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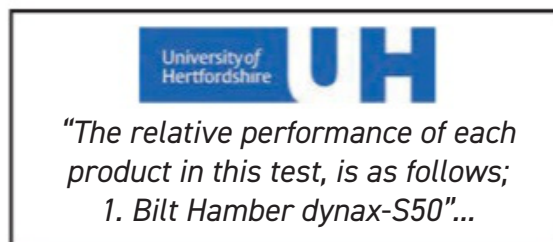
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Tractor & Machinery

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Welcome!

Hello and welcome to the November issue of *Tractor & Machinery*. I'd like to start by thanking those of you that have contacted me to say how much you enjoyed the last issue. It seems that the sight of classic combines at work struck a chord, and I must admit that it never ceases to amaze me how many harvests some of these machines have completed.

Whether the cutting-edge combines of today will still be at work 40 or 50 years down the line remains to be seen, as I suspect that the vast array of electronic wizardry may be their downfall.

In this issue we conclude our look at classic combines with a nod to some of the Massey Ferguson models built in Kilmarnock. These were once as popular as the tractors produced by the company and although that may no longer be the case, it's great to be reminded of their prowess.

Elsewhere amongst the features we've got plenty of working kit to set pulses racing and a guide to buying International Harvester's Bradford-built models of the 1970s.

Sadly, neither of my Bradford tractors made it to the local working event at the end of September, which turned out beautifully despite the dry conditions, but those from the collection that did attend performed well.

As those that follow *T&M's* social media channels will have seen, the 454 made light work of the IH 120 disc harrow and the 523 took the B1-23 plough in its stride – picking up the award for best working exhibit in the process.

The plots varied considerably across the main working field, and it must be said that the standard of ploughing was better at the second attempt, but there's always a lesson to be learned and that keeps things interesting!

It would be nice to have the MF 165 in a state where it can be at the same event in 2023, but I can't promise that will happen. Let's see what winter brings!

Until the next issue, all the best.

Scott Lambert

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



The IH 523 and B1-23 plough was awarded the trophy (inset) for the best working exhibit at Ramsey Rural Museum's annual plough day.



Main cover image:
Mark Stewart's classic silage day attracted some great machinery.
Photo: James Connolly.

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News

GOT A STORY?

THEN WRITE TO THE EDITOR:

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IN BRIEF

LAST CHANCE WIN an MF 35!

WIN

Time is running out! 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!

Ffarmers run

Sunday 2 October saw the village of Ffarmers in West Wales awoken to the sound of the second running of the Ffarmers charity tractor run, organised by Alun Thomas, his family, and friends, writes Gary Jones.

There were approximately 80 entrants, leaving the village hall car park at around 11am, making their way through the village of Ffaldybrenin and up to Blaenauforest farm crossroads, where they would do a short loop above Cwman before heading towards Llanddewi Brefi, where a 15-minute stop was had to admire the views and take in refreshments.

The second half of the route saw the tractors cross the river Teifi twice, before heading back to Ffarmers and the conclusion of the 20-mile route.

The money raised will be going to the Noah's Ark Fund and the village hall/playground in the village.



Alun Thomas leads the run on his Ford 3000.

Great Dorset Steam Fair

It has been announced that the Great Dorset Steam Fair will not take place in 2023. A statement, posted on the event's Facebook page, said:

"Following a thorough review of the 2022 show, it is with great sadness and disappointment that the Great Dorset Steam Fair Ltd. Board of Directors have to announce that unfortunately we will be taking a year's break before running the next Great Dorset Steam Fair event, which will now be held over the August Bank Holiday weekend in 2024.

"This has been an extremely difficult decision for us to make. Whilst the 2022 event has been a fantastic and resounding success as a spectacle, it has been mired by significant and spiralling increases in contractor and infrastructure costs and the costs associated with meeting the necessary regulatory and statutory compliance which are commensurate with operating such a large-scale event.

"In short, as a big show we have big costs, costs which have risen disproportionately this year and, crucially, are very difficult to forecast for next year in the current economic climate.

"The event industry as a whole is still feeling the harsh financial repercussions of the Covid-19 pandemic, which together with the aftermath of Brexit and the war in Ukraine, has seen significant increases in staff, contractor, fuel,

transport, material, and equipment hire prices. The likelihood is that event costs will continue to rise in 2023, compounded by the emergence of the cost-of-living crisis which will undoubtedly affect consumer confidence and spending in the event industry next year.

"With the ongoing economic situation, the rise in inflation and the cost-of-living crisis, the reality is that it would be financially challenging for us to run the event in 2023. It is not prudent or sensible to hold the show next year and in order to safeguard and preserve the future of the Great Dorset Steam Fair, we believe this to be the right decision to enable us to continue to run a high-quality event in 2024 and beyond.

"We would like to take this opportunity to thank you all for your continued support, and we look forward to seeing you all again between 22-26 August 2024. Tickets for the 2024 event will be on sale from the Autumn of 2023."

A scene from this year's GDSF. Photo: Peter Love.



Vale of Glamorgan

THE VALE OF GLAMORGAN PLOUGHING AND HEDGING SOCIETY'S annual ploughing match took place on 11 September at Redland Farm, Bonvilston, by kind permission of the society's president, Tudor Harris, writes Basil George.

The committee was thankful that it had rained for most of the week ahead of the match, which made the ground ideal

for ploughing on the day, and the weather was fine. More than 500 people attended, enjoying the spectacle of five teams of horses taking part, in addition to more than 50 tractors.

The Welsh Open, run under the Ferguson System Rules, was won by Andrew Drinkwater, and the Dragon Trophy – the Ferguson Model T20 Class Challenge Trophy – was won by

Basil George. The Andrew Studley Perpetual Challenge Trophy was won by Rob Matthews. The David Ricketts Memorial Trophy for the best turned-out outfit on the field – tractors or horses – was won by Basil George.

The next annual match will be held on Sunday 10 September 2023 – the venue yet to be decided.



The horse teams proved very popular.

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IN BRIEF

NVTRR 2023

Stewart Birse and his team are on track for the National Vintage Tractor Road Run in 2023, with all the major items and planning already in place. The team has spent a lot of time at tractor and vintage shows and road runs in England, Wales, Scotland, and Northern Ireland to publicise the event and sell raffle tickets.

Those travelling from Northern Ireland will be pleased to hear that a deal has been agreed with Stena Line. For all bookings and payments, please contact Nutt Travel on 028 703 1199. It is hoped that a similar deal can be put together with P&O.

The team at Glenluce Vintage Tractors looks forward to welcoming entries to Stranraer, Dumfries and Galloway, on Sunday 9 April 2023. For more, please visit: nvtrr2023.co.uk

Queen Elizabeth II

JCB Chairman Anthony Bamford has paid tribute to HM Queen Elizabeth II, following her death at the age of 96. Lord Bamford said it was with "huge sadness" that he had learned of Her Majesty's death. On 9 September JCB's 11 UK factories fell silent at 11am as a two-minute silence was held in honour of the life and service of the late Queen.

Lord Bamford said: "Her Majesty's service and devotion to this country over more than 70 years will never be surpassed. We have been truly fortunate to have Queen Elizabeth as our head of state. It was my pleasure to welcome Her Majesty and HRH Prince Philip to JCB in 1995 when our company was celebrating its 50th anniversary. It is a day which will live long in the memory for many of us. I will be writing to His Majesty the King to express condolences on behalf of the company and my family."

Flags at all JCB's factories flew at half-mast in tribute to Queen Elizabeth II.



Newark's MF milestone

Some important milestones will be celebrated at this year's Newark Vintage Tractor & Heritage Show, which is shaping up to be one of the largest gatherings of vintage tractors, engines, machinery, commercial and military vehicles in the country. And one such milestone will include the 50th anniversary of a true workhorse – the Massey Ferguson 1200.

A treat to see in the line-up this coming November, the MF 1200 was the first articulated four-wheel tractor to be manufactured in Britain. It can be credited with changing the concept of agricultural engineering, despite some early production blips. It was launched at the Smithfield Show, in December 1971, and the first production examples left the company's Barton Dock Road in Manchester in 1972.

The tractor was powered by a Perkins six-cylinder diesel of 105hp (DIN), with its box-like body featuring a steel-nosed bonnet and integral cab – and of course, the central pivot giving it the articulation and manoeuvrability it's renowned for.

These icons of their time will be exhibited at the Newark Vintage Tractor & Heritage Show, with one long-time collector sharing his passion for this more unusual tractor that came into his possession some 20 years ago.

"I like to see and show my tractors in what I call their working clothes," says 79-year-old Peter Tack, who keeps himself busy between his haulage company and his collection in Crowland, Peterborough. "Everyone has their own preferences; I like something different, that you might not see many of, and I choose to keep them how they look after a working life."

So how did he come across his MF 1200? "I was looking for a bigger four-wheeled tractor through a dealer," he explains. "They didn't have exactly what I was looking for, however, they asked if I would be interested in seeing a Massey Ferguson 1200.

"They didn't have much idea on its history – but liking something a bit different, I agreed to take a look. We went to the farm where it was and



The MF 1200's 50th anniversary will be celebrated at Newark.

walked across grassy fields, at the top of which were two trees with a thicket of blackberry brambles and stinging nettles – it was in there – so we got to work."

Not expecting much life from the long-abandoned machine, Mr Tack hooked up a battery and to his delight – and surprise – the engine came to life. "I didn't keep it running for very long for being concerned with damaging it," he explains. "I got a lorry and brought it home."

It didn't take long for his new purchase to be running and show ready, with an oil change and pumping up the tyres all that was required. "Once it was running, we did have an issue with a knocking on turning, but that was easily resolved after finding it was caused by a knuckle joint."

Today, Mr Tack enjoys sharing his classic tractor collection with fellow enthusiasts and the public at events like the Newark Vintage Tractor & Heritage Show – where this year there will be a static display.

So, what is it that Mr Tack likes about the MF 1200 and its 50-year history? "It won the accolade of Most Outstanding Silver Medal entry at the Royal Show in 1972, recognising its significance to farming and engineering.

"When cultivating, other tractors were working with one wheel in the furrow and one wheel on top. The MF 1200 kept the wheels out of the furrow, which was a great benefit.

"All in all, it has huge significance to British farming and engineering."

There will also be a wide range of other classic and vintage machinery and engines on display at the event, with a celebration of both icons and lesser-known vintage machinery treasures, says show organiser Elizabeth Halsall. "Entries are now closed, and we have 1,099 in total, so it's looking like it will be one of the largest gatherings of its kind, in the country – it's truly not to be missed."

To book your discounted advance tickets, available until Friday 28 October, please visit the website: newarkvintagetractorshow.com



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full spec, air con
£49,500



Proxima S80- 67 reg,
new condition
£33,000



Proxima Plus 80- 67 reg,
mint condition
£POA



Proxima Power 110- 66 reg,
power shuttle, low hours
£34,800



Proxima Power100- 16 reg,
3 speed power shift
£29,000



Massey Ferguson 5445-
05 reg, low profile
£23,500



Massey Ferguson 5455-
06 reg, clean condition
£23,500



Massey Ferguson 5455-
55 reg, power shuttle
£27,500



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06 reg, Dyna 6 gear box
£POA



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63 reg, Dyna 4 gearbox
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Figure of '8'

When Massey Ferguson launched the 100 Series, otherwise known as the Red Giants, in 1964, the range quickly became an unqualified success. Three British-built models were included in the 100 Series for the UK market – 135, 165 and 175 – as well as the French-built 130. Other models featured according to each market.

The 130 was powered by a four-cylinder engine, while the 135 had a three-cylinder Perkins unit and the 165 and 175 a four-cylinder Perkins diesel. Petrol variants were also offered, but were nowhere near as successful as the diesel versions.

Transmission wise, the standard set-up was a six-speed gearbox – the still advanced Multi-Power system also being available as an extra cost option, offering 12 speeds via a high and low splitter in each main gear ratio, with change-on-the-move ability.

Various updates and changes would be made to these initial models as the years passed by. The 130 was soon deleted, at least in Britain, while the 165 saw a MkII version arrive with more power – now having 59hp (DIN) under the bonnet for 1968. In the same year, the rather underperforming 175 was replaced by the more powerful, 72½hp 178 model, giving this member of the family a much-needed boost in power output.

Mechanical improvements were also made and the very handsome, but rather impractical in some respects, Duple-built weather cab was replaced in 1970 when UK legislation required safety cabs to be fitted to new tractors. Flat-topped mudguards soon became standard across the range to accommodate the fitting of such cabs, of which MF offered two types, both consisting of a metal safety frame complete with windscreen and roof, which was then available with either rigid cladding or canvas cladding – the latter being much cheaper and often chosen by cost-conscious farmers.

The use of 178 as a model number probably seemed a sensible one when it

was introduced in 1968, as it was an upgraded 175, but the 178 would only survive a short time because a new range of 100 Series tractors was introduced at the end of 1971 to hit farms in 1972.

'8' LINE

The whole Red Giants range was duly revamped in 1971, with all models receiving some changes, albeit often small ones. The 135 and 165 were both still present, but the 178 had now disappeared in favour of a new, Perkins A4.248-powered, 71hp (DIN) 185 model.

The name change for the 178 had become necessary as a whole new family of models was also introduced in 1971 in the shape of the new '8' line. These looked like the existing tractors but featured a longer wheelbase and were frequently advertised by Massey Ferguson as the 'deluxe' Red Giants, or the 'Super-Spec' line.

Apart from their extra length the new tractors looked pretty much identical to the originals, but the model numbers were now the 148, 168 and 188, reflecting the fact that, as well as increased power ratings, these new machines featured an eight-speed transmission option as well as the 12-speed Multi-Power.

BIG-HEARTED 148

The 135 was part of the original launch of the Red Giants, back in 1964, and was very successful in all the markets it was sold into, being built in North America, France and in Coventry, here in the UK. Despite being offered with a petrol engine, the vast majority sold in the UK were fitted with a three-cylinder Perkins diesel engine producing 45½hp. Many different versions of the 135 were produced, including narrow tractors.

From a distance, the new 148 was identical to the 135 and indeed it did share most of its components with the older model. It was built in both the Beauvais factory, in France, and in Coventry and at first glance could have been taken for a 135 with a different badge. Externally it was possible to tell that the 148 had a longer wheelbase ➤

Massey Ferguson's '8' line tractors, otherwise known as the Super-Spec range, comes under Jonathan Whitlam's spotlight in its 50th anniversary year.



First appearing on farms in 1972, the Massey Ferguson 100 Series '8' line comprised three tractors that built on the success of the original versions. The 168 was the mid-range model of the new trio.



A restored example of the 148, which was based on the existing 135. Due to the safety cab legislation brought in during 1970, this tractor would have been fitted with a safety cab from new.



With 66hp (DIN) on tap, the 168 made a more powerful alternative to the popular 165 model. As was often the case, the doors to the flexible-clad safety cab have been removed for extra ventilation!



than the 135, but really only if the two were parked beside each other. Under the skin however, there were many differences that gave the 148 its Super-Spec moniker.

The engine used was actually the same Perkins three-cylinder AD3.152 powerplant as used in the 135, although constructed with a different cylinder head as well as different fuel injection equipment that allowed for a slightly higher power output of 49hp over the 135's 45½hp.

The big deal though was naturally the adoption of an eight-speed transmission. Multi-Power was a standard fitment, using the already proven 12-speed 'box used on the 135 and others in the original range, but the optional eight-speed gearbox gave a very good spread of gears and high and low ranges without the added complexity of Multi-Power, and this found favour with many farmers who could not see the justification for a change-on-the-move system.

Round at the back of the 148, many components were strengthened – including the whole of the rear axle, as well as linkage components themselves, so that the tractor could more comfortably and reliably cope with heavier implements. This also increased the weight of the tractor slightly and no doubt helped with tractive effort.

Despite its extra power and abilities, the 148 never caught on with farmers to anywhere near the extent of the popular 135, which is a shame as it was a very competent tractor.

MID-RANGE 168

The 165 had, like the 135, been among the best-selling tractors since its introduction in 1964 and had also undergone a few changes and upgrades by the time it was joined by the 168. Although the new 168 was the '8' line version of the 165, the new tractor was rather different than the makeover that turned the 135 into the 148.

This was because the engine chosen for the 168 was not the same as that used in its older 165 sister, instead it used the Perkins four-cylinder A4.236 engine that had originally powered the 175 – this time with a rated output of 69hp. This meant that power output was considerably more than the 62hp 165 and, as the 168 was not the largest model, the problem encountered back in 1964 with the 175 seeming underpowered in comparison with the competition, was avoided.

Two transmission options were offered. The 12-speed Multi-Power gearbox was standard, while the eight-speed unit was optional. The dual clutch was standard, as was the six-inch spacer in the transmission.

It could be said that the 168 was often overlooked by prospective purchasers, many preferring the cheaper, but less powerful 165 which, by the early 1970s, had become something of an icon in itself. Plus, where more power was

BASIC SPECIFICATION: MF '8' line						
MODEL	ENGINE	CYLINDERS	POWER	TRANSMISSION	LIFT CAPACITY	WEIGHT
148	Perkins AD3.152S	3	49hp	12 fwd, 4 rev Multi-Power or 8 fwd, 2 rev	1,435kg	1,934kg*
168	Perkins A4.236	4	69hp		1,814kg	2,488kg*
188	Perkins A4.248	4	75hp		2,064kg	3,148kg*

* With flexible cladding safety cab



When fitted with the rigid-clad cab, the 188 certainly lived up to its flagship status. With 75hp available this was a fitting rival to the Ford 5000 of the same power output.



required most farmers opted for the 185, which was not a whole lot dearer than a 'fully loaded' 168.

TOP-OF-THE-RANGE 188

As the Super-Spec version of the 185, the 188 was the flagship of the 100 Series line-up. Unlike the 168, the 188 had more in common with its sister, the 185, by virtue of sharing the same four-cylinder Perkins A4.248 engine, rated at 75hp. Specification was the same as the 168 and, of course, it shared the spacer giving an additional six inches of wheelbase. However, the linkage's lift capacity had been increased by 250kg over the 185, thanks to a slightly revised hitch layout.

In France Massey Ferguson produced a four-wheel drive version of the 188, and although 100 Series models had been converted to four-wheel drive machines by different manufacturers in various countries, including Four Wheel Traction Ltd. in the UK, Massey Ferguson had

shied away from offering its own four-wheel drive versions until now.

As the flagship of the range, the 188 became the best-selling of all three of the new '8' line models, as most farmers that were willing to pay for what was seen at the time as a large machine, often went the extra mile to obtain the 'top dog' rather than the cheaper, but less glamorous, 185. I'm sure the extra features also came in handy too, of course!

FIVE YEARS LATER

The '8' line models had been moderately successful. They had sold well enough, but not in huge numbers, especially the 148 model which suffered due to the fact it ended up as not that much cheaper than the 165, which was a larger machine with much more potential. Frugal buyers then decided to forego the benefits of the 148 in favour of a standard, no-frills 165.

Taking a look at the official MF production figures for the 100 Series

proves the point. Out of the '8' line range, the 188 was by far the most popular – selling nearly double the number of units than either the 168 or 148 individually. The 168 came next in terms of numbers produced, but the 148 was not far behind.

The facts really speak for themselves though, when you compare the '8' line production figures with the older '5' line models. Now, when it comes to the 135 and 165, these models were in production for longer than the 148 and 168, so earlier models will have higher production numbers, but even taking that into account the numbers are very revealing.

The 135 sold around 241,000 units more than the 148, and the 165 sold around 160,000 units more than the 168. The 185 and 188 comparison is a fairer one, as the two tractor models were built for a similar length of time, but the trend is the same, with the 185 selling close to 19,000 more units than the 188. This shows that the '8' line range was not ➤



A Ransomes three-furrow reversible plough proves no issue for the flagship of the '8' line. With plenty of power and a static lift force of 4,600lb (2,064kg), with the lower links horizontal, an implement like this was well within the tractor's capabilities. Photo: Kim Parks.

the huge success that MF might have thought it was going to be, although taken together a total of 43,488 '8' line tractors rolled off production lines, which is not an inconsiderable feat.

By 1976 it was obvious that the reign of the Red Giants was coming to an end. The '8' line may have only been in production a relatively short time, but the world was moving on and the main issue facing all tractor manufacturers was the impending quiet cab legislation that was then coming into force; Britain bringing in a noise limit in the cab during 1976. That limit was low enough that manufacturers had to either start off on the drawing board with a completely new cab design from the ground up, or buy in cabs from an outside supplier.

The old safety cab that had been fitted to the 100 Series since 1970 had done the job prior to this, and the canvas-clad variant, in particular, is seen as iconic amongst those who remember the farming scene during the 1970s and 1980s. Looking back it is amazing that a leading manufacturer could offer such a simple cab, but it did the job it was intended for, thanks to its rigid safety frame, and many older tractor drivers at the time had been used to no cab at all, so a few draughts did not cause any concerns.

The rigid clad cab was obviously a better option in terms of comfort, but was less often specified due to its extra cost and also came with the problem of

excessive noise, which seemed to be much louder in these cabs than the still very noisy environment inside the canvas-clad type! However, the rigid-clad cab did also come with a rear-view mirror and ear defenders!

Massey Ferguson decided to design its own cab that could be fitted to a new range of tractors to replace the Red Giants, and the prototype for these, the 595, had been about since 1974. 1976 saw the rest of the 500 Series arrive, replacing the whole Red Giants range, except for niche models such as the 135 fitted with a Quick Detach cab.

Despite the 500 Series being new in terms of aesthetics, the mechanical specification bore much more of a resemblance to the old '8' line models than anything else and can be seen as a direct evolution from the 148, 168 and 188.

50 YEARS ON

Production of the very first new '8' line tractors began in late 1971 and so it was 50 years ago, in 1972, that production proper got underway and they began arriving on farms around the world. The introduction of this additional line-up of tractors was a logical one for Massey Ferguson and it had the desired effect of making a basic, three-model line-up into a six-model offering – taking aside other members of the 'extended' family, such as the 140 and the 1080.

In the UK MF was locked in a continual battle with its main competitor, Ford, and the two were always first or second in the tractor sales leader board during the 1960s and '70s. In 1972 that meant MF could offer more models in the important 40-80hp bracket than Ford, the latter still enjoying huge success with its 1000 Series range that had evolved from the original machines introduced in 1964 at the same time as the Red Giants made their debut.

The addition of the new tractors meant that Massey Ferguson salesmen could offer much more choice to their customers with the full complement of six models compared to Ford's three in the same power bracket. This must have been a good marketing tool.

In the end though, the '8' line tractors were never as popular as their '5' line brethren and despite offering a lot more comfort, amongst other features, farmers often decided to buy the cheaper and already tried-and-tested 135 and 165. Those who did branch out and purchase a 148, 168 or 188 were certainly not left disappointed as driver reaction to these machines was always excellent and they really were the deluxe machines in the MF line-up.

It seems that those who drove an example of the '8' line always had good things to say about it and that probably stems from the extra length. With the spacer fitted to the '8' line tractors behind the gearbox casing, the increase of six

This very original example of the 148 is still fitted with its canvas-clad safety cab that was fitted at the factory when new. The presence of a loader frame is also visible on this example, which is pulling an MF 260 reversible plough, designed by Huard. Photo: Kim Parks.



