Cost, It Pays!

Call Clive at 01732 447008
Or email
clive.coe@talkmediasales.co.uk

NEWARK VINTAGE TRACTOR & HERITAGE SHOW

**PRESERVING THE PAST
FOR THE FUTURE**

**5th - 6th November
Newark Showground**

**There's something for every
generation** from exploring
one of the largest collections
of vintage tractors, machinery,
commercial vehicles and more

DON'T MISS:

- Celebrating tractor & machinery milestones
- Vintage parts, memorabilia & many more stalls
- Saturday auction
- Sunday SortOut
- Tractor pulling action
- Weekend camping



Advanced tickets £12.50 per day*

Why don't you make a weekend of it?
Weekend passes & camping tickets available

*Advanced tickets only available until Friday, 28th October
23.59 hours. Thereafter, gate prices will apply.

Scan for tickets



newarkvintagetractorshow.com

Newark Showground, Newark, Notts, NG24 2NY



In the next issue...

**NOV
2022**
**ISSUE ON
SALE
FRIDAY
21 OCT**

SUPER-SPEC



Massey Ferguson's '8' line tractors – also known as the Super-Spec range – started to appear on farms in 1972. Jonathan Whitlam acknowledges the 50th anniversary.



CLASSIC SILAGE

T&M's coverage of silage action in 2022 concludes with James Connolly's visit to Mark Stewart's event that was host to classic tractors and harvesters alike.



CULTIVATING INTEREST

The humble cultivator was once an essential part of farming operations, but this is no longer the case. Robbie Thorpe aimed to revive its popularity with a working day.

PLUS Junior, Machinery milestones, Model corner, News, Readers' gallery, Tractor Mart, Workshop & more...



The last word

In each issue our Editor-at-large, Peter Love, takes a look at what has been going on in the world concerned with heritage preservation.

I have just returned from the Great Dorset Steam Fair and I have to say that it was good to be back at this unique event. With good sunshine on the Friday I was able to head to Stuart Cotton's tractor section, where the tractors were very enjoyable. The feature this year was a selection of machines from members of the Case IH Club UK, which was good to see.

The tractor show winners were Phil Thompson's lovely 1951 Turner Yeoman of England MkII, that's been recently restored – taking the Stuart Cotton Millennium Shield, while Doug Palmer's family collected the Symington 12-25 Trophy for the former Ted Goldup 1915 Overtime R, which has been in preservation since 1961 and was on the T&M stand at the GDSF show in 2018.

The Classic Tractor Books Trophy went to Sarah Tween who puts lots of effort into her outfits and her 1963 Massey Ferguson 35. The Rob Coombs Cup went to Ben Monksummers and his lovely Persian Orange 1936 Allis-Chalmers U. The Ford award went to Andrew Isaac, from Pontyclun, and his 1954 Jubilee NAA.

Nick Jones from Westfield, East Sussex, took the Ferguson award with his St. Denis-built 1958 Ferguson FF30DS. The Stewards' award went to

Jeremy Vick, from Clanfield, and his late 1956 Landini L25. The overseas award went to Eddie Spencer, Co. Kilkenny, and his very tidy 1947 John Deere M and the John Hall Fordson Shield went to Tom Bryne and his 1955 Roadless J17.

As I was taking my pictures I listened to the very professional, entertaining and informative commentary in the parade ring. Sadly, this is not always replicated at other events and, in my opinion, the standard of tractor rally commentary has rather gone downhill in the last few years.

The latest idea is to get the owners to drive around the parade ring without a commentary. The tractors are then lined up and the commentator, who often knows very little about tractors, chats to the owners – who, in some cases, know even less than he/she does!

By this point, onlookers may have walked away through boredom, which can reflect badly on the event and its organisation. In my experience the general public responds best to commentary that's interesting, casual and factual. You have to think about what you are doing, with preparation the key to the success.

Dave was an amazing driver, particularly at the wheel of his 1947 Allard K type V8, which he rallied and hill climbed to the end.

Dave Loveys was a keen IH fan. He is seen here in the '70s on heavy haulage duty for Gleeson.



Sadly, I have to mention the passing of T&M subscriber Dave Loveys, from Devizes. He was a tractor enthusiast and the Allard Owners Club Captain. Funnily enough, it was at the Great Dorset Steam Fair where I first met Dave, where he showed me his May 1950 Allard P1, with his brother, in 2002.

The restoration started in the 1990s and when it was finished Dave took the car just about everywhere, including on two trips to France. This included an epic journey to the Classic Monte Carlo Rally in snow, ice, hail and wind in January 2012. It was a horrific journey but he made it, without a heater, and wanted to repeat this in 2022, but it was not to be.

For me personally he was great to be with and gave you confidence. He had farming roots and loved ploughing with his International, right to the end. A lorry driver for most of his life, he was, kind, welcoming, practical, willing to accept new club members, and encouraging – something that all clubs need these days.

His funeral took place at The West Wiltshire Crematorium, Trowbridge, on 12 September. He will be a great loss to me, personally, as well as to family, friends and those involved in the Allard Owners Club.

See you around,

Group Editor-at-large, Kelsey Media



Visit us at:
www.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

- 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.