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inches in length was useful – giving much better stability and also better access to and from the cab thanks to extra leg room, a feature that helped to define the range as a luxury alternative to the standard ‘5’ line machines and justify the extra cost to some prospective purchasers.

Today the ‘8’ line tractors from Massey Ferguson are not as easy to find as they once were. With limited production, compared to the original models, and many years of strong export sales, only a small population of these tractors remains in Britain. Most of these are now in the hands of collectors, so that means at least we get to see some of them at shows ploughing matches and working events.

To me, the memory of these machines will be forever epitomised by the flexible-clad tractors I used to see working locally back in the 1980s, and although most were 135 and 165 models, I do remember a particular 188 that even at an early age I recognised as something

The transmission was controlled by two levers that were to be found on all the variants of the ‘8’ line. This example has six forward speeds and two reverse that are doubled by the Multi-Power lever on the dash panel (inset).

a bit special. Half a decade on and it is certainly good to look back on these

tractors that were produced throughout almost the entire span of the 1970s ■



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A touch of grass!



On Saturday 20 August 2022 a silage event took place near Loughbrickland, Co. Down, hosted by Mark Stewart, writes James

Connolly. The weather was dull and overcast in the morning, but it brightened up with the sunshine appearing in the afternoon and by the evening the conditions for lifting silage were ideal.

It is not often you see two Ford/New Holland Series 70 tractors working alongside each other in the same field. Ian Walsh, from Ballygowan in Co. Down, brought these two tractors to the event.

He used the 8770 model to power a John Deere 3765 precision-chop forage harvester. This 1996-registered tractor, rated at 190hp, really made the harvester purr along up the swards of grass.

His second tractor, an 8670 model, pulled a 16-tonne Kane silage trailer. These large tractors, with their powershift transmissions, made easy work of lifting the silage.

Countys were also at work on the day. Ken Cooke brought along his recently-restored 1254 model, which was used to power a New Holland 892 harvester. County built very few of these tractors and only a handful were sold in the UK.

Mark Stewart with his V8-powered New Holland 1890 fills a Kane 10-tonne silage trailer pulled by Stephen Lennon's 1980 short-wheelbase County 1184.





Left: It is rare to see two Ford/New Holland Series 70 tractors working together and both with a front linkage fitted. **Right:** Ready to start work is Mark Stewart's County 974 complete with NH 550 precision-chop harvester powered by a six-cylinder, air-cooled Deutz engine.

It was also great to see two County 1164s at work. Sydney Scott used his 1972-registered 1164 to power a 1986 Taarup double-chop harvester, which was able to lift rowed-up swards of grass. Melvin Tom was on carting in duties using his 1975 County 1164 and it was a wonderful sight to see the two tractors run side by side.

Stephen Lennon, from Loughbrickland, brought along his

immaculate short-wheelbase County 1184, which he teamed up with a 10-tonne Kane classic silage trailer. Also at the event was an unrestored County 1174, which was used to pull a 16-tonne Redrock trailer.

Another impressive tractor was Mark Stewart's superb County 974 which was used to pull a New Holland 550 precision-chop harvester powered by a six-cylinder, air-cooled Deutz engine.

SELF-PROPELLED

Keith McRoberts, from Bandbridge, had his 1979 Mengele SF 400 self-propelled harvester at Loughbrickland. This German-built machine is not common in the UK, as the Mengele company was better known at the time for producing trailed machines.

The SF 400 is powered by a turbocharged, six-cylinder, air-cooled Deutz engine, whilst the harvester ➤



Keith McRoberts, from Bandbridge, with his Mengele SF 400 and Melvin Thom, from Cookstown, and his 1975 County 1164.

The SF 400 was a very smooth-running harvester, with very good blowing power



itself is based on the SH 40N trailed machine.

In comparison, it was very interesting to see host Mark Stewart use his V8-powered New Holland 1890 self-propelled harvester. This machine seemed more powerful than the Mengele, but in my opinion the SF 400 was a very smooth-running harvester, with very good blowing power to fill trailers.

There were some nicely restored tractors at Loughbrickland, one of these being a 1996 New Holland 8340 SLE. Another tractor that caught the eye was a 1981 International 785 owned by Robert Thompson from Annaclone, Co. Down. It was teamed up with a twin-axle silage trailer and was on carting in duties.

It was also different to see two Ford Series 10 tractors in two-wheel drive configuration at the event – one being a

Ford 7610 Generation III used for rowing up grass and the second a 7810 Generation III pulling a silage trailer.

In this sea of blue machines, another of the stand-out tractors was a Muir-Hill 141 Series III in original condition, teamed up with a 16-tonne Redrock silage trailer.

* Thanks to Mark Stewart for the invitation to join proceedings on what turned out to be a very enjoyable day. ■



Left: This Muir-Hill 141 Series III, belonging to Ashley White from Bandbridge, complete with a 16-tonne Redrock silage trailer, was wonderful to see at work. Right: Robert Thompson's 1981 IH 785, rated at 77.4hp (DIN), stood out alongside Sidney Scott's County 1164.

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Ploughmaster pilgrimage

It was a pleasure for *Tractor & Machinery* to be invited to John Sheppard and friends' Blakesley Show Vintage Working Weekend on 10-11 September at Poplars Farm, Greens Norton, Northamptonshire, says *Peter Love*.

This was an excellent working event featuring a 1962-2022 Roadless Ploughmaster 6/4 and Ploughmaster 90 appreciation section. It was staged by Billy Wood with the help of Sam Chapman and Gary Rutter. It turned out to be a very well-organised event for these famous, pioneering four-wheel drive machines and everyone had a good time.

As a backdrop to the fine site there was an excellent and value-for-money café supplied by Blakesley School Friends Association, with bacon rolls, burgers and hot dogs all at £4. Tea and coffee was just £1 and there was a popular bar present too. All exhibitors were given a free Saturday evening meal to mark the organisers' appreciation for them attending and making the show what it was.

In other areas there was horse harrowing, Fowler steam and diesel ploughing, a fine line of interesting

tractors ploughing and a harvest area, but it was the Roadless tractors that captivated many of the visitors at the event.

It was Lieutenant Colonel Phillip Henry Johnson (1877-1965) that registered Roadless Traction Ltd. in March 1919, following his work in many military transportation fields, where he realised tracks were the answer for getting across poor soil conditions. He had witnessed this in the Boer War and WW1, where he was part of the Tank Corps and was seconded to them to develop the tracks and suspension system.

Near the end of WW1 he created and developed a comparatively high-speed tank (20mph) known as the Medium Mark D. Unfortunately it was a disappointment and very unreliable.

Despite this, Johnson had many fingers in many pies and he developed his track system for many applications, such as the Rushton-Roadless tractors starting in the late '20s. This led to the Fordson Standard N conversions, as well as so many other tractor skid units being fitted with Roadless tracks, including the Ransomes MG horticultural series and Bristol crawlers.

After WW2, things changed when County Commercial Cars entered the tracked market, which caught Roadless on the back foot somewhat. The full track E model was poor, but the J17 was a much better proposition and the DG4 half-track system sold in some numbers.

Johnson stepped it up a bit, which led Roadless into the four-wheel drive tractor market with the Manuel Selene/GMC/Dodge front axle conversion for Fordson E1A tractors. It turned out to be its most successful post-war model with around 3,000 produced, plus the many aftermarket axle kits that went on tractors across the world – which Roadless and Selene supplied.

PLOUGHMASTER

The next development was the E1A-based Ploughmaster 6/4 and this is what Billy wanted to celebrate at the event. Around 200 were built between March '62 and October '64, making it a highly desirable tractor to have in one's collection.

The 53hp Ford four-cylinder engine just about powered the Roadless Super Majors along, but any four-wheel drive system saps power, especially on the land, and with the 76hp Ford 590E six-cylinder truck engine available it was a natural progression for it to be used by Roadless.

It went in an extended frame, which was beefed up along with the gearbox, clutch and rear axle. It's perhaps not the most aesthetically pleasing Roadless, with its front axle placed well back to



Malcolm Cook Jnr. with his early Ploughmaster 6/4 (no. 2399) at the show.



Jake Hooper goes for it with his 6/4 (no. 3242).

David Kerrigan, the tractor's previous owner, puts Billy Wood's 6/4 (no. 2535) through its paces. The tractor was being run-in as part of its four-year restoration. We aim to have more on that in a future issue.



West Sussex ploughing champion Garry Rutter was out with his Ploughmaster 6/4 (no. 2595).



give equal weight distribution (which Billy tells me gives it a 75-inch wheelbase), but you may feel differently.

Not many realise that the first eight or so were painted green and yellow, which didn't wear very well and they went back to the conventional blue after that.

In 1964 it was time for change, not only with Ford and its new Basildon tractor factory, but with its line of 6X tractors – and so it was that Roadless developed a new range of tractors, with the Ploughmaster 90 the 'king' at the time, thanks to chief designer Leonard Tripp – who retired in 1966.

It would be the middle of 1965 when the first Ploughmaster 90 appeared, giving 90hp from the 590E engine. Some of the 90s suffered with differential and front axle problems, but it's even shorter wheelbase gave the tractor great traction and it was a well-liked performer.

Billy said that the tractor was further upgraded as the 95 in mid '66, with the more powerful 2703E engine and beefed-up front differential, hydraulic system revamped and assistor rams as part of the package. Interestingly, the Ploughmaster 75 was more successful than both the 90 and 95, having three quarters more sales.

These underrated tractors came from all parts of the UK, including Malcom Cook Snr. and Jnr. travelling from Northern Ireland with an early green and yellow 6/4 (no. 2399) and two others – including an early, original 90.

On the Saturday, when I was at the show, some 12 of the marque were together, with many ploughing at some stage or another. On the Sunday three more joined the party, making it a grand occasion, which is hoped to be repeated in the future. ■

EXHIBITORS

Ploughmaster 6/4 (no. 2595), Graham Sparks

Ploughmaster 6/4 (no. 2399), Malcolm Cook

Ploughmaster 6/4 (no. 2418), S Chapman

Ploughmaster 6/4 (no. 2524), Mark Fuller

Ploughmaster 6/4 (no. 2535), Billy Wood Jnr.

Ploughmaster 6/4 (no. 2595), Garry Rutter

Ploughmaster 6/4 (no. 2810), Malcolm Cook

Ploughmaster 6/4 (no. 3242), Jake Hooper

Ploughmaster 6/4, Fenton family

Ploughmaster 6/4 (no. 2195), Ed Scott

Ploughmaster 90 (no. 3697), Malcolm Bell

Ploughmaster 90 (no. 3570), Malcolm Cook

Ploughmaster 90 (no. 3844), Garry Rutter

Ploughmaster 90 (no. 3870), Billy Wood Jnr.

Ploughmaster 90 (no. 2811), Fenton family



Powering his way up the Northamptonshire hill was Malcolm Bell with his early, original Roadless Ploughmaster 90.



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XE16/150 (OLY)	14	3	150ltr		£659.00	£790.80
XE16/200 (OLY)	14	3	200ltr		£719.00	£862.80
XE16/150/400H	14	3	150ltr		£699.00	£838.80
XE16/200 (OLY)	18	4	200ltr		£759.00	£910.80
XE36C200T	30	7.5HP	200ltr		£1189.00	£1426.80
XE29/270T	28	2X3HP	270ltr		£1389.00	£1666.80
XE37/270 (OLY)	36	2x 4	270ltr		£1459.00	£1750.80
SE46C270T	40	10HP	270ltr		£2079.00	£2494.80



MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
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8/550	2HP	7CFM	50ltr	£179.98	£215.98
16/550	3HP	14.5	50ltr	£279.00	£334.80
16/1050	3HP	14.5CFM	100ltr	£349.98	£419.98



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MODEL	OUTPUT KW	EXC.VAT	INC.VAT
Little Devil II	10.3	£94.99	£113.99
Devil 700	14.6	£116.99	£140.39
Devil 900	24.9	£159.98	£191.98
Devil 1600	36.6	£189.98	£227.98
Devil 2100	49.8	£269.00	£322.80
Devil 4000	117.2	£479.00	£574.80



MODEL	VOLTAGE	HEAT OUTPUT	EXC. VAT	INC. VAT
DEVIL 2850	230V	2.8kW	£43.99	£52.79
DEVIL 7003	230V	3kW	£76.99	£92.39
DEVIL 7005	400V	3kW	£98.99	£118.79
DEVIL 7009	400V	9kW	£162.99	£193.59
DEVIL 7015	400V	15kW	£229.98	£275.98

MODEL	VOLTS	KVA	HP	EXC.VAT	INC.VAT
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151TE Turbo	30-150	£339.00	£406.80
175TECM Turbo	30-170	£489.00	£586.80
205TE Turbo	30-185	£539.00	£646.80



Model	Motor (W)	Speeds	exc.VAT	inc.VAT
CDP5EB	350/5	5	£99.95	£119.94
CDP102B	350/5	5	£115.95	£139.14
CDP152B	450/12	12	£209.98	£251.98
CDP202B	450/16	16	£269.00	£322.80
CDP352F	550/16	16	£349.00	£418.80
CDP452B	550/16	16	£349.00	£418.80
CDP502F	1100/12	12	£789.00	£946.80



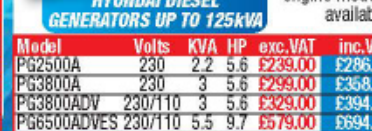
Model	Tonnes	exc.VAT	inc.VAT
CTJ2GLS	2	£269.00	£322.80
CTJ3GLS	3	£349.00	£418.80
CTJ5GLS	5	£469.00	£562.80
CTJ10GLS	10	£639.00	£766.80



Model	Tonnes	exc.VAT	inc.VAT
CTJ2GLS	2	£269.00	£322.80
CTJ3GLS	3	£349.00	£418.80
CTJ5GLS	5	£469.00	£562.80
CTJ10GLS	10	£639.00	£766.80



Model	VOLTS	KVA	HP	EXC.VAT	INC.VAT
PG2500A	230	2.2	5.6	£293.00	£356.80
PG3800A	230	3	5.6	£293.00	£356.80
PG3800ADV	230/110	3	5.6	£329.00	£394.80
PG6500ADV	230/110	5.5	9.7	£579.00	£694.80



Model	Starting	Peak	Amps	exc.VAT	inc.VAT
910	400	900		£96.99	£116.39
JS1100C	500	1100		£94.99	£113.99
4000	700	1500		£164.99	£197.99
JS12/24	1000	2000		£179.98	£215.98

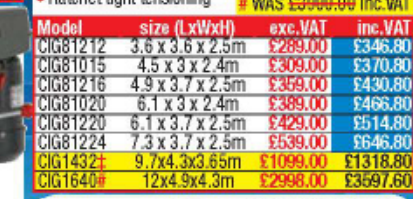
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Clarke GARAGES/WORKSHOPS

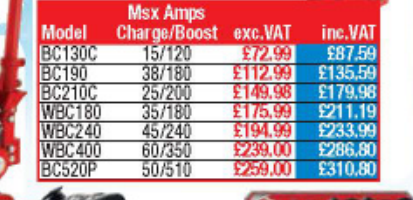
IDEAL FOR RAIN & SUN PROTECTION



Model	size (LxWxH)	exc.VAT	inc.VAT
CIG81212	3.6 x 3.6 x 2.5m	£289.00	£346.80
CIG81015	4.5 x 3 x 2.4m	£309.00	£370.80
CIG81216	4.9 x 3.7 x 2.5m	£359.00	£430.80
CIG81020	6.1 x 3 x 2.4m	£389.00	£466.80
CIG81220	6.1 x 3.7 x 2.5m	£429.00	£514.80
CIG81224	7.3 x 3.7 x 2.5m	£539.00	£646.80
CIG1432F	9.7x4.3x3.65m	£1099.00	£1318.80
CIG1640F	12x4.9x4.3m	£2998.00	£3597.80



Model	Max Amps	Charge/Boost	exc.VAT	inc.VAT
BC130C	15/120		£72.99	£87.99
BC190	38/180		£112.99	£135.99
BC210C	25/200		£149.98	£179.98
WBC180	35/180		£175.99	£211.99
WBC240	45/240		£194.99	£233.99
WBC400	60/350		£239.00	£286.80
BC520P	50/510		£259.00	£310.80



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



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



Model	Starting	Peak	Amps	exc.VAT	inc.VAT
910	400	900		£96.99	£116.39
JS1100C	500	1100		£94.99	£113.99
4000	700	1500		£164.99	£197.99
JS12/24	1000	2000		£179.98	£215.98

Model	Disc (mm)	Motor	exc.VAT	inc.VAT
CAG800B	115	800W	£29.98	£35.98
CON1150	115	1150W	£35.99	£43.19
CAG2350C	230	2350W	£69.98	£83.98

32722

Clarke 18V 1/2" BRUSHLESS IMPACT WRENCH

3 forward and reverse gears



Model	BAR/PSI	HP	exc.VAT	inc.VAT
Tiger1800B	110/1595	3	£279.00	£334.80
Tiger2600B	180/2610	4	£399.00	£478.80
Tiger3000B	200/2900	6.5	£419.00	£502.80
PLS195B	180/2640	5.5	£529.00	£634.80
PLS220	230/3335	9	£699.00	£838.80
PLS265B	225/3263	13	£799.00	£958.80
PLS360	248/3600	13	£998.00	£1197.60



Model	BAR	Press.	VOLT	exc.VAT	inc.VAT
Harry 2	145	2100psi	230	£579.00	£694.80
KING 200	150	2175psi	230	£1159.00	£1390.80



Model	BAR	Press.	VOLT	exc.VAT	inc.VAT
Harry 2	145	2100psi	230	£579.00	£694.80
KING 200	150	2175psi	230	£1159.00	£1390.80



Model	Type	Max Flow	Outlet Size	exc.VAT	inc.VAT
PW50A	Standard	550L/min	2"	£189.98	£227.98
PW80A	Standard	1100L/min	3"	£199.98	£239.98
PS75A	Semi-trash	750L/min	3"	£299.00	£358.80
PF75A	Full-trash	1300L/min	3"	£399.00	£478.80



Model	Disc (mm)	Motor	exc.VAT	inc.VAT
CAG800B	115	800W	£29.98	£35.98
CON1150	115	1150W	£35.99	£43.19
CAG2350C	230	2350W	£69.98	£83.98

Model	Max Flow	Max Head	exc.VAT	inc.VAT
PVP11A	258	11.0m	£89.98	£107.98
HSE1300A	140	7.0m	£119.98	£143.98
HSE1400A	430	13m	£389.00	£466.80
HSE650A	290L	9.5M	£249.00	£296.80

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Clarke ELECTRIC/PETROL EARTH BORERS

Ideal for fence/gate posts. Fast, easy hole boring



Model	Max. Auger Depth / Width	exc.VAT	inc.VAT
CEA150	560mm / 150mm	£249.00	£298.80
ED160A	up to 1.6m / 250mm	£389.00	£466.80



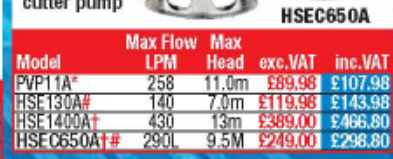
Model	Output	Weight	exc.VAT	inc.VAT
IG950D	800W	9.3	£219.00	£262.80
IG1200D	1100W	12.4	£279.00	£334.80
IG1700F	1700W	22	£429.00	£514.80
IG2200A	2200W	26.6	£429.00	£514.80



Model	Max Flow	Max Head	exc.VAT	inc.VAT
PSV3A	139L	8M	£49.98	£59.98
PSV1A	140L	5.8M	£59.98	£71.98
HIPPO 2	230V	85L	£69.98	£83.98
PSV4A	216L	6M	£59.98	£71.98



Model	Max Flow	Max Head	exc.VAT	inc.VAT
PVP11A	258	11.0m	£89.98	£107.98
HSE1300A	140	7.0m	£119.98	£143.98
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HSE650A	290L	9.5M	£249.00	£296.80

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Cultivators

With vast acreages of stubble to ready for next season's crops, it's time to reminisce about the humble cultivator.

Nowadays, minimum tillage and direct drilling are in vogue, but once spring- and rigid-tine cultivators were often the first implements seen in the field following the combine harvester's departure.

These took various forms and were marketed before and after the plough, and occasionally both, and offered a simple and effective method of preparing the ground for the following operation(s).

Our pictorial guide looks at some of the models marketed in the 1960s, '70s and '80s and although many have disappeared for good, there will be others that you may still see in use on the farms of the UK and Ireland today.

Arguably the most popular spring-tine cultivator of them all, the Kongskilde Triple K was also available in 'Giant' form – with 39, 45 or 53 tines. All but the smallest of these SG models was foldable to 11ft 5in and could be fitted with reversible shares, 4in row-crop shares, $\frac{3}{8}$ in grass shares or goose foot shares. All photos from promotional literature (unless stated).

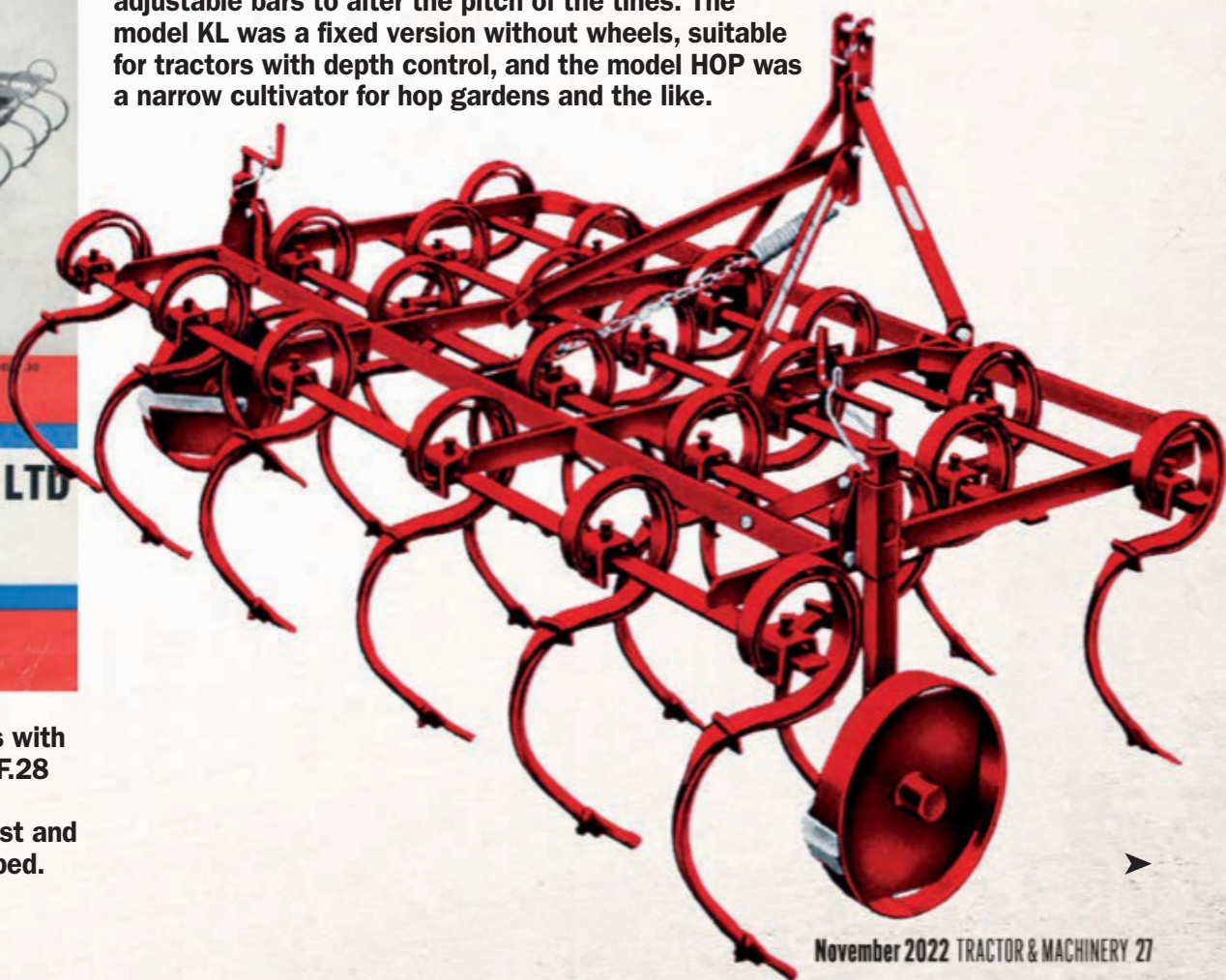


The **Rekord** SPRING TINE CULTIVATOR

It is the perfect cultivator for you

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Below: Taul, of Denmark, produced a range of vibrating spring-tine cultivators for various markets. The model HD was a heavy-duty cultivator for stubble, while the model KB was said to be an all-season cultivator with adjustable bars to alter the pitch of the tines. The model KL was a fixed version without wheels, suitable for tractors with depth control, and the model HOP was a narrow cultivator for hop gardens and the like.



Available with or without wheels, to suit tractors with or without depth control, the Rekord F.22, F.25, F.28 and F.30 had working widths of 7ft to 10ft respectively and were said to provide the quickest and cheapest method of preparing the perfect seed bed.

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

THE Marsk Stig
 ALL PURPOSE
 Harrow & Cultivator

As tested by the
 National Institute of
 Agricultural
 Engineering
 Report No. 182.

WILLIAM HOMER & SON LTD OLD FIELDS WORKS
 OLD HILL - STAFFS

Left: Marketed in Great Britain by William Homer & Son Ltd., of Old Hill in Staffordshire, the Marsk Stig all-purpose harrow and cultivator could be specified with either three or four rows of tines and needed just 20-45hp to operate it effectively, depending on working width (4ft 10in to 9ft 1in).

Right: The Western Machinery & Equipment Co. Ltd.'s 'Giant' Triple P (triple-purpose) spring-tine cultivator used, like so many implements of a similar design, Danish tines with a one-year guarantee. It came in two widths, 16ft 2in and 18ft 10in, and could be folded for easy transportation.

WESTERN "GIANT" TRIPLE P

Triple-purpose
 SPRING-TINE
 CULTIVATOR

A quality spring tine cultivator for maximum acreage per day, and best use of your larger tractor. The outer wings are fully floating to ensure even tine depth and fold up easily for speedy transport. Quality Danish spring tines, guaranteed for 1 year, do a power of good to your seed bed.

No. of Tines	Working Width
40	16' 2"
52	18' 10"

Rubber tyred wheels available.

WESTERN
 MACHINERY & EQUIPMENT CO., LTD.
 IVYBRIDGE - DEVON
 Telephone: Ivybridge 375
 Also LEITH (Edinburgh) 330
 KING'S LYNN 383

Transport width of 18' 6" makes for easy movement.



Above: Vicon's heavy-duty Vi-Till spring-tine cultivator was suitable for stubble clearance, spring, and autumn cultivations and was available in widths of 9ft 10in, 13ft 4in and 16ft 3in. Where large, folding extensions were featured, an 'A' frame and winch aided the operator.

Ernest Doe AND SONS LTD
 ULTING, MALDON, ESSEX. Telephone: (0465) 592111 Telex 3910

EXTENSIVE
 RIPPER
 PLOUGH
 RANGE

STANDARD RANGE	6 ft. Width	7 Tines
7 ft. 6 in.	8	10
8 ft. 6 in.	9	11
10 ft. 6 in.	11	13
14 ft. 6 in.	15	17

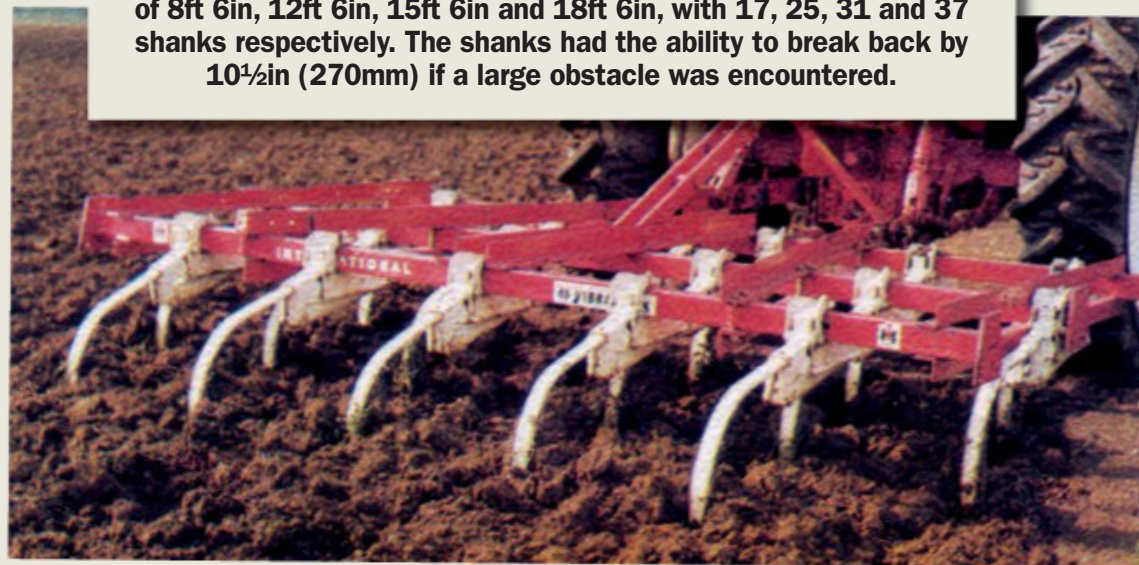
STRONG HOLLOW RECTANGULAR STEEL FRAME
 HEAT TREATED ALLOY STEEL TINES AND REVERSIBLE POINTS

USE FOR: STUBBLES
 WEED CONTROL
 PAN BREAKING
 SOIL DRAINAGE
 AERATE SOIL

Famed for its Doe Dual Drive and subsequent incarnations, Ernest Doe & Sons Ltd. also produced a range of implements to maximise the potential of its tractors and other high-horsepower models. The Ripper Plough range was useful for a variety of jobs and could be ordered in widths from 6ft to 14ft.



Below: The International Harvester 45 Vibra Shank came in four sizes and was fitted with reversible points. It had an excellent shattering effect for creating seedbeds and came in working widths of 8ft 6in, 12ft 6in, 15ft 6in and 18ft 6in, with 17, 25, 31 and 37 shanks respectively. The shanks had the ability to break back by 10½in (270mm) if a large obstacle was encountered.





Above: Eberhardt Pflugfabrik GmbH, of the former West Germany, produced the Gazelle range of cultivators to suit tractors from 45-130hp. The example pictured features a weeder harrow and crumbler roller, but the variants could be specified with either, both, or a disc harrow follower.



Above: Famed for his Dutch harrows, John Blench also produced other implements and attachments to suit farmers' needs. The company's range of chisel ploughs was suitable for category II tractors (8ft to 12ft working width) and category II/III tractors (14ft to 20ft working width). They could be fitted with double-coil pigtail tines (pictured) or double-leaf ripper tines.



Manufactured in Nenagh, Co. Tipperary, by Abbey Machinery Ltd., the Vibrating Tine Harrow Model A (pictured above) came in working widths of 6ft to 10ft and with 16 to 30 tines, depending on the width. The Model C was similar, but the pitch of the tines could be adjusted via a winding handle.



Kverneland's chisel plough was a heavy-duty implement with an automatic reset system to help counteract the panning caused by heavy machinery. It was ideally suited to sub-soiling, breaking new ground and cultivating stubble and could operate to a depth of 18in. Power requirements ranged from 75-165hp.



Ransomes Sims & Jefferies PLC produced the C92 and C93 heavy-duty cultivators for use behind tractors of 60-120hp. The C92 featured a three-bar frame and could be fitted with seven to 25 tines, depending on working width (8ft to 18ft 10in) and the type of tines fitted (Terratine, Sweep, C or Pigtail). The C93 featured a two-bar frame.

AITKENHEAD

FLEXI-TILLERS

THE PRIMARY/INTERMEDIATE CULTIVATORS BUILT FOR SPEED, EFFICIENCY AND PERFORMANCE



- The Flexi-Tiller, ideal for Autumn minimal cultivations for progressively obtaining a direct drill seedbed.
- Pigtail Spring tines, for their long life, low draft qualities.
- Heavy construction for weight transfer to assist penetration.
- Rear depth response wheels, for depth stability and assist draft control co-ordination, available with all machines.
- 3 Foot bars for stability and anti-trash plugging qualities.
- Close tine spacings for improved soil shattering action.
- Wing units, usable rigid or floating.
- Draft control co-ordination saves tyres, tractor wear, fuel and time.

NOMINAL OVERALL FRAME WIDTH	12.5m - 70 approx. TINE SPACING		25m - 9.15/10m approx. TINE SPACING		DESCRIPTION			
	No. of Tines	Working Width	No. of Tines	Working Width				
7' 3"	2,27	13	9' 10.2/4"	2,10	9	8' 2.3/6"	2,02	Single Frame without depth wheels
9' 9"	2,97	17	9' 2.1/6"	2,80	12	9' 1.1/2"	2,78	Single Frame without depth wheels
10' 10"	3,23	19	10' 4"	3,18	13	9' 11.3/4"	2,94	Single Frame with depth wheels
12' 0"	3,67	21	11' 5.3/4"	3,50	15	11' 2.3/4"	3,05	Single Frame with depth wheels
12' 2"	4,00	23	12' 7.5/8"	3,89	16	12' 5.1/4"	3,79	Winged Frame with depth wheels
15' 6"	4,72	27	14' 11.1/8"	4,55	19	14' 10.3/8"	4,34	Winged Frame with depth wheels

Nominal overall length of Frame - with depth wheels 30' 2.9/8" (9.21m) - without depth wheels 40' 5.1/8" (12.26m)
Depth Wheels can be supplied as optional equipment for 70' 5in (2.27m) and 80' 5in (2.44m) frames.



William Aitkenhead Ltd

AGRICULTURAL ENGINEERS
Registered Office: Stamford Works, Constantine Street, Leas, Otham, Lincolnshire, LN4 3DP, England
Telephone: 061-620 2311/3 Telegrams: "Aitkenhead Otham"
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A KELSEY GROUP COMPANY AAS Type 30 High Precision Services

William Aitkenhead Ltd. was an agricultural engineer that, at the time of this brochure, was a Hawker Siddeley company. The Flexi-Tiller was said to be ideal for autumn minimal cultivations for creating a seedbed suitable for drilling. Six sizes were available, from 7ft 5in to 15ft 6in, with the number of tines ranging from nine to 27, depending on spacing.



Designed for tractors of at least 150hp, the trailed Hectavator range was marketed by Browns Agricultural Machinery Co. Ltd. of Leighton Buzzard in Bedfordshire. Available in four widths from 26¾ft to 32½ft, depth was controlled by four tyred wheels and could be set from 2in to 8in.



The Tanco Two-Season Cultivator was a combination cultivator comprising two rows of spring 'S' tines, three rows of adjustable 'fine tilth' tines and a following crumbler. Working widths were 9ft, 12ft and 16ft (foldable), with power requirements ranging from 50-110hp.

Twose of Tiverton Ltd. produced the Model 275, otherwise known as the 'Eclipse', in three working widths and with 50mm reversible share tines (seen here) or double-coil, heavy-duty spring tines made from one-inch square spring steel for less vigorous work.

USEFUL CONTACTS

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Cultivating Success



One day, I might actually learn that you have to be somewhat careful about what you mention to

Lincolnshire's Robbie Thorpe, says *Jonathan Whitlam*. At the beginning of 2022 I mentioned that I was looking for MF tractors, particularly 35 models, to film for an upcoming DVD production, and by April he had lined up several people and their machines to set to work on a field together. Unfortunately, the weather at the time had other ideas and it was not possible to carry on with the original plan.

Fast forward to late August 2022 and Robbie had successfully reorganised the day with the kind participation of a local farmer, who allowed a sizeable field of

wheat stubble as the location for the event. Luckily, everyone was still prepared to bring their machines along and do a spot of cultivating. And so on 27 August I found myself making the two-hour trip up to near Holbeach – and I was certainly not disappointed!

With nearly 30 tractors turning up during the day, the variety was stunning and the sunny weather only further conspired to make it an event to truly remember. Even though it had been one of the driest and hottest summers on record, this area of south Lincolnshire had recently received quite a large amount of rain – enough to make the absence of dust a real change from the normal conditions found during 2022!

This allowed for the cultivators and disc harrows being used to bite into the

stubble easily and the smell of freshly turned-over soil was simply wonderful, given the otherwise all-encompassing dust bowl I was now used to back home in east Suffolk!

In the end, although not all would be working, an amazing array of tractors from the Ferguson TE-20 era up to a Massey Ferguson 3065 HV turned up at the field, giving an insight into the development of the tractor line from the 1940s up to the early 1990s. There was even an MF 1200 present although, unfortunately, a hydraulic issue prevented it from being worked.

Several Ferguson tractors were busy working, most being of the TE-F 20 variety, putting in a very good performance breaking the stubble. There was also a re-engined example, owned by Robbie, that had been fitted with a later Perkins three-cylinder diesel engine of similar spec to that used in the Massey Ferguson 135 tractors, while David Bryant had brought along his TE-D 20, as well as two MF 35s.

Meanwhile, Mervyn Wright was cultivating with his rare, at least to British eyes, French-built FF-30.





Two fine examples of the Massey Ferguson 135 working together, owned by Daniel Disdal and Paul Green.

One of the many highlights of the working event was when Robbie organised the 35 tractors into a line to work across the field, beginning with an FE 35 followed by two early MF 35 tractors – one of which was Robbie's own four-cylinder tractor – and then two 35X tractors taking the lead.

This line-up gave a good representation of the development of this model from 1956 up to 1964 when it was discontinued.

RED GIANTS

The MF 35 was replaced in 1964 by the 135 – part of the new DX range, also known as the MF 100 Series or 'Red Giants'. Mechanically speaking, the 135 was pretty much identical to the 35X it replaced, but the tinwork gave it a completely new look. The 135 has been a popular machine since its introduction and it was no surprise that four examples could be found cultivating and disc harrowing at the cultivation day, some

in their original working clothes and others in fully restored condition.

The next model up in the Red Giants range was the 165 and two superb-looking examples of this iconic MF tractor were at work – one with a disc harrow and the other with a chisel plough. The 165 replaced the earlier 65 model, which had gone through two incarnations from its launch up to when the 165 replaced it in 1964, and these ➤

What an amazing sight! Left to right: David Bryant and 35X, John Sharpe and 35X, Richard Gratton and 35, Robbie Thorpe and 35 and John Muliss and FE 35.





James Issitt's superbly original, late MF 565 made beautiful music as it cultivated away!



Nick Pilgrim using his MF disc harrow behind his MF 135, with Gerald Copeland's 1970 MF 165 in the background.

machines, in turn, were examples of the second generation of 165, powered by the A4.212 engine.

In 1976 the 500 Series replaced most of the Red Giants range and two examples of this series, which was designed from the outset to include a 'Q' cab, were working at Holbeach. These were examples of the two main model types in the range, the 565 being physically smaller with a transmission hump protruding into the cab floor area, while the 590 was a higher-built machine with a flat floor cab. Both were busy with cultivators, or 'drags' as they call these implements in Lincolnshire.

Despite being an MF day, a few

'foreigners' also arrived to do a bit of stubble breaking. A very unusual sight was David Illiham with his IH 350, an American-built tractor from the Rock Island factory in Illinois, with a rated power of 41hp at the drawbar, while the familiar lines of David Marston's Fordson New Performance Super Dexta brought a different colour to the field.

Two Nuffield tractors were also present, including a 10/60 that has just been restored by owner Richard Gratton, while another fine-looking, later example of the marque was busy cultivating with a trailed cultivator of much older vintage than the tractor itself. This Nuffield 4/65 is owned by John Illiham.

With all these tractors cultivating and disc harrowing together, it still took

until early evening to finish the field and for the various participants to head off home with their tractors, after having a good chin wag first, of course! The sun had shone almost continuously throughout the day and the stubble had bent easily to the will of the various implements, with everyone enjoying themselves immensely.

I cannot thank enough Robbie Thorpe and all the people who took a day out of their busy lives to bring along their tractors to this small impromptu event and to allow me to film and photographs their tractors.

I just wish I had been able to have time to talk to everyone individually, but with so much action going on it was a very hectic day indeed, but one that I will not forget in a hurry! ■

An original MF 590 owned by Dean Baud and being driven by his son at the MF cultivation day near Holbeach, Lincolnshire.



Here's a small selection of our stock:



MASSEY FERGUSON 6480

08 Reg, Range Command,
Dyna 6, Front & Cab Suspension,
Full Service History

£18,500



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20 Reg, 2881 Hrs, 64hp (48kw),
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1 x Remote Valve

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NEW HOLLAND BOOMER 50

22 Reg, 130 Hrs, Auto Command,
50 HP/KW, Hydrostatic Transmission

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2021, 1075 Hrs, Dyna 4 Transmission,
Cab & Front Axle Suspension,
4 x Remote Valves, New Tyres

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Flagship DB

PRODUCTION

The 1690 was David Brown's first six-cylinder model since the legendary 50D and the company's first tractor to produce more than 100hp – putting the West Yorkshire-based firm in a good position to take it forward into the 1980s.

Built in Meltham, the 1690 was a tractor destined for the European market, but as an affiliate of J I Case the tractor proudly displayed the badge of the American company on its nose.

Sharing the same design as its three- and four-cylinder siblings, the 1690 gave David Brown Tractors Ltd. the opportunity to market what was initially a six-model range of four-wheel drive tractors – the 58hp (DIN) 1290, 67hp (DIN) 1390, 83hp (DIN) 1490, 103hp (DIN) 1690 and two American-built tractors – the 120hp (DIN) 2090 and 139hp (DIN) 2290.

Later, the 1690 Turbo would make an appearance, offering more power to farmers – but otherwise it was very similar to the model that it replaced.

SPEC CHECK

ENGINE

The tractor was powered by a new, David Brown-designed six-cylinder engine that was built in Britain. Features included a ribbed cylinder block, sleeve-less bores, cross-flow combustion, seven-bearing crankshaft and two cylinder heads.

Generating 103hp (DIN) and maximum torque at 1,500rpm, the David Brown AD6/55 performed well and was efficient and economical to boot – but it was felt that it had more to give, which gave rise to the 1690 Turbo.

With a 100mm (3.94in) bore and 114.3mm (4.5in) stroke, the AD6/55 had a capacity of 5,392cc (329cu in) and a governed speed range of 700-2,300rpm and although David Brown made much of the fact that it was an engine designed solely for use in tractors, feedback suggested that there was more that could come from this package, but that it might not necessarily be in naturally aspirated form.

In 1983 the 1690 Turbo was released and although it only produced an additional 2hp (DIN) at the flywheel, it was at the power take-off that the difference was noticeable – with 9hp more available at the shaft.

CLUTCH, TRANSMISSION & BRAKES

A 305mm (12in) clutch channelled power to the transmission, with a hand-operated lever for the independent PTO.

Depending on whether the 1690 to be purchased was two- or four-wheel drive dictated which transmission could be specified. Tractors without a driven front axle could be fitted with either the 12 forward, four reverse synchromesh system or the award-winning Hydra-Shift 'box – a semi-powershift transmission enabling clutch-less shifts between the four ratios in the three forward ranges and single reverse range, as well as engine braking at all times.

The four-wheel drive 1690, and subsequent 1690 Turbo, were only available with the Synchromesh transmission – where synchromesh was provided on gears two and three in each of the four, overlapping forward ranges.

Braking was via a two-pedal, oil-immersed disc system. The pedals could be operated independently for tighter headland turns or latched together for road use – with a self-balancing valve equalising the pressure applied to both brakes.

Two-wheel drive 1690s were equipped with 7.50-16 front tyres as standard, whilst the four-wheel drive 1690 and 1690 Turbo (only available as a four-wheel drive tractor) were fitted with 12.4/11-24 and 14.9/12-24 tyres respectively.

At the rear, the 1690 could be specified with 16.9/14-38, 16.9/14-34 or 13.6/12-38 tyres, while the 1690 Turbo was fitted with 16.9/14-38 as standard.

Photo: Peter Love.



HYDRAULICS & PTO

David Brown's Selectamatic hydraulic system, which had been employed on the company's tractors for many years, was incorporated into 90 Series models and provided the operator with single-lever control of the linkage and implements.

Four settings enabled the driver to switch between draft and position control, as well as external circuits. The fourth, '1/L', enabled a spool valve to be operated at the same time as the three-point linkage.

A selective sensing unit offered the choice of three ratings to suit light, medium and heavy-draft implements.

For those demanding greater things from their tractor's hydraulics, a dual hydraulic pump could be specified for the 1690 and 1690 Turbo. This boosted the standard delivery from the engine-driven gear pump from 41.5 litres per minute (9.2gpm) to 76 litres per minute (16.8gpm).

The three-point linkage was a category II system with quick-couple lower links and an estimated static lift capacity of 3,175kg (7,000lb) on the 1690 and 2,990kg (6,590lb) on the 1690 Turbo.

A universal drawbar, with four height positions and two length positions, as well as being adjustable for lateral movement, was a standard fixture – but a combined pick-up hitch and drawbar was available as an option.

The PTO system used a reversible shaft to provide 540/1,000rpm at 2,050 engine revolutions. The shaft was retained by four bolts and there was no loss of oil when the shaft was withdrawn. Maximum power at the shaft was 89hp (66.4kW) and 98hp (72.1kW) respectively.

CAB

The cab, built by Sekura and very similar to that used on Leyland and later Marshall tractors, was a drastic improvement on that fitted to the outgoing range of David Brown models.

It was mounted in a forward position so that the rear wheels would not impede the operator's entry and exit, with wide, rear-hinged doors to make access as straightforward as possible.

The interior, an all-black affair, featured something that David Brown called the 'DB Executive Chair'. This was a fabric-upholstered seat adjustable to suit the driver's weight and height and to suit the leg room required. The back could recline and a back rest extension was available if required, along with lift-up arm rests.

The controls fell easily to hand and the dash panel solely comprised analogue instrumentation which was both simple and easy to read. The pedals were pendant mounted to keep the floor clutter free and David Brown made much of the fact that the fuel tanks were mounted under the floor so that no unnecessary space was taken out of the cab.

On the comfort side of things, the glass was tinted and both the rear and side windows opened, as well as the roof hatch, to provide ample ventilation. Where mechanical ventilation was preferred, a blower and high-efficiency heater were incorporated – directing air at the driver's feet and body, rather than face.

In November 1979, a two-wheel drive 1690 with Synchronesh had a retail price of £11,811, while a Hydra-Shift model cost £12,627. A four-wheel drive 1690 had a list price of £15,239.



Inbox

Letters, e-mails, tweets & posts

STAR LETTER

An MF 135-powered Standen Cyclone

Dear T&M,

I have never had any dealings with the Tornado, but have worked on Standen Solobeet harvesters. I started my employment as a junior storeman with George Henderson Ltd., Haddington, in August 1965 which was an MF and Standen agent. Most machines were trailed, but we had two Solobeet harvesters – the older one had an MF 35X skid unit and the much younger one had an MF 135.

In early spring I was given the task of unloading new tractors and machines when they arrived, and in April or May of that year a new Standen Solobeet Harvester arrived. I helped to unload it and checked it over before signing for it. I put the paperwork into the sales office and got a brochure to read up on it. Then, the next day, I asked the salesman the same question.

He said that new machines were supplied without tractors and the farmer had to supply the tractor he wanted to use on the machine, because the information had to be given to Standen before the machine could be manufactured – as it had to make different mounting brackets and supply the correct size of drive chains and sprockets to suit the tractor that would be used.



I know that Standen did fit tractors to a few new machines going to local farms close to the works, that could be driven by road to the farm. This was done so that it could check that all parts were going to fit when the dealers had to assemble them.

In the winter of 1970, the farmer brothers that owned the aforementioned Solobeet harvesters got out of sugar beet because the factory, in Cupar, Fife, was closing in 1971. The machines were traded in to Geo. Henderson Ltd.

At the end of March 1971 I left Henderson's, but just before that Standen had put a farmer from the north Doncaster area in touch with them and he bought both machines. The older machine was going to be used for parts to prepare his current machine for the season ahead.

Paul Maischatz, Edinburgh

SL: Great anecdote, thanks Paul!

Northrop article

Dear T&M,

Just dropping a quick line to say how much I enjoyed Jonathan Whitlam's article on the Northrop 5004/5006 tractors in the latest issue of T&M. It was obviously well researched

and certainly comprehensive considering it was such a short-lived marque.

Neville Barbour, via e-mail

SL: I will be sure to pass on your thoughts to Jonathan.

Photo credit

Dear T&M,

I am pleased with how the article on my Leyland 255 turned out in the October issue, but I would like to acknowledge the fact that Jay Mew should be credited for taking the photographs of the finished tractor, as I did not inform you that she had

taken them when the piece was being put together.

I would like to apologise to her and hope that you can acknowledge my mistake in a forthcoming issue.

Robert Chisholm, via e-mail

SL: Of course, credit where credit is due. Apologies Jay.



Porous Ford

Dear T&M,

A friend recently gave me the May 2022 issue of T&M to look at and in there was an article on the Ford 7710.

We had two new ones on a farm I worked on many moons ago and both suffered from porous blocks, resulting

in new engines having to be fitted. We were told at the time that this was a bit of a problem with the 7710.

David Cook, via e-mail

SL: It seems that some Ford models suffered more than others.



WIN!

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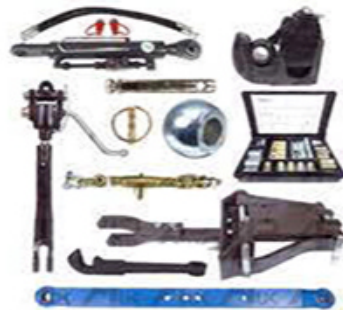
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Tried & tested

IH's World Wide Series was launched to critical acclaim, but what can you expect from the tractors that were revamped versions of older models?

International Harvester's range of Bradford-built World Wide Series models represents a sensible entry into cabbed classic ownership. Photo: Joseph Lewis.



International Harvester's line of small, Bradford-built tractors can be found on farms, in collections and in the hands of match ploughmen and women, where their size and characteristics make them an ideal choice in the competitive arena.

Those looking for a good all-rounder that is not too heavy and won't break the bank could do a lot worse than one of these tractors and although the earlier models of the 1950s and '60s are still by far the most popular, it is those built in the 1970s that are the focus of this guide.

It was the launch of the B-250 at the 1955 Smithfield Show that started the ball rolling on what would become an extremely successful line of tractors for International Harvester. The 'Little Giant', as it was dubbed by IH's marketing team, was the first model to leave the assembly line at the ex-Jowett car and light commercial factory in Bradford and elements of its design would remain visible in all of the subsequent variants that followed.

The story of these Bradford-built tractors is a classic case of evolution, rather than revolution, and the first of the B-250's successors was built in 1958. The B-275 saw an increase in horsepower and a change to a dual-range transmission, as well as styling differences and the subtle improvements continued with the introduction of the B-414 in 1961, 434 in 1966 and 276 in 1968.

The first of the small tractors to be part of IH's brand-new, 'World Wide Series' (namely the 454 and 574), in 1970, was the 354 – a 38hp machine powered by the BD-144A four-cylinder engine. This was joined by the 444 in 1972 – a 45hp model featuring the larger BD-154A engine.

Production of these two tractors ran to 1974 and 1976 respectively, with the 374 effectively replacing them both when 444s ceased to leave the line at the Idle Works. The newcomer retained the 444's engine, but was de-tuned to produce just 37hp.

Due to the striking similarities between the 354, 444 and 374, much of

what is stated will be applicable to all three models, but any major differences will be highlighted.

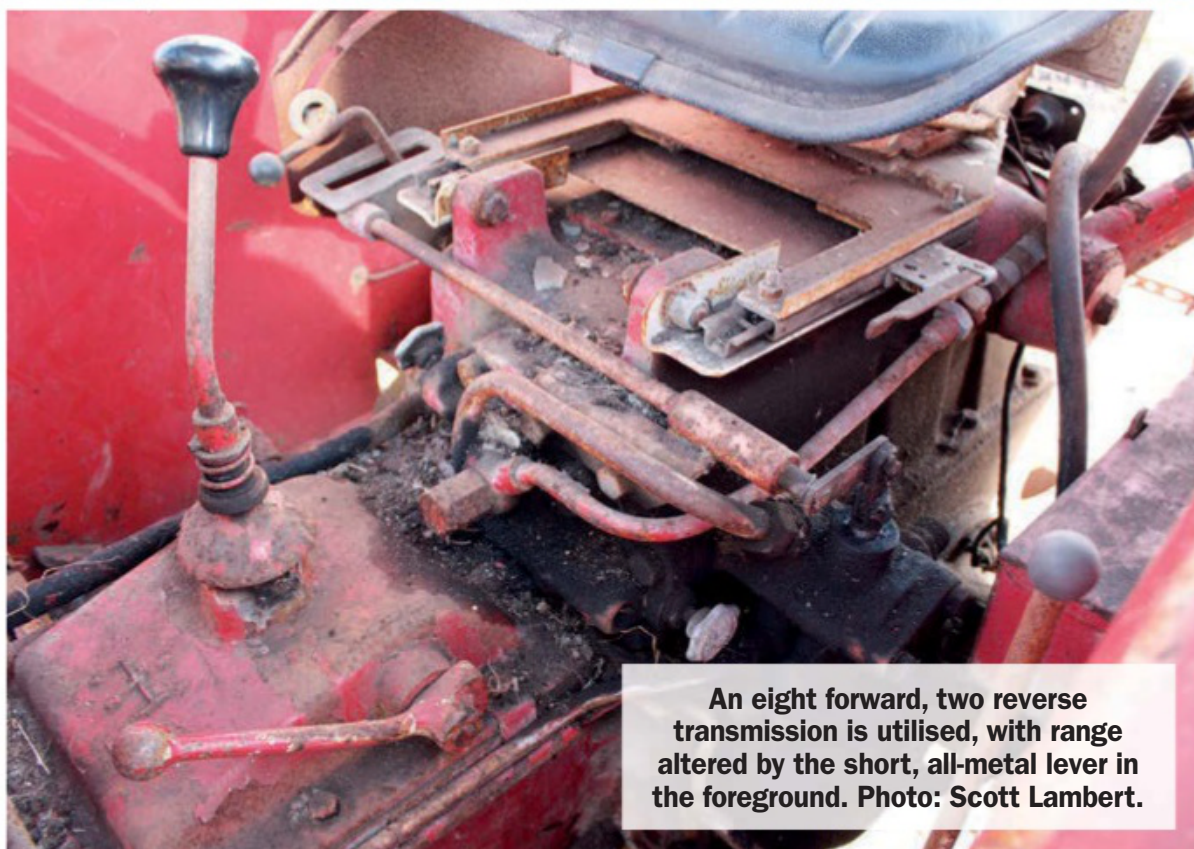
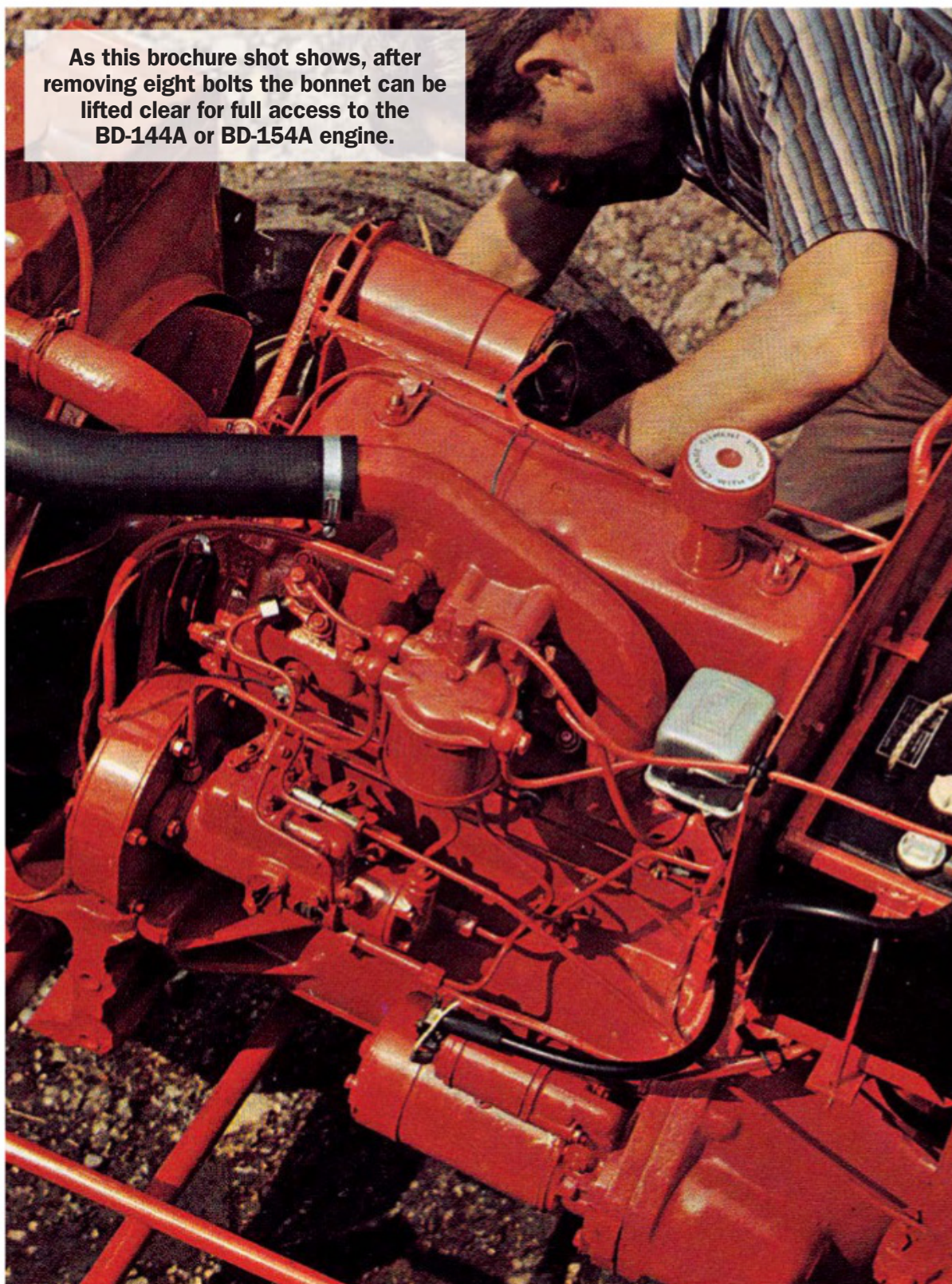
ENGINE

The four-stroke, indirect-injection engines that power these tractors have a reputation for being reliable units that are good in terms of fuel consumption and famed for their torque characteristics.

The BD-144A has a 3 $\frac{3}{8}$ in (85.7mm) bore, while the BD-154A features a 3 $\frac{1}{2}$ in (88.9mm) bore – and both have a 4in (101.6mm) stroke. They are renowned for being trouble-free engines and will last many hours before needing a rebuild but, as with any hard-working model, regular servicing and operator care are fundamental factors in engine health.

When buying any tractor it is always advisable to undertake some basic checks. Wherever possible, start the engine from cold, as failure to start satisfactorily will indicate problems – but if you do not have experience of IH engines from this

As this brochure shot shows, after removing eight bolts the bonnet can be lifted clear for full access to the BD-144A or BD-154A engine.



An eight forward, two reverse transmission is utilised, with range altered by the short, all-metal lever in the foreground. Photo: Scott Lambert.

era, please do not be put off by a tractor's potentially poor start-up.

While the tractor is cold, remove the radiator cap and check the fluid inside. If the radiator contains anti-freeze you can assume (although not always safely) that the block will be in good condition and the tractor has been well looked-after, but an oily appearance can suggest the need for a new head gasket. A low coolant level can raise suspicions, so be sure to look for leaks when you do start the engine.

Be sure to check the belt tension too – this should be $\frac{3}{8}$ – $\frac{1}{2}$ in (9-13mm) – and if it is not you will need to adjust it by means of the water pump pulley flange. This can seize, making adjustment of the belt tension impossible – and although not an expensive job it can be rather onerous.

Don't forget to check the oil. This can give a good indication of the state of the engine and its service history; black oil is normal, but 'milky' oil can be an indicator of water contamination and critically – an engine overhaul. Usually, your gut reaction will tell you if the engine's rough or not – but if unsure it's worth factoring in the rebuild cost when striking a deal.

When you finally get around to engaging the starter it's worth noting that the IH four-cylinder engines from this period, namely the two featured here and the larger BD-264 and BD-281, need a decent amount of glowplug heat to start them. Be sure to hold the key in the heat position until the coil inside the 'pepperpot' on the dashboard glows bright orange (usually around 30 seconds),

Cold weather will make starting more troublesome, but even in warmer conditions these engines will cough and splutter for several seconds before running evenly. Don't be put off by this – it's normal!

With the engine running well and warm, pull down on the hand throttle to increase the revs and listen out for anything suspicious. One of the easiest things to detect is 'missing', which would suggest that the fuel pump or injectors require an overhaul. This is not cheap, but can solve a multitude of problems and make for a very nice-running engine.

Satisfied with what you've seen so far, don't forget to check the engine breather on top of the rocker cover. A little 'smoke' being emitted is not too much cause for concern, but anything more can point to more serious issues. ➤



A single-arm arrangement runs from the steering box, through an opening in the cab, to the front axle.
Photo: Joseph Lewis.

with a spanner in your hand it is not an expensive job to replace the clutch plate. An 11-inch clutch plate will typically set you back around £75 +VAT. If you're thinking of undertaking a clutch plate change yourself, original and reprinted service manuals are readily available.

Other than general wear and tear, the only other problem this type of clutch is known for is sticking – particularly when not used for prolonged periods. Several, innovative solutions for avoiding this problem have been devised over the years, so don't be surprised to find a tractor with a piece of wood holding the clutch pedal down or a piece of baler twine strategically positioned!

Unlike the 434, which was available with the Speed Amplifier as an option, the 354, 444 and 374 came with the tried-and-tested eight-speed system – consisting of a short lever on the left of the transmission cover that selects either high or low range, and a long, centre-mounted lever that selects the four forward speeds and reverse.

It is a very reliable gearbox and so any gear selection problems can largely be attributed to a worn-out or poorly-adjusted clutch, but selector wear can prove to be a factor in high-houred tractors.

There's a well-spaced range of gears and you should be able to find one that's suitable for the task you're undertaking, but don't expect more than 16mph on

The BD-144A and BD-154A have few serious vices and are simple motors to maintain. If you are confident enough, they are straightforward engines on which to carry out some of the bigger jobs, such as rebuilds.

Engine parts are easy to obtain and won't cost you any more than other marques of a similar age.

TRANSMISSION

Unusually for tractors of this era, both the 354 and 444 were available with a single-plate clutch system of 10in

(254mm) and 11in (280mm) diameter respectively – as well as a dual clutch. The 374 was solely available with a dual clutch comprising an 11-inch (280mm) transmission plate and a nine-inch (230mm) PTO plate. It'll be surprising to find one of these tractors with a single-plate clutch, but it is worth checking if it is important to you.

How many hours the transmission clutch will last is largely dependent on the operator and type of work undertaken – particularly if it's been used as a loader or scraper tractor – but if you're happiest

BASIC SPECIFICATION: IH World Wide models (Bradford)			
Model	354	444	374
Produced	1970-74	1972-76	1976-77
Number built	1,094	2,044	617
Engine	BD-144A	BD-154A	
Power	38hp	45hp	37hp
Displacement	2.36-litre (144cu in)	2.5-litre (154cu in)	
Transmission	Transmission 8 fwd, 2 rev		
Weight	3,750lb (1,701kg)	3,950lb (1,795kg)	4,920lb (2,232kg)
Front tyres	5.50-16		6.00-16
Rear tyres	12.4/11-28		

Note: data refers to standard-spec diesel models built for the domestic market only.



As this promotional shot from IH shows, a safety frame was the standard fitment on 354 and 444 models, but this could be upgraded to a full cab.

the road. The top speed achievable depends on the model and rear wheels/tyres fitted, but you won't be setting any records!

The differential lock is located near to the operator's right heel. The pedal pivots around a bolt and at the rear of the pedal is a tapered steel block that pushes a pin through the casting, activating the diff-lock. This works well while in good order, but the steel block is susceptible to wear and once it has a groove in it, from the pin, the pedal will stick.

This problem can be resolved by removing the pedal, filling the groove with weld and then grinding it flush, before refitting the pedal and testing.

AXLES, BRAKES & STEERING

The three tractors retained the beam-type front axle used on the outgoing 434, which is adjustable from 48-76in (1.22-1.93m) in 4in (10cm) stages, as opposed to the tubular version found on the 276 and some other Bradford-built models.

It is worth checking for the usual wear and tear around the axle pivot pin, steering rod ends and in certain cases – the kingpins. These will usually be trouble-free, but pay close attention to them if you are buying a tractor that has, or has had, a loader fitted to it or front-end ballast/wheel weights attached – as wear is more likely.

Turn the steering wheel, with the tractor stationary, and look for fore and aft movement in the front axle. This is a good indication of wear in the pivot pin and/or bush, which can prove expensive, depending on the level of wear. If the bush is worn through and the pin has reached the 'tombstone' you will need to have it line-bored and re-bushed.

The rear axle was never really under strain – with the axle built to withstand the rigours of hard work. It can be the case, however, that the smallest thing can have a detrimental effect – as baler twine and similar items are known to wrap themselves around the end of the rear axle and damage the oil seals. If there are oily marks on the rear wheel rim(s), it's best to inspect the axle oil seals as excessive leakage will require an overhaul – necessitating removal of the hydraulic top cover and bull gears.

A single-arm steering box, connected to a rod running down the left side of the tractor, is the system that you will find on most examples of these models, but power-assisted steering was available as an option on the 354 and 444. This is definitely worth having!

Dry disc brakes remained part of the specification of these tractors and although adequate, do not expect the same performance as the system employed on the Doncaster-built World Wide models. Acting on the bull pinion

shafts, the 6½in (165mm)-diameter discs are enclosed, but externally mounted for ease of access and maintenance. Ensure that they are well balanced with 1⅜-1⅞in (30-40mm) of free play. If they are worn out, you can expect to pay a little more than £20 +VAT for a lining kit.

An over-centre parking brake, located to the right of the driver's seat, acts upon the service brakes. This may need some adjustment in the linkage to enable it to function satisfactorily.

HYDRAULICS & PTO

IH's tried-and-tested, 'live' hydraulic system with draft and position control, known as Vary Touch, was fitted to the 354, 444 and 374. It can be difficult to ascertain whether it is working correctly, so it is worth getting the tractor up to working temperature and checking the hydraulics with a plough or other implement attached.

Keep the engine running and raise the implement off the ground and look for 'hiccups'. These usually point to a worn hydraulic piston or, sometimes, a scored cylinder bore.

You can also verify the system's health by raising the implement and locking off the system using the external valve in front of the operator's seat. The implement should not go down, even with the engine off, and if it does you should take note of the speed at which it does so. ➤



The business end of these tractors is basic in standard form, but does incorporate reversible lower links for category I and II implements. Photo: Scott Lambert.

USEFUL CONTACTS

AgriLine Products Ltd.
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agriproducts.com

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Brockton, Shropshire
Tel: 01588 680217
intatracuk.com

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

The 374 was fitted with a full cab as standard, complete with sound-deadening insulation, to comply with new legislation. Photo: Joseph Lewis.



If the implement falls slowly then the hydraulic piston will probably require a new O-ring, but if a rapid fall is witnessed the likelihood of the piston and/or cylinder being worn out becomes increasingly likely.

A slow lift can be down to several things – the simplest being a dirty hydraulic filter that isn't allowing oil to flow as it should. IH incorporated a slide-in suction filter at the front of the hydraulic casing and this is the first thing to check. Washing the existing one is a good place to start, but replacements are available for around £45 +VAT.

It could be the case that the engine-mounted hydraulic pump is worn. It is often possible to refurbish the existing pump, but a new one will set you back around £100 +VAT.

These tractors use a top link-sensed system and can lift approximately 2,600lb (1,179kg). The lower links are reversible to enable both category I and II implements to be fitted. It's a pretty robust arrangement, but check that the levelling box is working. If not, it will probably have a broken pin inside, but a broken tooth is also a possibility. Fitting a new pin is straightforward, but a broken tooth may mean a call to a breaker.

The power take-off is controlled by a lever on the left-hand side of the transmission casing and is usually trouble free, but if you are buying a tractor with PTO work in mind it is worth knowing that various options were available for the 354 and 444, including single- and two-speed systems – not just at the usual 540rpm and 1,000rpm either. Do your homework, quiz the owner and try the tractor where possible.

The tractors were supplied with a clevis-type swinging drawbar as standard, but a pick-up hitch was available as an

option. This had the ability to lift fractionally more than the lower links' maximum capacity, at the hook.

Screw-type or breakaway-type self-sealing couplings were available as an option for operating remote cylinders. These are found in both single- or double-acting form and are well worth having.

CAB

Built by Victor, the cab on these tractors is basic – but serves a purpose. At the time of the 354 and 444 it could be specified as a frame or a full cab, but as legislation regarding noise levels changed this led to the 374 being available with a full cab only – with noise-deadening insulation on the interior.

Interior cladding aside, what you get from these tractors is the same – a fuel gauge, ammeter, oil pressure gauge and temperature gauge housed in a faux-wood

panel and the hand throttle located under the right-hand side of the steering wheel along with the tachometer, and a pepperpot-style glowplug indicator to the left of the steering column, alongside a small chart that indicates speed according to gear selection.

The seat is basic, yet comfortable, and the controls fall easily to hand – with the gear levers mounted on top of the transmission and the hydraulic quadrant and parking brake to the operator's right.

In short, the later the tractor, the more comfortable it is likely to be!

CONCLUSION

The 354, 444 and 374 are simple workhorses that are ideal for general chores, road runs and ploughing matches. They are simple to maintain, with parts generally easy to come by from all-marque suppliers and IH specialists.

An off-farm 444 will set you back around £3,000, but it is possible to pick one up for around half that if you're looking for a project. Restored examples of these models command prices around the £6,000 mark, but you can expect to pay a little more for the 354 and 374 – due to fact that less were built and they are, as a result, more desirable.

IH enthusiasts will appreciate their appeal, but these models will never have the draw that a Massey Ferguson 135 or Ford 3000/4000 has to general auction attendees or machinery dealers. Don't be put off by this – why not take the plunge? ■



A Bradford-built IH from the World Wide Series can represent a sensible investment. Photo: Jonathan Whitlam.



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



DADDY'S DEERE

What a lovely drawing. Thank you for sending it in!

Dear Junior,

Here is a drawing by Ted, aged 4, from Derbyshire. It shows daddy's John Deere at work, carrying a bale on his loader and pulling a bale trailer. Ted and his younger brother, Harry, both enjoy reading *Tractor & Machinery*.

Rosie Latham

PICK OF THE CROP



TOUCH OF CLAAS

Do I know the driver? He looks very familiar!

Dear Junior,

I hope you like my drawing of a Claas Lexion. I like to watch combines with my dad.

Louis Clarke (aged 9), Cambridgeshire



VALTRA POWER!

Fantastic!

Dear Junior,

Here is a Valtra pulling a load of bales.

William Harrison (aged 5), Derbyshire



SENSATIONAL STEYR

That's some load!

Dear Junior,

This is my Steyr 6135 pulling a Kane trailer.

Jacob Harrison (aged 7), Derbyshire

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

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

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



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Massey Ferguson's Kilmarnock factory produced some of the most successful combines ever built. We celebrate its success with a gallery of selected models.

PART TWO

All photos: AGCO.



MF's medium-acreage model of its so-called 'Big Four' combines was marketed with the strapline "upper bracket performance – middle bracket price tag" and starting at £3,100 (June 1968) it certainly offered a lot for your money. With increased straw walker area over its predecessor and MF's exclusive 'Double Action Separation' system, it delivered on all fronts.



The MF 510 initially came in Standard and De-Luxe forms – but by July 1970 this had been condensed to a single variant with the choice of four tables, from 10-16ft. With three forward gears and one reverse, operated by a steering column-mounted lever, the 510 had a list price of £4,075 – with automatic table height control (10ft table), road and field lights as standard.

Powered by the Perkins A4.300 direct-injection, four-cylinder engine, the MF 410 featured six straw walkers and was available with table sizes of 8½ft, 10ft and 12ft. Front tyres were 15-26 and rears were 6.50-16. List price in December 1967 for the smallest model was £2,855, while a hydraulically-folding discharge auger added £35.



Fitted with a 104hp Perkins A6.354 engine, the MF 525 Super II had a list price of £23,365 in June 1980, when equipped with a 10ft table. The optional Power-Flow tables ranged from £1,950-2,100. The combine featured six straw walkers and grain tank capacity of 3,020 litres (83 bushels).

Largest of the 'Big Four', the MF 515 was capable of an output of 10 tons per hour. Features included 45in (1,140mm)-wide and 22in (560mm)-diameter cylinder, fully-adjustable concave, six straw walkers with an overload warning and a variable-speed fanning mill. List price (July 1970) for a combine with a 16ft table was £4,425.



This shot purportedly shows the MF 515 on display at the 1968 Royal Smithfield Show.



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3" Petrol Chipper — This bio shredder is both reliable and safe. It passed all tests to assure the safety of the operator and assure the chipping performance. Supplied with 13hp Honda GX390 engine.



Argo 4.5" Chipper — A professional chipper with gravity-feed and high-level discharge. High resistant steel frame, cut, bent, and welded by robot. Material discharge 1.5m (5 foot) high and 360° adjustable.

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Tipping Trailer—Suitable for use with 20hp and above tractors. The trailers have drop down sides and suitable for off road use only. Available in 1.5 ton and 2 ton models.



Saw Bench —Available as PTO and electric models. They feature a tungsten tip saw blade which provides fast and efficient cutting. Electric model - -16amp power supply.



Compact Grader — An essential tool for levelling ground. The compact grader is ideal for use on hardcore tracks, spreading soil and rubble. Available in 4ft, 5ft & 6ft models.



Medium duty Grader—This grader was developed for users with medium HP tractors. It will stand higher than the standard with 10mm thick steel sides. Available in 6ft and 8ft models.



Heavy Duty Grader — Heavy duty design. Ideal for use on farm tracks and drives. Durable tines easily break up the ground surface. Available in 6ft, 8ft and 10ft models.

ALL OXDALE PRODUCTS HAVE A 12 MONTH MONEY BACK GUARENTEE

Model corner

The latest from the scale-model world



In this issue we have the first of seven new, 1:32 releases from Britains which we are confident will be as popular as ever with collectors and carpet farmers.

First up is a Massey Ferguson 6S.180 which, if it's like its predecessor, will be priced around the £25-30 mark. We love the detail but have questions over the fragility of certain elements during the rigours of enthusiastic play.

In real life, the MF's rival is the New Holland T6.180 and Britains has produced a replica in Blue Power form that looks great. Like the 6S.180, elements such as the beacons and mirrors could succumb to over-zealous hands, but it's a lovely model that we expect to fall into the same price bracket as the MF.

Those looking for something stealthy for their collection need look no further than the Valtra Q305. It looks great and is sure to add a different element to your carpet farm. Like the other two tractors, we anticipate that you'll be able to pick this one up for less than £30.

Finally, it's the big one – the John Deere 9RX 640! This model is from the company's Prestige Collection and is sure to represent a significant investment, due to its size and the detail involved, but we don't think you'll be disappointed.

For more information on the Britains range of farm toys and to find your nearest retailer, please visit the website: britainsfarmtoys.co.uk ■

The Ferguson System

In the first part of a new series on hydraulic systems, Andrew Hall discusses the principles of Ferguson tractor hydraulics and the advantages that the system brought to farmers.

Never mind electronic controls and guidance systems applied to modern farm machinery, the application of hydraulics to tractors and farm machinery has been one of the most important developments in farm machinery, and remains so, even in the 21st century!

Hydraulic control is a simple, but efficient means of conveying power to where it's required, and is very much taken for granted these days.

It hasn't always been the case though, as early tractors that replaced large, heavy steam engines and draft horses

merely towed their implements, often using former horse-drawn equipment until manufacturers designed implements specifically for tractor use.

One of the early issues with the use of relatively light tractors was that of maintaining good traction, particularly when the going got tough on heavy wet ground. The remedy was to use steel wheels with aggressive tread in the form of spade lugs and to add extra weight to reduce wheel slip.

This improved matters to a degree, but extra weight causes soil compaction and steel wheels with lugs aren't good on hard road surfaces.

FERGUSON

Harry Ferguson was born into a farming family near to Belfast in Northern Ireland and had a strong interest in things mechanical and, along with early antics with racing cars and attempts at aviation, he turned his attention to farm machinery, with ploughing particularly in mind.

He had observed early tractors and considered them inefficient in working with trailed implements and set about improving matters. Early experiments using Fordson F tractors with ploughs mounted directly on the back were undertaken utilising a mechanical form of lift to enable manoeuvrability and transport.

Tireless experiments were also made to harness the forces acting against the forward motion (draft forces) of the ploughs used to increase the traction on the rear drive wheels of the tractor, initially mechanically, but eventually using hydraulic principals to lift and harness the draft forces.

This resulted in the prototype 'Black Tractor', which was very like a smaller, lighter version of the Fordson tractors used in previous experiments. In looking for a manufacturer for the tractor, Harry Ferguson approached David Brown, the famous Yorkshire gear manufacturer that had contributed to the prototype, and between 1936 and 1939 around 1,200 ➤



Albeit preceded by the Ferguson Model A (Ferguson-Brown) and the Ford 9N tractors, the TE-20 range is the model that put Ferguson on the map in the UK.



tractors were produced, based upon the 'Black Tractor'.

From 1939 Harry Ferguson ended his association with David Brown, which had a desire to build a more powerful tractor itself, and indeed had created its own tractor by that time. As a result Harry Ferguson approached Henry Ford, which resulted in the 'handshake agreement' and the design and production of the Ford 9N tractor in the USA, which embodied the 'Ferguson System', as it became known!

Ford 9N and, from 1942, Ford 2N tractors were produced and some made their way to the UK in small numbers during WW2. As with David Brown, Harry Ferguson broke his ties with the Ford Motor Company and looked to the UK for a manufacturer to continue the production of Ferguson System-equipped tractors.

This resulted in an agreement with the Standard Motor Company to build tractors from 1946, and the most prolific of all Ferguson tractors, the TE-20, was born. It is this model, due to its popularity, that is the subject of this feature covering the technical details.

Built at the Banner Lane factory of The Standard Motor Company, production began in the summer of 1946, with the TE-20 powered by a USA-built Continental petrol engine until 1948, when the Standard petrol engine became available and became the TE-A 20.

From 1949 the TE-D 20 arrived, equipped to run on TVO (Tractor Vaporising Oil) and from 1951 a diesel model was produced (TE-F 20) and production of all models ran until late 1956, when the Ferguson 35 (FE 35) appeared.

TE-20 HYDRAULICS

The TE-20 range of tractors was extremely successful and, together with a comprehensive range of matched implements, took the agricultural machinery market by storm. The Ferguson System layout had been established during the Ford 9N era and consisted of two lower link arms and a centre (top) link to attach its implements.

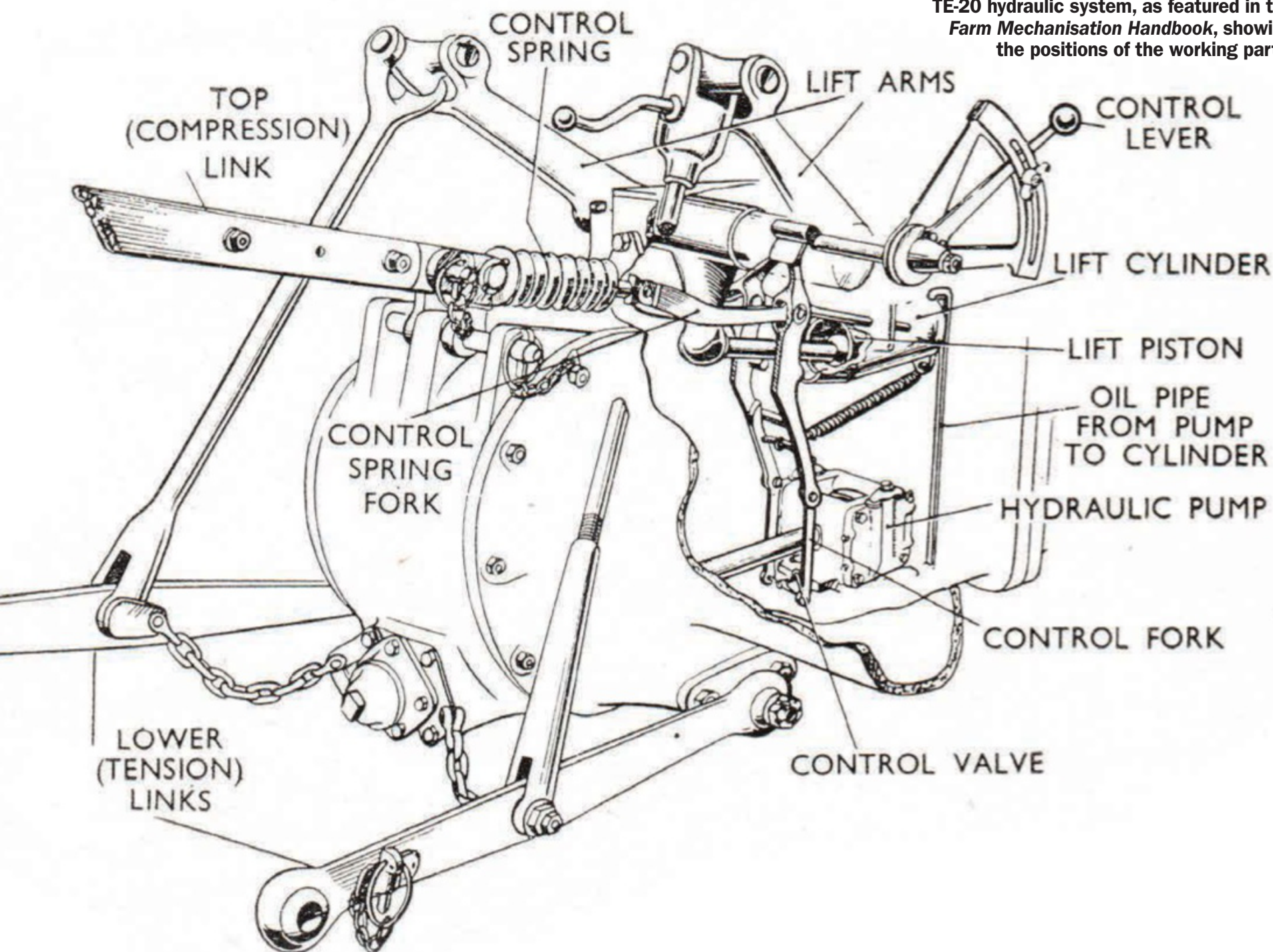
Many patents covered the system and other manufacturers used similar three-point linkages, albeit without the Ferguson draft control – relying upon depth wheels on the implements.

Two sizes of ball-ends were established, known as category I and II. Smaller tractors, such as the Ferguson, used category I, whilst larger tractors such as the Fordson Major used category II.



Left to right: This left-hand lower link arm shows the simple means by which implements are attached. The TE-20 range used the smaller category I ball-ends. This is a sliding top link, which was the standard equipment on the TE-20. It requires a spanner to slacken the bolts to adjust it. Turnbuckle (screw) types came later and became more popular. The right-hand drop arm features an adjustable levelling box, used to facilitate attaching implements and to adjust the level of implements in work.

An overview of the layout of the Ferguson TE-20 hydraulic system, as featured in the *Farm Mechanisation Handbook*, showing the positions of the working parts.



The hydraulic power of the TE-20 tractors consisted of a four-cylinder hydraulic pump, driven by the power take-off drive. One of the limitations of the design was that one had to have the power take-off engaged to operate the hydraulic system, meaning that implements that

utilised both the PTO and hydraulics needed to be working when lifted, but for ploughing this wasn't an issue.

CONTROL VALVE

Hydraulic oil is admitted to the pump on the inlet side via a spool valve (control

valve). When the operator's control lever is lowered, the valve moves backwards and oil drains from the lift cylinder and the lift linkage lowers the implement. Conversely, when the lever is placed into the raise position the valve moves forward and allows oil to enter the pump and onwards to the lift cylinder.

As the piston of the lift cylinder reaches its maximum height position, the skirt of the piston presses against a linkage and moves the valve to a central (neutral) position and locks the implement hydraulically at the transport position.

TOP LINK

The top (centre) link is connected via a heavy control spring to the aforementioned linkage and the movement of the top link in and out varies according to the forces generated by the soil resistance (draft forces) of the attached implement.

When the control lever is lowered and a soil-engaging implement enters the



Left to right: Check chains are fitted to restrict lateral sway of implements and prevent them contacting the rear wheels of the tractor. Only one operating lever was required on the TE-20, as it was only equipped with draft control. It was raised to lift an implement and lowered forward to drop and select working depth.

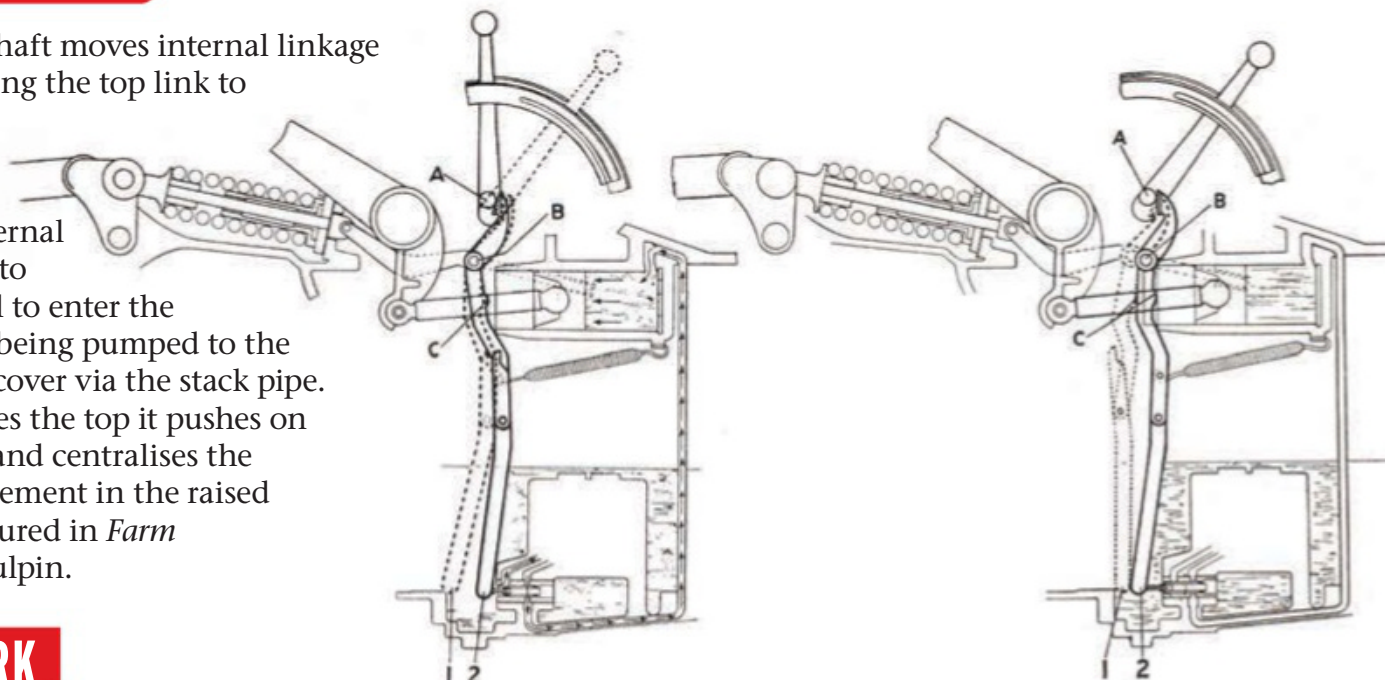
IMPLEMENT BEING RAISED

Point A: Eccentric on shaft moves internal linkage

Point B: Pivot connecting the top link to internal linkage

1: Lower position

The operating lever is fully raised and the internal linkage moves forward to **position 2**, allowing oil to enter the hydraulic pump. Oil is being pumped to the lift cylinder in the top cover via the stack pipe. When the piston reaches the top it pushes on the linkage at **point C** and centralises the valve, holding the implement in the raised position. Images as featured in *Farm Machinery* by Claude Culpin.



IMPLEMENT IN WORK

Point A: Eccentric on shaft moves internal linkage

Point B: Pivot connecting the top link to internal linkage

1: Lower position

The operating lever has been pushed downwards to a selected working depth. Soil resistance pushing on the top link moves linkage to central (neutral) position,

locking implement at selected depth. Increase in soil resistance moves linkage into raise position (control valve forward) until the forces cancel. At this point the implement locks to a fresh depth. If soil resistance decreases (top link under no load) the linkage moves back and allows the implement to drop to the original depth setting.

ground, the resistance increases and a compressive force on the top link compresses the control spring and the internal linkage moves forward until the control valve is in its central position, thus locking the implement at a certain depth.

If the soil conditions become harder, the forces increase and a lifting force is applied to the implement, which increases traction until the forces balance and the implement is again locked at the selected depth. If the ground conditions are too hard, an implement can lift out of the ground completely.

The depth is varied by raising or lowering the control lever, which adjusts the sensitivity of the system to draft forces. The geometry of the lower link arms and the top link is designed to impose force just ahead of the tractor front axle to prevent the tractor rearing up if draft forces become excessive.

A safety feature is embodied into the system to prevent a tractor rearing if an immovable object is encountered. A sudden forced exerted on the top link causes the oil to be ejected from the internal lift cylinder and results in the wheels spinning rather than the tractor rearing.

If this happens the operator reverses the tractor, lifts the implement and drops it into the ground again once the obstruction has been passed!

LOWER LINK ARMS

The lower link arms support attached implements and pivot to allow them to lift and lower. They are in tension when an implement is in work and the ball end size is the small category I size on the TE-20 range of tractors.



EXTERNAL SERVICES

The Ferguson TE-20 features two tapping points in the base of the hydraulic pump, diagonally opposed at the front right-hand and rear left-hand side for powering front loaders and tipping trailers etc. ■



Clockwise: The one limiting factor was that one required the PTO to be engaged in order to operate the hydraulics. There are two hydraulic tapping points, one at the front right-hand corner of the pump base for front loaders, and a second on the rear left-hand corner for fitting a trailer tipping pipe, which mounts under the rear axle housing.

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A BIG success



The stunning four-wheel drive MF 188 and 135 were on the FoFH stand.



Mick Blunt (left) with his 1970 MF 1150 and Simon Wright with his 1972 example.

My big complaint about Biddenden Tractorfest over the years is that there has never been enough tractors attending to give it true festival status, *writes Peter Love*. That changed this year when 14,000-plus visitors attended the event to see more than 200 tractors of various ages and sizes, which was wonderful to see.

Under the guidance of the Kent County Agricultural Society, the 2022 show was certainly on a different footing and was back on its original site, which was a bonus as far as I was concerned. There was a great atmosphere to complement the great tractors, which included a stunning display of Ferguson tractors – the likes of which had not been seen in this area for decades.

Many were from Lee Blackford's collection and in original condition,

but what was even nicer to see was a log sheet on each tractor that had been properly filled in, which enables visitors to know exactly what they are looking at.

John Burdfield's rare, four-wheel drive MF 188 had been well restored and looked good with Barry Leggatt's restored Ferguson TE-20. Not far away was Michael Smallbone's lovely 1989 Trantor Mk2.

The Ford & Fordson Association's stand looked good, helping it to sign up some new members, and The Friends of Ferguson Heritage stand, co-ordinated by Simon Wright, also attracted new members too. He was exhibiting his 1972 MF 1150, that has just been restored, and it was joined in the ring by Mick Blunt's 1970 example. To have two of these prairie-style models in the same ring was great and unique in 2022 to my knowledge.

Also making its debut at the show was Liam Bank's well-restored, 1960 Fordson E1A Major industrial with Holman compressor, made in Cornwall, at the rear.

One of the star tractors at the event was the Hanks family's 1963 Fordson New Performance Super Major-based Doe Dual Drive, which has been in Kent for many decades and still looks just as good as it did 20 years ago with its previous owner.

Another that stood out was Ross Douglas' 1967 Northrop 5004, based on a Ford pre-Force 5000 and said to have cost £1,980 when introduced in 1965. Although it needs some work, it was great to see.

It was a very successful event that seemed to be enjoyed by all and well put together. Congratulations to everyone involved as I feel that it was the big hit on the 2022 southern show circuit. ■



Ross Douglas' 1967 Northrop 5004 on the FFA stand.



Only painted on the Monday before the show was Liam Bank's 1960 Fordson E1A Major.



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



Said to be a genuine prototype Nuffield Universal with Perkins P6, that was tested on Tom Paisley's farm at Holywell, St Ives.



It was great to see several two-cylinder John Deeres at the show, including this AR.



Allis-Chalmers B with starter motor and steels, as well as the front harvest screen.

Parham Park

It was great to see a proper vehicle rally back at Parham Park in West Sussex, on 9-10 July, staged by the Sussex Steam Engine Club Ltd. and friends. This organisation has held events at the vast Wiston House site not that far away, but the move to Parham Park was an instant success, with more than 20,000 people flocking to this event, *writes Peter Love*.

More than 60 full-size and miniature steam engines were exhibited, as well as 75 tractors, commercials, motorcycles, and cars. There was an autojumble, trade stands and a working area to enjoy too.

This isn't the first time that an event like this has taken place on this site, but it was laid out differently and with many more exhibits to those earlier events that took place in the 1980s and '90s. In fact, the ring was the only thing I could see that was in the same place.

The selection of tractors included an excellent line of Ferguson and Massey Ferguson models that were part of the Friends of Ferguson Heritage display. The Goldring family's 1975 Massey Ferguson 165, purchased in 1993 from the Canterbury area, was typical of the high standard of restoration at the

event, but the star was undoubtedly Simon Wright's 1972 MF 1150 that he purchased in December 2019.

As for the rest, a genuine Nuffield Universal prototype with Perkins P6 engine stood out. It was tested on Tom Paisley's farm at Holywell, St Ives, Huntingdonshire, where it was sold to. It changed hands with a prototype P4-engined version at the farm sale in the autumn of 1980 and is now based at Washington following a Cheffins sale, I believe.

It was an excellent event that can only grow in stature, in my opinion. ■



The line-up of Massey Fergusons from FoFH members.



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Farming gold



Zak England was inspired to acquire his 1984 Massey Ferguson 699 by a local farmer with a 698.



This 1970 John Deere 1020, owned by Colin Salter from Combe St. Nicholas, was originally supplied by Reeds (Braunton) Ltd. of North Devon.

South Somerset Agricultural Preservation Club held its 50th Yesterday's Farming Rally at Dillington, near Ilminster, on 20-21 August, courtesy of Dillington Estates, writes Joseph Lewis.

More than 250 tractors were joined by working demonstrations of threshing, haymaking, a rack saw bench, various judged classes, and a Saturday auction conducted by Pitcher & Associates.

A special archival display in the craft tent, looking back over the event's history, was created by Doreen Cox, Pat Bryne and Sue Atwell.

Tractor highlights included the Best Classic Tractor Prize for a 1984 Massey Ferguson 699, recently acquired by Zak England from Charlton Adam. ■



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65 NEW PRODUCTS

Items of interest for your tractor and the workshop.

68 NEW ARRIVAL

Despite the plethora of projects he has on the go at any one time, Andrew Hall decided that there was room for another!

71 STRAIGHT & NARROW

Ben Phillips kicks off another new project – a French-built Massey Ferguson 135 MkIII.

75 FORDSON E27N REVISITED

There's more welding to do as some of the sheet metal on this old tractor has certainly seen better days.

78 EXPERTS' ADVICE

You've been sending in questions and our panel of experts has been working hard to provide you with the answers to help you solve your machinery-related issues.

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Jack Sealey Ltd.

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The latest edition of Sealey's *Tool Promotion*, valid from 1 October until 31 December, contains 70 new lines amongst its 180 pages and has more than 1,760 deals, including offers on many seasonal items.

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Keeping the legend alive!

NEW Arrival



Not needing much encouragement, Andrew Hall adds another tractor to the collection and goes halves with his son, saving a 1943 Fordson N.

For some time now my son David has shown some interest in owning a Fordson N and quite frequently would show me details of those that were available for sale. Back in December '21 he showed me the one we have purchased, which was for sale on the Isle of Sheppey. A visit to see it brought the question: "Do we buy it, or leave it alone?"

The tractor was pretty much complete and featured a pair of period tyres,

which at the time looked to be in useable condition. The other issue was that the vendor had left water in the engine during a cold snap, which had resulted in a cracked cylinder block.

As expected, the conversation on the return journey featured the tractor highly, and the thoughts of what to offer for it, accounting for the aforementioned issue. The thoughts were that if we didn't buy it the tractor may be broken up, something we thought it was too good for, so a call to the vendor and an

acceptable offer made had us picking it up the following weekend.

BACK HOME

With the tractor back home the first thing to do was to attempt to start it. A check of the engine oil was made and found satisfactory, so some water was put into the cooling system, which inevitably leaked from the crack in the cylinder block, but not at the rate that was expected, so I temporarily ran some silicone sealant along the crack, which successfully held back the water enough to run the engine.

The points in the magneto were cleaned and resulted in a good spark, so on the strength of that some petrol was added and an attempt made to crank it up. Once the petrol came through to the engine we experienced a loud violent bang from the exhaust, which repeated itself. I suspected that the magneto had been fitted 180-degrees out of time, which was confirmed when I removed it. Once fitted correctly we soon had the engine running and were able to drive the tractor around.

IMPROVEMENTS

An oil change was necessary, but with the cracked block in mind I didn't want to fill it with fresh oil until the crack had been attended to, so the oil was drained and the sump plate removed to clean the sludge and the filter gauze. The oil was very black and overdue a change, and once the sump plate was removed I was able to set about cleaning things up. The sludge was like Marmite and took quite a bit of scraping off the plate.

FILTER GAUZE

The filter was wiped carefully, as they are rather fragile, and then soaked in some solvent to clean the mesh. Unfortunately, the mesh began to break up as it was cleaned, rendering the filter useless, but thankfully I had another filter off another tractor that had been in the shed for some years, and this was cleaned and pressed into service.

PRIMED

Whilst the sump plate was off the tractor and clean I decided to give the underside a coat of red oxide to protect it. A decision hasn't yet been made whether to keep it as it is, or to repaint it in dark green enamel, as it would have been originally.



Our 1943 Fordson Model N may have been saved from the scrap man due to the cracked cylinder block, but could have had a Perkins diesel engine fitted for a new lease of life.

Some silicone gasket was used when refitting the plate. In due course I will cover the repair of the cylinder block, which looks to be successful, although I haven't filled the radiator to find out yet, but I'm fairly confident it's a sound repair!

STEERING WHEEL

Another shortcoming was the condition of the steering wheel, which has lost its spokes. Originally it would have been a Bakelite rim, but we chose to fit a new

rim supplied by Cotswold Tractors. The spokes were a little short, due to corrosion, but I bent a length of sheet steel to the shape of the spokes and cut four pieces off to extend the spokes to the inside of the new rim, and used the MIG welder to make the repair.

The repair is invisible, thanks to the trusty angle grinder, and the rim has temporarily been sprayed in grey primer until a top coat of paint is applied at a later date.

FRONT WHEELS

At first glance I thought the front wheel centres were manufactured by Ford, as they feature similar-shaped holes. The difference is in the hubcaps, as these have caps secured by three setscrews rather than screw-on caps of the Ford wheels.

If any of you can confirm the origin of them I'd be pleased to hear from you. There'll be more about our Fordson N in a future issue of *T&M*. ■



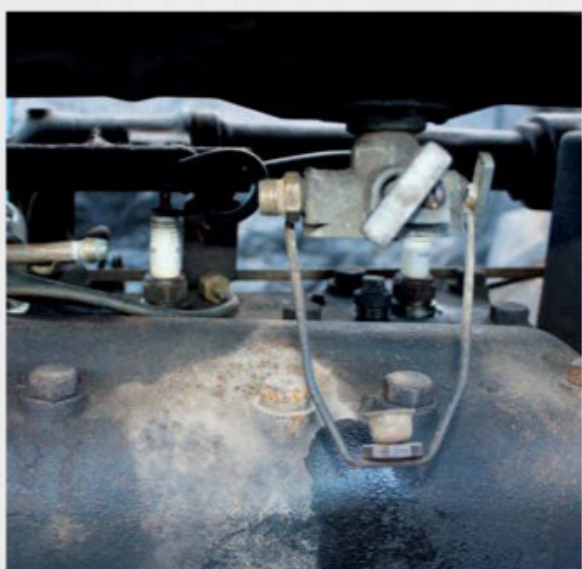
Almost complete

1 The tractor is more or less complete and has the original carburettor and manifold set-up, albeit with a Lucas RF4 magneto, as the original would have been a Lucas GJ4 by the time it was built.



Cracked block

2 Common frost damage has cracked the block, which is a reconditioned unit from the 1950s. Thankfully, the original engine number was stamped on the block, retaining some record!



Later fuel tap

3 It features a later AC-type fuel tap assembly, rather than the original brass type, but that may change as I have a brass one somewhere around to replace it.



Oil change

4 Inevitably the engine required an oil change, so the sump plate was removed to clean the filter gauze inside the sump.



Black sludge

5 Removal revealed a thick layer of sludge in the bottom of the sump, which is overdue for cleaning. ➤

WORKSHOP



Like Marmite

6 It was like Marmite and took some scraping off the sump plate and then...



Disaster struck

7 ... the gauze mesh broke up on the filter, rendering it useless. They are fragile at the best of times, so no surprises. A replacement filter was fitted.



All clean

8 Every speck of grime was removed and the replacement filter also cleaned up, ready to go back into the engine sump.



Primed

9 A coat of red oxide was applied, as we had a tin on the go at the time, so some form of protection has been offered to the bottom of the sump plate.



Further cleaning

10 More sludge was liberated from inside the lower edges of the sump before the plate was refitted.



Silicone gasket

11 Some silicone gasket was used to seal the joint of the sump plate, as it's likely to come off again for a future clean.



Broken steering wheel

12 The rim had long since departed from its spokes, so some attention was necessary here before we attempt to drive it seriously.



New rim

13 A replacement rim was acquired from Cotswold Tractors and has been MIG welded into place. The spokes had to be extended, as they were corroded away.



Mystery wheels

14 Although at a glance they look like Ford wheel centres, they have different hubcaps. Can anyone confirm their origin?

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

Straight & narrow

Ben Phillips brings us the first part in a new series on the restoration of a Massey Ferguson 135 MkIII.

PART ONE

DIFFICULTY
★★★★★
RATING



From this angle you can see that the MF 135 MkIII Vineyard is slightly longer than the British-built 135 that we are used to. It also has smaller wheels, with wheel weights at the rear.

I love restoring all sorts of tractors and while I do get a mixture through the workshop, I can't deny that it's Massey Ferguson models that I see more than any other marque.

Despite this I never know exactly what's going to come my way next and every so often something unusual turns up. In the case of this tractor it was unusual, yet familiar at the same time. Two of Tim Edwards' tractors had already been through the workshop when he turned up with his MF 135 MkIII Vineyard.

Tim had shown me pictures of this tractor when his Massey Ferguson 35 and Fordson Major were in receiving some attention and I could see then that it would make a great restoration. My first task was to date the tractor and armed with the information from the serial plate I hit the Internet.

After some conversations on a Facebook group I was told that it was a 1977 model. Initially there was some talk of it being from 1978 and I was hoping that was the case as it would have meant it was the same age as me!

Finding the date was trickier than usual as the tractor was made in France, but the commission plate on the dash panel had good information. Not only was the serial number displayed but the tractor model and engine number too.

Looking at the tractor from the side I could see that it was longer than a 'normal' 135 and upon closer inspection I noted that a reduction box was sandwiched between the gearbox and rear end. On it were the words 'normal' and 'crawl' and it was painted in red oxide, so probably a useful later addition when working around plants on a nursery – probably with a rotovator.

Tim's father had bought the tractor when it was either new or nearly new, Tim couldn't quite remember, but it had worked on their plant nursery for all of its working life. I could see immediately that it had been looked after, as there were hardly any dents and scrapes.

One thing that helped the front was the addition of a good, strong guard – but, ironically, the only damage to the tinwork was on the bottom chin section and to a

lesser extent the grille, which was behind this guard!

Most of the issues on the tinwork had come from the elements, but as the rot was quite clearly caused by the weather most of it would be repairable. I was pleased with this as the mudguards appeared to be bespoke and I imagine that finding hens' teeth would be easier!

CLEANING

When I started to remove the tinwork and fuel tank it exposed an extremely dirty engine, which needed a good wash off. The one part that washed up well was the bonnet, which was covered in green lichen from being stood outside.

Once this was blasted off with the pressure washer, the later-type decals could be seen. The silver strip that ran across the centre ridge of the bonnet on earlier 135s had been replaced with a much bigger decal above it – in a similar style to the 500 Series models. Also gone were the round 135 medallions, as '135' was now part of the main decal.

While the bonnet and decal were in good condition, the further I stripped this tractor down the more items I saw that needed addressing. Most notably the wiring which, looking behind the dash, revealed that it was more complicated than the British-built MF 135s I am used to, as all of the gauges are different.

Something else that became more apparent was the colour. While the tinwork was red, the skid unit was Flint Grey. This colour was first seen in the UK on the MF 35 and 65 models, but was later dropped in favour of Stoneleigh Grey. Due to the grime, the condition of the Flint Grey was good in certain areas, but not in others, so the skid unit was quite mismatched.

Having the tractor sandblasted totally transformed the look of it, from a dark, grimy look to a fresh, blank canvas. Before I sprayed the red oxide on I took a minute to have a look around the skid unit now it was clean.

As with all tractors after they have been blasted, all the numbers on the castings were more visible. Now I could see dating plates embossed in various places which had '77' in them and even under the

steering box the serial number was stamped. This was something I hadn't seen before, so either it was on the later 135 models or just the French-built examples.

CRUDE

The area that stood out the most was the brake rods. These had been crudely modified when the reduction box was fitted. Obviously, as the tractor grew in length so did the brake rods and someone had simply cut them in half and welded a flat band of metal the correct length to join them up.

The metal was thin and bent easily, as it didn't have the same strength that the rod had. It was while I was pressing the brake pedal to see how much they bent that I

noticed the one brake lever on the axle was seized, so this would need freeing off.

Other items had been lengthened a lot more neatly – such as the rods associated with the hydraulic quadrant. On this Vineyard model the quadrant is moved forwards, adjacent to the gear levers, as there is no room for it in the usual position of the standard-width models.

The first coat of paint was red oxide and was done as soon as possible after shot blasting to protect the surface. The abrasive always leaves the metal slightly rough, which is a perfect surface as it gives the paint a good key to adhere too.

As usual, I used Vapormatic red oxide, but when it came to the top coat I would have to use a different brand of paint – a

point I will touch on in a future issue.

There were very few mechanical jobs that were needed on Tim's MF 135 MkIII Vineyard. It started up and ran well, with no smoke and good oil pressure, there was also a strong mixture of anti-freeze – which was reassuring.

As with most of the Perkins AD3.152 engines that come to me, the front crank oil seal needed replacing and to be sure of a good seal I replaced the pulley too. New water and fuel lift pumps would also be bought as a precaution, as much as anything else.

* In the next issue I have a look at that seized brake lever and hope that there is nothing wrong with the oil-cooled, three-plate discs. ■



Creeper 'box

1 Having this reduction 'box, which appears to be produced by Four Wheel Traction Ltd., sandwiched between the gearbox and rear end is the reason for the tractor being longer.



Mudguards

2 The rear tyres are in quite good condition, as are the mudguards – which is lucky as they would be difficult to replace.



Good engine

3 Removing the bonnet revealed a dirty engine, but this Perkins AD3.152 starts and runs well – so no major work was required!



1977 model

4 The original commission plate was legible and told me the various serial numbers that date the tractor to 1977.



Spaghetti

5 Behind the dash it's a good deal more complicated than British-built 135s!



Trumpets

6 With the wheels and mudguards off I could really appreciate the shorter rear axle trumpets.



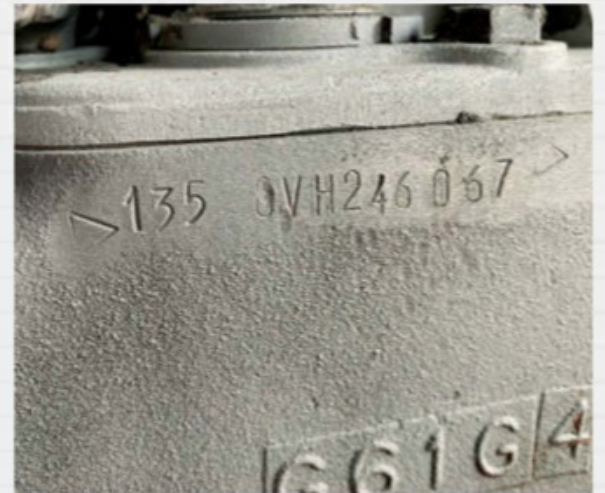
Detail

7 A morning spent sand blasting revealed more detail. The text on the creeper gearbox was now clearly visible.



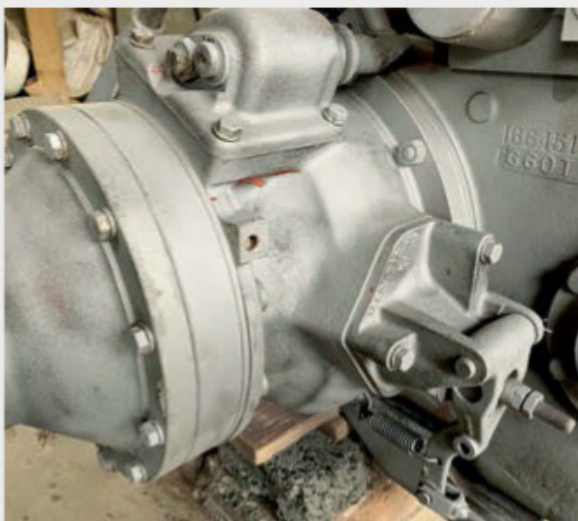
Points to address

8 Once the tractor was clean I could see more things that I wanted to address to make it look better, such as the brake rods.



Serial number

9 Another thing that became visible was the serial number that is stamped just below the steering box.



Brake mechanism

10 This brake mechanism needs to be freed off as it is seized, probably from standing.



Crank seal

11 Even with no involved mechanical jobs to attend to, I still replaced the front crank oil seal, as it appeared that the old one was leaking.



Crank pulley

12 Along with the seal, I always replace the pulley. Here the new and old are compared.



Red oxide

13 To protect the metal, a coating of red oxide was soon applied. The surface left by blasting provided the perfect key for the paint to adhere to.



Narrow

14 Looking at these front axle parts you can fully appreciate the narrowness of this MF 135 MkIII Vineyard.



Outer wheel centres

15 Anyone familiar with the MF 65 and 165 will notice how similar these outer rear wheel centres are, although smaller in diameter.

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Fordson E27N revisited

Andrew Hall continues working on his '47 E27N, undertaking some mudguard and air filter repairs.

DIFFICULTY
RATING



My Fordson Major E27N before work began, photographed when on a drive through the fields. It will have an earlier manifold fitted on completion of the work to suit the age of the tractor.

In the last issue I covered the adjustment of the brakes, having received a pair of new brake cables some time ago and I'm now satisfied with the operation of the brakes. I just now need to clean and refinish the brake covers and fit them before refitting the footplates.

The most recent tasks have been to repair the corrosion-damaged mudguards and sort a porous oil bath air filter bowl.

Way back when I first acquired my E27N, in 1986, I went in search of a pair of replacement mudguards, as the originals were badly corroded. After a long search I settled on a pair of mudguard tops from a scrap tractor in the yard of Doug Upton, a well-known tractor dealer in East Sussex at the time.

The mudguard tops were grafted to some fresh sheet metal forming the sides of the mudguards, which in turn were fitted to the original frames. These have lasted well over the last 37 years, but being original tops are more than 70 years old and have suffered some corrosion that needed attention.

AGENT'S PLATE

One of the tops carried a brass plate fitted by the original supplier, The Alton Motor Company of Alton in Hampshire. As my tractor had no evidence of its original supplier, I chose to retain the plate, which was screwed to the rear of the right-hand mudguard top. The quality of the brass screws was evident, when I removed them in preparation for repairing and repainting the

mudguards, and these will be refitted once again when the mudguards are finished!

PREPARATION

The dead paint and rust were sanded off each mudguard before attempting any repairs, as this would highlight where any damage existed. One of the mudguard tops had begun to break away from the side where the welding hadn't been too good in the past, so this was prised away from the side and cleaned up before drilling a series of holes in the fixing flange and plug welding with the MIG welder.

Recently it has been difficult to obtain Acetylene, and I haven't yet replaced my cylinder since it has become available again, as the price has risen quite a bit! ➤



Ready for repair

1 The rear mudguards have been off the tractor since 2015 and are well overdue some attention, as there is some corrosion around the tops.



Agent's plate

2 A brass plate, fitted to one of the mudguard tops I acquired, will be removed to carry out the necessary repairs.



Alton Motor Company

3 The mudguard tops came from a scrap tractor in Doug Upton's yard way back in the 1980s. This is the plate that will be refitted after repainting.



Sanding off

4 Each mudguard was completely sanded off in preparation for the repairs, to highlight any corrosion damage prior to welding.



MIG welding

5 After some preparation, any areas of corrosion damage were repaired using the MIG welder, as I currently don't have any Acetylene gas.



Large hole

6 A large rust hole, near to the location of the brass plate, needed cutting out and patching to make a sound repair.

HOLES

Holes had appeared near to where the brass plate is attached and required a patch to be made to repair the area, and other holes throughout the mudguards were dealt with progressively and ground back smooth ready for fresh paint.

The most difficult area to repair is where corrosion had split the rolled edge of the mudguard tops away, near to the edge. The metal was very thin when first made, and care was needed with the MIG torch not to burn through the edges of the damaged area.

Sometimes one can use a non-ferrous piece of metal as a heat sink to prevent the metal burning away, but in this instance it wasn't practical! The mudguards are now finished and ready for a good coat of primer and top coat.

AIR FILTER BOWL

Another item in need of attention has been the air filter bowl. I had noticed in the past when the tractor was in regular use that oil seemed to leak from the base of the bowl. An attempt had been made to repair it unsuccessfully, so now was an opportunity to revisit the bowl and see what I could do.

The inside of the bowl was de-greased, and the outside of the base stripped of paint to inspect the surface. The base was pitted and very sponge-like, with no obvious holes until I prodded it with a scribe. The question was, do I attempt to repair holes individually, or make a fresh bottom to fit onto the bowl?

Looking at the previous repair I decided to cut a circular piece of steel of similar gauge to the bowl and MIG

weld it to the base to form a double skin.

A circle was cut just less in diameter than the bowl to enable it to be welded around the circumference. Three 'G' clamps were used to hold the repair section flat onto the base of the bowl, and a ball-pein hammer used to tap the edge of the plate tight to the base.

A series of tacks was used whilst welding to avoid burning any holes in either the base or the repair section until the whole circumference was welded, followed by a full sanding of the base to blend the weld in around the edge. Hopefully it will now be oil-tight!

The oil bath air filter can now be painted and refitted onto the tractor. Further progress will be reported in the December issue of *T&M*. ■



Leaking oil bath air filter

7 The bowl of the air filter had been leaking oil for some time in the past, so required some attention to remedy this.



Previous repair

8 Evidence of a previous repair existed, but obviously wasn't adequate, so the whole base surface was...



Sanded off

9 ... sanded off to reveal any holes. The whole surface looks porous with no obvious holes until prodded with a scriber.



Fresh metal

10 A circle of fresh steel of the same gauge as the bowl was marked out on some spare steel to just smaller than the bowl diameter.



Cut to shape

11 The repair section was cut to the required shape and size before offering it into place ready for continuously welding to the bowl.



Clamped in place

12 After some tidying around the edges, the plate was clamped into place for welding. The edge was then tapped down flush.



Welded up

13 The plate was welded with the MIG welder using 0.6mm-diameter wire on a setting of four and done in a series of tacks to prevent burning through the bowl.



Smoothed off

14 The weld was then smoothed off with the grinder and traces of any original paint removed in preparation for refinishing in E27N blue.

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

Experts' advice

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



Ploughing with a TE-D 20

Q I bought a Ferguson TE-D 20 tractor last year and wish to purchase a plough to match the tractor, having seen them at working events and ploughing matches.

Prior to buying the tractor I had little experience of them, but since owning one have become quite familiar with the running and driving of it.

My intention is to gain some experience with a plough in order to enter some local ploughing matches, but could do with some advice on what to purchase and also some hints on matching the plough correctly to the tractor.

Michael Goodwin, via e-mail

A A Ferguson TE-20 and plough is a good start into match ploughing, as they are easy to drive, uncomplicated and easily transported to ploughing venues.

Regarding a suitable plough, the ideal model would be a two-furrow model equipped with general-purpose mouldboards for the best ploughing results. When considering a plough to purchase it is probably wise to buy a complete plough with both disc coulters and skimmers present, as purchasing these items separately can be expensive.

Look at the mouldboards' condition, especially at the front and rear, as they can wear very thin. Good points (or shares) are a bonus, but are the quickest part to wear on a plough and not too expensive to buy. Prices vary enormously, but aim at the best your budget can run to.

Regarding matching the plough to the tractor, if you have a two-furrow, 10-inch, general-purpose plough you need to set your tractor wheel widths (track widths) to 48 inches on both front and rear, and the plough cross-shaft needs to be adjusted to 9⁷/₈in from the left-hand side plough beam to the collar on the cross-shaft, where the left-hand lower link arm attaches.

Two types of top links are available – the standard Ferguson sliding top link or a turnbuckle (threaded) type. The standard top link should be adjusted with the notches in line for ploughing, but can be adjusted for differing soil conditions. The standard setting should allow front and rear bodies to plough to the same depth.

For more detailed information on setting a Ferguson plough, a manual is available and there's also a DVD to advise on setting one up!

Fordson Major Diesel

Q I own a Fordson Major Diesel, that has been repainted and in tidy condition. In the last few weeks I have noticed oil leaking from the hubs of the rear axle on both sides, which has coated the inside of the rear wheel rims. I am worried that the oil will damage the rear tyres and hope to sort it out as soon as possible.

I have checked the dipstick near to the gear lever and the level looks very high and well above the high mark of the stick. I haven't owned the tractor very long and I am still finding my feet rather with it.

I assume somebody has previously over filled the rear axle, which has leaked from the hubs. At this stage I am seeking advice, as I may attempt to repair the tractor myself, as I do have some mechanical knowledge, having worked on my cars in the past.

J Goodwin, via e-mail

A This is a common problem with Majors. It's unlikely that the

rear axle's been over filled. The oil for the gearbox and rear axle are separate, and we'd recommend you check the gearbox level, as the oil has most likely leaked from there into the rear axle compartment due to a failed output shaft seal.

The level of the gearbox oil is higher than the axle and if the seal fails the oil passes into the axle area and brings the level higher than the axle shafts, hence the leaks from the hubs.

The remedy is to split the tractor between the gearbox and rear axle to access the offending seal. You'll need some firm level ground on which to work on the tractor, some means of supporting it safely and ideally a splitting rail to enable the rear half to be wheeled away from the front.

The main gear lever has to be removed from the top of the transmission housing before splitting the tractor and all the oil drained from the rear axle. The PTO shaft also has to be removed through the rear of the tractor before unbolting the flange bolts around the housing.

Once split, the seal housing can be seen on the gearbox output shaft. There is a locking



ring that secures a sleeve that has to be removed before the oil seal retainer can be removed with the seal. It is worth inspecting the sleeve for signs of a wear groove where the seal had been in contact.

It can be removed and refitted the opposite way round to present a fresh surface for the new seal, if necessary, before refitting the locking ring. Reassembly is the reverse of dismantling, and you'll need a new gasket between the gearbox and rear axle.

The chances are that the hub seals have also failed. Replacement will require the hydraulic unit to be unbolted and lifted clear to access the

inner ends of the axle half shafts. The tractor will need supporting and both rear wheels removed first. The castellated nuts need to be unscrewed from the final drive gears to allow the half shafts to come out. The gears need to be wedged in place to prevent them slipping out of line whilst the shafts are out.

At the outer ends the oil seal housings need to be unstaked from the axle casings before withdrawing the shafts. To change the seals the bearings need to be removed, and it is easier to cut and sacrifice the old seal housings, as replacements aren't too expensive.

Massey Ferguson 3635



Q I've recently bought a 1991 MF 3635 and I am pleased with it. However, during the recent heatwave I couldn't get the air-conditioning to work, and the cab became unbearable.

I've not owned a tractor with air-conditioning before and would appreciate some advice on what to do, as I'd like everything to be working.
B Brownlow, Staffordshire

A There are various components that could be at fault, some

you may be able to check for yourself, such as the continuity of the wiring and electrical supply to the compressor clutch, and also the state of the cab air filter. Most agricultural engineers are able to check and rectify any faults in the system.

It may be that it has developed a leak in the pipework and has lost the refrigerant. A well-equipped and knowledgeable engineer will be able to diagnose, repair and recharge the system for you at reasonable cost.

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

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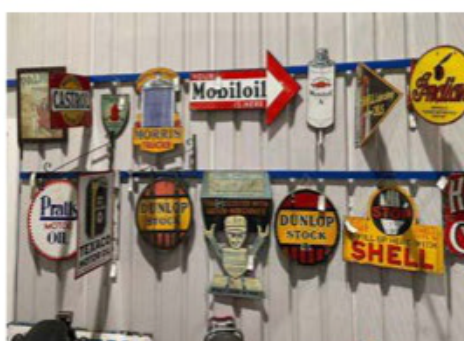


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YOUR REGULAR ROUND-UP OF WORLDWIDE AUCTION NEWS

TRACTOR MART

WELCOME!

Well, the autumn auction season is in full swing, with three sales in one day on 17 September, and reasonable prices in all

quarters. Some lots were cheaper than one would have hoped, but some were also higher than one would expect. Make of that what you will. There are certainly more

extremes in the market at the moment and, from what I can see, owners are expecting top money for their goods when in many cases the lot is not in the higher league.

All being well I will be in France during October to take in Tractomania, at Caussade, and this will enable me to gauge what is going on in mainland Europe too.



Southern Counties Auctioneers conducted the first Berwick St. John Country Fayre auction on Saturday 17 September.

Bonhams Goodwood

The Goodwood Revival sale on Saturday 17 September was delayed by a technical issue that crashed the Bonhams website, but

proceedings eventually got underway and the lot of interest to us was a restored (grade 5) 1959 Porsche Junior, in standard

wheelbase format, that sold for £14,375.

The sell-through rate was 67 per cent, but some impressive prices were achieved.



Porsche Junior reached £14,375.

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

Harrogate holds up well

On 20 August, Cheffins hosted its annual collective sale at the Great Yorkshire Showground, Harrogate, which consisted of 900 lots of vintage and classic tractors, agricultural machinery, vehicles and collectors' items. The sale grossed more than £500,000 and saw crowds from across the UK and Europe.

There were more than 140 vintage and classic tractors on offer, with highlights including a 1948 Field-Marshall Series II Contractors' model, which was in immaculate condition and had

previously won 'Best in Show' at the Carrington Rally and 'Best Series II' at the Marshall Golden Jubilee event. The tractor took the highest price on the day at £17,500, against an estimate of £10,000-12,000, when it sold to a Leicestershire-based collector. Similarly, a well-restored 1956 Porsche A133 tractor sold for £9,500.

The classics also saw high prices paid, including a grade 5 1964 MF 35X, that sold for £11,500, a 1969 MF 165 at £9,800 and an extremely well-restored (grade 5.5) MF 135 achieving an

amazing £16,500. A fine, original Ferguson TE-F 20 sold for a record £8,300.

Oliver Godfrey, head of the machinery department at Cheffins commented: "The Harrogate sale provided a fantastic day out and is a key date in the vintage and classic calendar. We saw large crowds on the day, with buyers from across the northern counties and further afield all heading to the Great Yorkshire Showground to join in the fun, as well as hundreds of bidders online. The market is clearly still going strong for both vintage and classic tractors."

Results (*record)

875 1975 Volvo 861 ADT artic dumper, 9.6, £3,000
878 1975 MF 148, HRB 717N, 5, £8,000
882 1940 JD L, 633197, 4.4, £2,400
883 1965 Ford pre-Force Select-O-Speed, KWX 637D, Sekura cab, very original, 3, £3,700
884 1938 JD D, unstyled, 140829, 4.6, £3,800
885 1939 Allis-Chalmers WC, 'V' front, needs resto, 1.8, £500
886 1964 Ford 6000 Commander, 4.4, £4,500
887 1944 Case SC row-crop, gas, 4.4, £1,200
888 1944 JD BN row-crop, 160589, single front wheel, 4.4, £1,600
889 1935 Oliver Hart-Parr 18-28, no. 105860, row-crop on pneumatics, 2, £500
890 1929 JD GP standard, 205666, good starter, 2/4, £2,400
891 1949 JD AR, 272021, with straight tinwork, electric start, 2/3, £1,600
892 1963 Fordson Super Major, ESU 889, very clean and tidy, 3, £6,200
893 1961 Fordson Dexta, USJ 649, very clean, 3, £4,800
894 1964 MF 35X, AVN 447B, very clean, 3, £11,500
895 1949 Field-Marshall Series II Contractors model, NVW 925, 5, £17,500*
896 1969 MF 135, nut and bolt restoration, 5, £16,500*
897 1956 Porsche A133, 1336035, 5, £9,500

898 1962 MF 35X Multi-Power, 2/3, £7,000
899 County 754, 75823, Boughton winch, blade and cab, 9.3, £12,800 +VAT
901 1966 MF 135, 2/3, £4,500 +VAT
904 1995 MF 6150, clean example, 9.8, £13,500
908 1978 MF 135, Duncan cab, WYG 209S, 2,389 hours, 2/3, £4,700 +VAT
909 1975 MF 148, narrow example, 3,948 hours, 2/3, £6,000
911 1996 MF 6150, P696 HRJ, one owner from new, 9.6, £11,300 +VAT
912 1977 Ford 8600, PBX 534R, with front weights, no cab, 2/3, £6,800
913 1978 MF 550, GBT 100S, MF 80 loader, 9.6, £7,000
914 1985 Marshall 604, C170 BDL, clean, 2,226 hours, £9,000 +VAT
916 1978 IH 374, XAO 264S, 3,112 hours, 9.4, £4,200
917 1971 IH 454 Hydro, SCT 982J, 2,705 hours, 9.4, £3,500
918 1983 IH 885XL, MMA 940Y, 4,715 hours, 9.8, £7,000
920 1975 DB 995, JRA 612N, 5,591 hours, clean, 3, £4,900
922 1955 Ferguson TE-F 20, older restored, 4.2, £2,600
931 1963 MF 35X, 6366 WF, restored, 5, £6,900
932 1969 DB 990, OTE 999G, 1462, 5, £6,000
933 1963 MF 35X, 4.5, £5,200
934 1954 DB 25C, 4.5, £2,300
935 1963 MF 203, 371 LBM, working condition, 4.4, £6,900

936 1968 MF 135, PKH 238F, restored, 5, £9,200
938 1950 Allis-Chalmers B industrial, the genuine thing, 4.5, £3,800
939 1941 Caterpillar D4, 7J6576, 4.7, £2,800
940 1983 Case 2090, A237 MEW, 9, £2,000
941 1969 MF 165, OTD 43G, restored, 5, £9,800
942 MF 135, restored, 5, £8,000 +VAT
943 MF 135, restored, 5, £7,600
949 1959 Nuffield 3DL, TYJ 878, 4.7, £3,200
950 1975 IH 946, JMO 238P, 9, £1,950
951 1950 Nuffield M4, FT 6984, 5, £4,400
953 1967 DB Selectamatic 880, JUF 615E, 4, £2,500
954 Ferguson TE-D 20, XVB 559, restored, Goodyear tyres, 4.7, £2,400
955 IH W-30, runs well, 2, £1,800
956 IH W-30, steel wheels, 2, £1,600
957 1952 DB Super Cropmaster, MDT 360, patina rest, 4.2, £4,800
958 Ford TW-30, 2WD, Q cab, 9.1, £4,800
959 Ford TW-10, 4WD, 9, £5,200
961 DB 1490, 2WD, 9, £2,200
963 1955 Fordson E1A Diesel Major, good, 4.6, £5,800
964 1956 Ferguson TE-F 20, original sup G Thompson, Beverley Ltd, 3, £8,300*
965 1971 MF 178, UNT 633J, original, 2/3, £6,000
966 1965 MF Super 90, Multi-Power, 3, £4,200



The award-winning Field-Marshall Series II Contractors model reached £17,500.



MF was the predominant marque and £11,500 would have got you this 1964 35X.



County 754, with all the timber gear, went to new pastures at £12,800.

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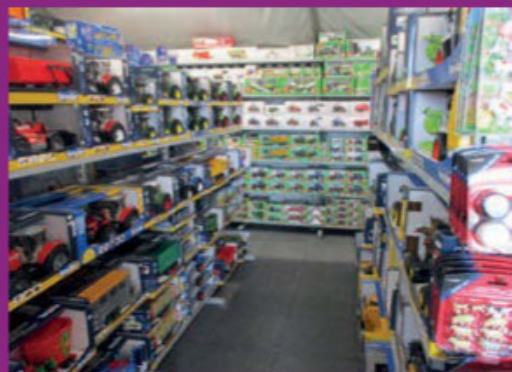
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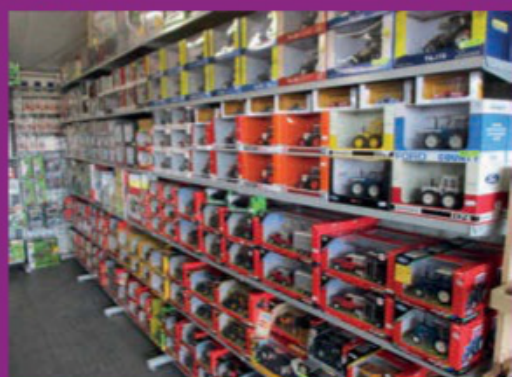
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Results (*record) continued

967 1989 Ford 6610, F194 EYG, with loader, 6,780 hours, 9.4, £10,000
 969 1969 Nuffield 3/45, SFU 224H, 2, £1,500
 970 1969 Nuffield 4/25, TAJ 382G, clean, 3, £3,000
 971 1979 MF 565, 4,727 hours, 9, £4,400
 975 1979 IH 955, KFE 65V, runs, 9, £4,500
 976 1980 IH 1055, EJO 755V, 9, £3,500
 977 1975 IH 946, NDN 193P, 9, £1,800
 978 1970 IH 3434 industrial, with front loader, 9, £800
 979 1977 IH 1046, VCH 498S, runs, so so, 9, £1,900
 980 1968 IH 3434 industrial, Wain-Roy, loader/backactor, 9, £900
 981 1967 IH B-2275, LOU 499F, Wain-Roy loader/backactor, 9.2, £1,500
 982 1967 IH 784, TEJ 565T, 5,937, hours, 9.2, £3,500
 983 1965 IH 434, very rough, 8.9, £450
 989 1978 IH 574, HDN 758S, with McConnel loader, 9.2, £2,500
 990 1977 IH 946, VVG 593S, 9, £1,800

992 1977 IH 946, URS 25S, 9, £1,900
 993 Ferguson TE-F 20, with loader, 1.8, £1,100
 994 DB 990, runs, so so, 1.8, £1,200
 995 DB 990, heap, 1.4, £450
 997 MF 595, with front linkage, 8.4, £2,000
 998 DB 996, 8.9, £1,800
 999 IH 374, 9, £2,800
 1000 Nuffield 10/60, 1.8, £1,600
 1001 DB Cropmaster, 1.8, £1,600
 1002 Fordson Super Major, UCT 121, 2, £2,200
 1003 Track-Marshall 70, 1.8, £1,900
 1004 1940 JD H, original, 12027, lovely, 3, £3,800
 1006 Nuffield Universal 3, 4, £2,500
 1007 1991 JD 4055 4WD, H925 JCV, 3,756 hours 10, £18,000
 1008 1974 MF 135, 2/3, £5,000
 1009 Ford 3000, 9.2, £3,200
 1010 Ford 5000, 9.2, £7,300
 1011 Track-Marshall 55, 1.2, £1,000

New collective

Southern Counties Auctioneers conducted the first Berwick St. John Country Fayre auction in conjunction with the bi-annual event held at Manor Farm, Berwick St. John, Wiltshire, Dorset, on Saturday 17 September.

The sale was made up of 600-plus lots, ranging from a faded Massey-Harris Dickie hay sweep at £100, to an older restored Roadless 115 at £20,000 and a shepherd's hut reputedly used by local author Thomas Hardy!

Significant steam interest featured an ex-DCC 1914 Aveling & Porter 10-ton steam roller (no. 8394) with current boiler paperwork and said to still be with original firebox. Bidding on the day reached £26,000, which was in line with the steam roller sold at the Welland sale in July, but it did not change hands.

Considerable interest was shown in the ex-Cornish Marshall traction wagon that

raised £14,400 after heated bidding, but was not hammered down.

The top tractor was the aforementioned Roadless 115 tractor, while a good-looking 1938 International 10/20 on steels sold to Somerset at £2,050. A Dorset-based first-time vintage buyer purchased a grade 4 Ferguson TE-D 20 at £1,500 and a 'ripe for restoration' grade 2 Ransomes MG5, sold with an accompanying Ransomes TS42A plough, was yours for £950.

A Saville-supplied IH B-450 crane, in grade 2 condition, has gone to a Wiltshire IH collector for £1,225, while a 1959, four-cylinder MF 35 with 2,619 hours on the clock sold for £2,000.

A 1965 Ford 4000 with 7,971 hours on the clock and in grade 2 condition moved on at £1,550 and an Allis-Chalmers B, FNK 836, in grade 1 condition, sold for just £450.



Roadless 115 was the top tractor at the sale at £20,000.



This Wiltshire family acquired this 1959 Massey Ferguson 35 for £2,000.

Honiton Hill sale



L-R: BOAT chairman John Harris, Brian Harris and Bill Vellacott MBE.

Kivells conducted the annual sale in conjunction with the Honiton Hill Rally at Smeatharpe Airfield on Monday 29 August.

Everyone was glad to see the return of this much-loved fixture, with the accustomed array of lots, including tractors, machinery and stationary engines. The affection is reflected in the fact that a number of the actual rally exhibits were bought for restoration from previous Honiton Hill sales.

One of the headlines was the recently refurbished BOAT (Bicton Overseas Agricultural Trust) MF 35, completed by students at Bicton College.

SNM 274779 had been donated by John Harris, chairman of BOAT, and he knew the tractor well as it worked on his dairy farm. It followed on from a Ferguson when the farm still used a couple of cart horses.

After frenetic bidding, Brian Harris, John's brother, was the winner at £7,200. There was no buyer's premium and all proceeds went to BOAT.

Results

1980 David Brown 1212, with loader, 4,187 hours, cab rough, MKH 468V, 2/9, £950
 1973 International 444, two-speed PTO, SYC 181L, 2/3, £1,700
 Ford 3000, rough tin work, 8,127 hours, very worn, 2/9.1, £750
 David Brown 880, good hydraulics, 1,985 hours, 8, £1,000
 Fordson Dexta, with loader, 1.6, £650
 Ferguson 35, SDM10859, 1.6, £800
 Ferguson TE-D 20, 250056, re-spray, tidy, 4, £1,100
 Ferguson TE-A 20, 40176, Perkins P3, 2, £1,150
 1986 Benford 2-ton straight-tip dumper, 2, £950
 Massey Ferguson 772 finger-bar mower, £300
 Ransomes 2-furrow mounted hydraulic plough, £140
 Ferguson 2-furrow plough, £110



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Jerred D Ruble

The late Jerred D Ruble was well known in the antique tractor and steam engine preservation scene in the USA. He was a very likeable man and I had the pleasure to meet and visit his collections. He was instrumental in the superb Heritage Park at Forrest City, Iowa, and the steam school associated with that location. He had the knowledge to gather the rare and hard-to-find and his interests were wide and varied.

The auction was full of early gas tractors, steam engines, gas engines,

impressive scale models, a huge assortment of parts and a fantastic literature and memorabilia collection that was concluded online on Thursday 8 September. The prices (see right) were strong for the major lots in the sale, especially in the spares department.

This was just part of the museum collection at Forrest City, which is owned by various private individuals besides Jerred, and still features stationary engines, veteran commercials and plenty more and is well worth a visit if you are in the area.



A very original Aultman-Taylor 30-60 (grade 2/3) was sold for £63,230. At least six have been sold on the market this year.



COD 13-25 is one of just five in 2/4 condition. It sold for £66,944.

Genuine Series I

The Bonhams Beaulieu Collectors' Motor Cars & Automobilia two-day sale took place on 9-10 September. It saw high prices for nearly every lot, with the vehicles sold on the Saturday.

There were one or two surprises along the way. The lot to interest us was no. 501, the 1951 Land Rover Series I, no. K79986, MPW 422, that had been entered with a number of desirable relics in similar condition from a deceased estate.

It was offered with its original buff logbook confirming that it was sold into the current family's ownership, in Norfolk, in August 1951. The Land Rover was transferred into its current ownership in 1954 and has resided on the same property and farmland ever since. The Land Rover was in quite a state, but the engine turned over.

Offered in need of total re-commissioning and sold strictly as

viewed, the vehicle was offered with a bill of sale, an original but tatty owner's handbook, a workshop manual and the old-style logbook.

At the time of the sale the current UK V5C registration document had not been found by the estate office. It went on to be knocked down at £17,250 and will need some considerable restoration before it's seen on the road again.



The Land Rover Series I only has 29,000 miles on the clock.

Tractor results (abridged)

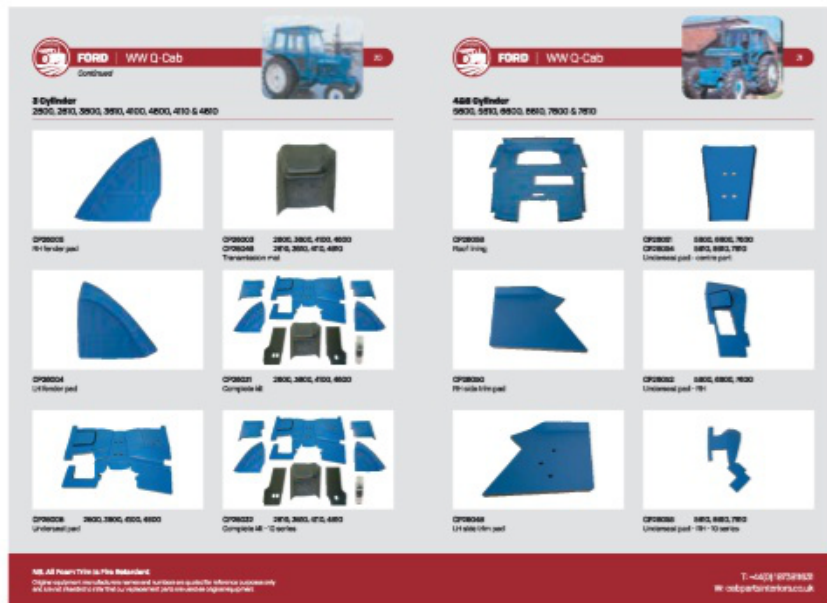
Avery 45-60, 2/4, £80,891 (\$91,350)
Avery 20-35, project, 2, £49,279 (\$55,650)
Aultman-Taylor 30-60, 2/3, £63,230 (\$71,400)
Aultman-Taylor 22-45, 4.7, £43,575 (\$43,575)
Little Giant Model B, 16-22, 5 £62,295 (\$70,350)
Gray 1-36 Drum Roll, 5, £62,295 (\$70,350)
COD 13-25, rare, 2/4, £66,944 (\$75,600)
Avery 12-25, 2/4.5, £52,991 (\$59,850)
Minneapolis Universal Farm Motor, 2/4, £42,764 (\$48,300)
Avery 25-50, 2/4, £38,576 (\$43,575)
Case 20-40, 2/3, £65,997 (\$74,550)
Minneapolis 30-50, 5, £58,550 (\$66,150)
Minneapolis 39/57, 5, £38,554 (\$43,575)
Minneapolis 17-30, 2/3, £3,110 (\$3,516)
Minneapolis 17-30A, 2/3, £7,059 (\$7,980)
Minneapolis 17-30B, 5, £7,988 (\$9,030)
Minneapolis 27-42, 2/3, £10,311 (\$11,655)
Twin-City 27-44, 2/4, £7,895 (\$8,925)
IHC Mogul 10-20, 2/4.5, £41,805 (\$47,250)
IHC Mogul 8-16, 5, £39,483 (\$44,625)
IHC Titan 10-20, 5, £15,047 (\$17,010)
IHC Junior 8-16, 2/4.5, £6,685 (\$7,560)
Big Bull 12-24, 2/3, £23,686 (\$26,775)
Little Bull 5-12, 2/4.8, £41,333 (\$46,725)
Yuba 20-35 crawler, 5, £43,187 (\$48,825)
Yuba 20-35 crawler project, 2, £13,965 (\$13,965)
Advance-Rumely 15-30, 6in model, 5, £9,937 (\$11,235)
Advance-Rumely OilPull 40-60Z, 2/3, £62,224 (\$70,350)
Advance-Rumely OilPull 30-60Z, 5, £42,266 (\$47,775)
Advance-Rumely OilPull 30-50Y, rare, 2/4, £22,568 (\$25,515)
Advance-Rumely OilPull 12-20K, 3, £35,305 (\$39,900)
Advance-Rumely OilPull 14-28H, 3, £33,447 (\$37,800)
Advance-Rumely OilPull 15-25L, 3, £14,029 (\$15,855)
Advance-Rumely OilPull 20-30W, 2/4, £13,097 (\$14,805)
Advance-Rumely OilPull 20-35M, 2/3, £14,862 (\$16,800)
Advance-Rumely OilPull 20-40G, 5, £25,079 (\$28,350)
Advance Rumely OilPull 25-40X, 2/4, £14,490 (\$16,380)
Advance Rumely OilPull 25-45R, 2/4.5, £26,008 (\$29,400)
Advance Rumely-6, 2/4, £9,009 (\$10,185)
Rumely DoAll, 5, £9,381 (\$10,605)
Allwork 20-40, 5, £23,680 (\$26,775)
Baker 22-40, nice, 4, £18,573 (\$21,000)
Case 25-45 Crossmotor, 2/3, £14,208 (\$16,065)
Case 9-18 Crossmotor, 5, £37,603 (\$42,525)
Case 25-45 Crossmotor, 6in model, 5, £12,163 (\$13,755)
Case 10-20 Crossmotor, 4.5, £21,626 (\$24,456)
Case 12-20 Crossmotor, 5, £5,293 (\$5,985)
Case 15-27 Crossmotor, 5, £20,708 (\$23,415)
Case 18-32 Crossmotor, 2/3, £4,642 (\$5,250)
Case 10-18 Crossmotor, 5, £8,444 (\$9,550)
Case 18-32 Crossmotor, 2, £3,481 (\$3,937)
Case 18-32 Crossmotor, 2, £3,528 (\$3,990)
Huber 12-25 Light Four, 3, £15,317 (\$17,325)
Eagle 22-45 H, 2, £32,028 (\$36,225)
Emerson & Brantingham 15-25, 2/3, £23,209 (\$26,250)
Greyhound 20-35, 2/4.5, £14,857 (\$16,800)
Hart-Parr 28-50, 2/4, £7,614 (\$8,610)
Hart-Parr 22-40, 2/3, £10,399 (\$11,760)
Hart-Parr 16-30 E, 2/3, £3,204 (\$3,623)
Hart-Parr 18-36, 2, £2,693 (\$3,045)
Heider 15-27 C, 2/3, £5,664 (\$6,405)



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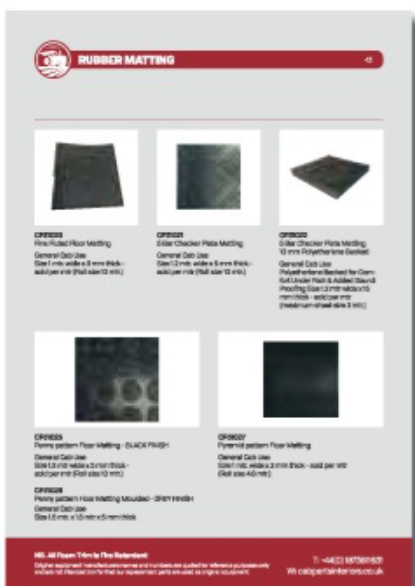
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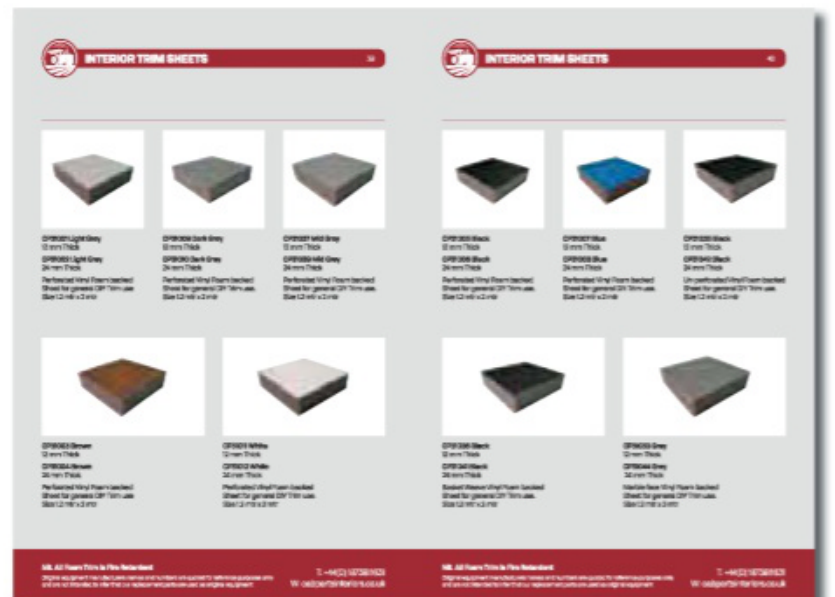
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Trevor Breakwell sale

On Saturday 17 September, Nock Deighton staged Trevor Breakwell's sale, as he was giving up the tenancy at Down Farm, Much Wenlock, Shropshire. There were approximately 100 people at the auction, which was a good, old-fashioned affair with no Internet bidding and no buyer's premium. Most of the tractors sold exceptionally well.



Grade 9.3 Case IH 895 sold for £7,300.

Results (abridged)

Fordson New Performance Super Major, 2/3, £4,250 +VAT
International Harvester B-275, 2/3, £2,700
International Harvester 434, loader, very clean, 2/3, £1,950
International Harvester 674, 2/9.3, windscreen missing, will clean up well, 2/3, £1,900
International Harvester 674, clean, 9.5, £4,000
Case IH 895XL, 9.3, £7,300
Case IH MX 135, 9.4, £13,000

Additional lots:

Ferguson FE 35, petrol/TV0, with alternator, 4.7, £3,000
Leyland 154, with cab, 2/9.2, £1,450
David Brown Cropmaster, GNT 988, clean but not exciting, good price, 2/3, £2,900
Massey Ferguson 3075, very clean, 10, £9,500

Holland sale

There was a huge crowd at the sale of well-known and much-liked agricultural dealer Graham Holland. It was conducted by H J Pugh & Co. and held on the edge of the little village of Urgashay, Somerset, on Saturday 17 September in glorious weather.

There were two sales taking place, made up of 1,150 lots, from parts to implements – modern and classic. It was similar when the 151 tractors and assorted equipment came up. The stock was not over glamorous, but most of it did run and quite a few had log books.

As expected, there was VAT to be added to much of the stock and many of the tractors were two-wheel drive machines and not the more desirable four-wheel drive variants that tend to fetch higher prices.

Fords are Graham's first love and they very much dominated at the auction, but there was something for everyone and they all went home happy.



The original-style 1962 Fordson Super Dexta sold for a good £3,800.

Results (abridged)

307 1962 Fordson Super Dexta, sup L F Jewell, 2/3, £3,800
308 1962 Fordson Dexta (early style), Lambourn-type cab, 805 EPX, V5C, 2/4, £3,000
310 Fordson E27N Major, p/TV0, no linkage, 2/4, £1,050
311 1948 Fordson E27N Major, 129 YUD, sup E Cotterill, V5C, 2/4, £2,800 +VAT
312 1954 Fordson KFD60 Major, 575 YUS, V5C, 5 £7,000
313 Fordson E1A Diesel Major, new tyres, 1.9, £3,000 +VAT
315 Fordson Super Major, original, clean and straight, 2/3, £3,800 +VAT
316 1959 Fordson Super Major, Winsam cab, 2/4, £3,200
318 1975 Ford 3000, V5C, yard scraper, 2/3, £3,400 +VAT
319 1975 Ford 3000, 4,485 hours, V5C, 2/3, £3,400
320 1965 Ford pre-Force 4000, Select-O-Speed, USA model, 3/2, £2,400 +VAT
321 1967 Ford pre-Force 5000, V5C, 4.6 £13,100
322 1963 Ford 6000 Commander, Select-O-Speed, 7,501 hours, V5C, 4.8, £7,400
323 1975 Ford 7000, Fieco cab, door missing, assistor ram, JYA 968N, V5C, 2/9.3, £19,500 +VAT
324 1982 Ford 6710, 2WD, 6,910 hours, DTW 742X, V5C, sup Ernest Doe, 9.2, £4,200 +VAT
325 Ford 6700, 2WD, 9,424 hours, Dual Power, diesel leak, 9.1, £5,100 +VAT
326 1977 Ford 5600, 2WD, 7,311 hours, PEX 236R, painted bonnet, Q cab, 9.3, £4,100 +VAT
327 Ford 6600, 2WD, Q cab, replacement engine, 3/9.3, £5,600 +VAT
328 Ford 6600, 2WD, Q cab, 3,991 hours, County f/w, sup W J Cooper, cab so so, 9.1, £5,000 +VAT
329 Ford 7600, Dual Power, 2WD, Q cab, pick-up hitch, sup C P Evinson Ltd, nice, 3/10, £8,800 +VAT
330 1990 Ford 5610 Gen III, 2WD, rebuilt engine, G987 NHE, V5C, £6,800 +VAT
331 1990 Ford 6410 Gen III, 4WD, 9,720 hours, G473 FWP, V5C, 9.4, £9,500 +VAT
332 1981 Ford 6610, 2WD, 4, 762 hours, Rubik's cube change, 9.2, £5,600 +VAT
333 1988 Ford 6610 Force II, 2WD, 7,787 hours, E533 KSL, V5C, 9.4, £7,000 +VAT
335 1986 Ford 6710, 2WD, C937 EYD, V5C, £6,900, Thrige F12 loader, 9.2, £6,900 +VAT
336 1989 Ford 7810 Force II, 2WD, 8,469 hours, F85 HRR, V5C, 9.7, £23,000 +VAT

337 1988 Ford 7810 Force II, 2WD, 9,497 hours, F555 YKH, V5C, 9.4, £11,000 +VAT
338 1989 Ford 7810 Gen III, 4WD, F845 EAT, V5C, front weights, twin assistors, 9.5, £20,000
341 1982 Ford TW-20, 4WD, BJT 55Y, V5C, 9, £5,600 +VAT
343 1983 Ford TW-25, 4WD, 7,957 hours, 9.2, £12,500 +VAT
344 1984 Ford TW-35, 4WD, V5C, 9.6, £18,000 +VAT
345 1992 Ford 7740, 2WD, painted, so so, 5, £12,500 +VAT
346 1997 Ford 7840 Dual Power, 4WD, 11,535 hours, P770 XNP, V5C, 9.5, £12,500 +VAT
349 2006 New Holland TM175, 4WD, DX06 UAL, V5C, 9.7, £15,500 +VAT
350 1961 MF 35, 566 XVS, 4, £6,200
351 1963 MF 35X Multi-Power, 187 RUO, V5C, 2/4, £7,000
352 MF 135, 4,601 hours, bitsa, 9, £3,400
353 MF 135, 5,158 hours, 2, £4,400 +VAT
354 MF 135, OOD 206M, cab frame, 2, £5,200 +VAT
355 1955 Ferguson TE-F 20, TSJ 773, V5C, 2, £2,300
359 Allis-Chalmers 20-35, original, 2/3, £3,200
360 Case C, no. 398952, 4, £2,200 +VAT
361 IH B-414, 6287 DF, 1.9, £2,000
363 IH W-9 Standard, p/TV0, 4, £4,700 VAT
365 1976 IH 454, 4,853 hours, V5C, 3/9.4, £3,700 +VAT
367 1979 IH 955, 5,638 hours, V5C, 9.1, £3,100 +VAT
368 1993 Case IH 856XL, with loader, V5C, 9.3, £8,000 +VAT
369 1996 Case IH 5150 Powershift, V5C, 9.8, £17,600 +VAT
370 1974 Leyland 245, 7 927 hours, POD 208M, no rear window, 2/9, £2,000 +VAT
371 1976 Leyland 262, 7,014 hours, pick-up hitch, RVL 113R, good, 2/3, £3,500 +VAT
372 1978 Leyland 272 Synchro, 2 799 hours, 2/3, £2,300
374 1977 Leyland 272, V5C, with loader, 9.1, £1,900
375 1983 Marshall 702, MIL loader, rusty, 9.1, £2,500
376 1956 Deutz 2L516, 2, £1,000
377 Fiat 80-90 4WD, filler everywhere, 9.2, £3,900 +VAT
378 1953 David Brown Cropmaster, 4.8, £6,200
379 1959 David Brown 900, 2/4, £1,900
380 1970 David Brown 990 Selectamatic 12-speed, Lambourn cab, TAM 920J, V5C, 2/4 £3,000 +VAT
381 1997 MF 4245, 4WD, 4,936 hours, 9.7, £14,900 +VAT
382 MF 698, 4WD, import, 9.6, £4,300 +VAT
383 1978 MF 590, 8,626 hours, with loader, 9.2, £4,300 +VAT
384 MF 565, 4,070 hours, so so, 9.2, £3,650 +VAT
385 1971 MF 135, Sekura frame, 2/9, £2,100 +VAT

OCTOBER

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

21 October

Collective Sale in conjunction with Gwilym Richards & Co.

Chepstow Racecourse NP16 6BE.
Greenslade Taylor Hunt.
Gwilym Richards
Tel: 01600 860300

21-22 October

Cambridge Vintage Sale.

Machinery Saleground CB26 2QT. Cheffins
Tel: 01353 777767

21-22 October

Auction – Bidding by Telephone, Internet & Commission Bids only.

Mathewsons
Tel: 01751 474455
mathewsons.co.uk

23 October

Toy Hall of Famer & Author Ray Crilley Kickoff Toy Collection Online Auction.

USA. Aumann Auctions
aumannvintagepower.com

26 October

Collective Monthly 'Online Only' Auction of Agricultural, Farm, Garage & Industrial Machinery, HGVs, Small & Large Plant.

Husseys
husseys.co.uk

27 October

Live Machinery Sale.

Lanark Agricultural Centre, Hyndford Road, Lanark ML11 9AX. Lawrie & Symington
Tel: 01555 662281

27 October

Auction of Farm Machinery & Equipment.

Nr Lincoln. Brown & Co.
Tel: 01603 598251

27 October

Fall Harvest Antique Tractor Auction.

Online bidding. Nokomis, IL, USA.
Aumann Auctions
aumannvintagepower.com

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

28 October

Machinery Sale.

The Gallops, Stanklyn Lane, Stone, Kidderminster DY10 4AR. Halls
Tel: 01562 820880

28 October

Online Auction of Peternell Family Classic Era Tractors & Implements.

Albany, MN, USA. Aumann Auctions
aumannvintagepower.com

29 October

Online Auction of Truck & Tractor Collection.

Online bidding. Alexandria, OH, USA. Aumann Auctions
aumannvintagepower.com

29 October

Collective Sale of Tractors, Vehicles, Farm Machinery, Agricultural, Horticultural, Plant, Building General Equipment.

The west Country Sales Centre, Five Bridges, Willand EX15 1QP. Stags
Tel: 01769 572042

29 October

Ed Moore Living Estate Auction.

3036 N Old State Road, Delaware, OH 43015, USA. Polk Auctions
polkauction.com

30 October

Online Auction of Early Boxed, Foreign, S-Wheel Drives & More Toy Collection of Ray Crilley.

Nokomis, IL, USA. Aumann Auctions
aumannvintagepower.com

31 October - 8 November

Online Timed Collective Auction of Farm Machinery & Effects.

Various farms in Devon, Dorset, Somerset & Wiltshire. Symonds & Sampson
symondsandsampson.co.uk

NOVEMBER

2 November

Online Sale of Tractors, Machinery, Plant & Commercial Vehicles.

Harrison & Hetherington
harrisonandandhetherington.co.uk

3 November

Auction of Farm Machinery & Equipment.

Nottinghamshire. Brown & Co.
Tel: 01603 598251

3-10 November

Campsea Ashe Timed Online Collective Auction.

Clarke & Simpson
clarkeandsimpson.co.uk

4 November

Machinery Sale.

Applegarth Mart, Northallerton DL7 8LZ.
Northallerton Auctions Ltd.
Tel: 01609 772034

4 November

Online Machinery Sale.

York Auction Centre
ylc.co.uk

4 November

Collective Machinery & Equipment Sale.

Ashford Market, Monument Way, Orbital Park, Ashford, Kent TN24 0HB.
Hobbs Parker
Tel: 01233 502222

5 November

Collective Sale of Farm Machinery, Associated Tools & Equipment.

Tyne Green, Hexham, Northumberland NE46 3SG. Hexham & Northern Marts
Tel: 01434 605444

5 November

Vintage Auction at Newark Vintage Tractor & Heritage Show.

On Site Biding Only. Newark Showground, Newark, Nottinghamshire NG24 2NY.
Brown & Co.
Tel: 01480 432220

6 November

Online Auction of the Crilley Custom, Cast Iron & More Toy Collection.

Nokomis, IL, USA.
Aumann Auctions
aumannvintagepower.com

7 November

Cambridge Machinery Sale.

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

7 November

Sale of Tractors, Quad Bikes, Commercial Vehicles, Implements, Machinery, Tools & Equipment.

Longtown Mart, Townfoot, Longtown, Carlisle CA6 5LY. C & D Auction Marts
Tel: 01228 791215

7-10 November

Collective Online Timed Auction of Agricultural Machinery.

Voyce Pullin
voycepullin.auctionmarts.com

12 November

Monthly live & online Machinery Sale.

Holsworthy Market. Kivells.
kivells.com

14 November

Online Auction of Tractors, Implements, Vehicles, Parts & More.

Albion, MI, USA. Aumann Auctions.
aumannvintagepower.com

15 November

Online Auction of Farm & General Machinery, Implements, Tools, Equipment, Timber & Miscellaneous.

Winestead, Hull HU12 0NH. Frank Hill
frankhillandson.co.uk

15 November

Online Auction of Signs, Toys & Memorabilia. Albion, MI, USA.

Aumann Auctions
aumannvintagepower.com

16 November

Thainstone Online Collective Sale of Plant & Machinery, Tractors, Farm Implements, Commercial, 4x4s, Trailers & Containers.

Aberdeen & Northern Marts
anmarts.co.uk

17 November

Online Collective Sale of Implements, Plant, Machinery etc.

Dingwall Highland Marts
dingwallhighlandmarts.com

17 November

November Online Timed Auction of Tractors, Vehicles, Diggers, Farm Machinery, Livestock & General Equipment.

Stags
stags.co.uk

17-19 November

Fall Premier Auction.

Bend Expo, 922 Mississippi Parkway, East Moline, IL 61244, USA. Mecum Auctions
mecum.com

24 November

Online Timed Implement Sale.

Lawrie & Symington
lawrieandsymington.com

25 November

Online Timed Machinery Collective Auction.

Edward Buckland
edwardbuckland.co.uk

25 November

Machinery Sale.

The Gallops, Stanklyn Lane, Stone, Kidderminster DY10 4AR. Halls
01562 820880.

If you plan to attend any of these sales, do let us know what you thought and if you bought anything that would interest us.

Please e-mail: peter.love@kelseymedia.co.uk or tel: 01323 833125

Please note: Due to Covid-19, auction details are constantly changing. To avoid disappointment, we advise that you check the details listed with the company conducting the sale before making arrangements to view and/or bid online/attend in person.



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HARVESTER.....£250.00



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CARGO T955 TELE HANDLER£50.00



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"SUSTAINABLE TRACTOR OF THE YEAR"
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HOLLAND T6.280 BLUE POWER.....£52.00



UNIVERSAL HOBBIES 6363 1:32 SCALE NEW
HOLLAND T7.190 "AUTO COMMAND" ...£58.00



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UNIVERSAL HOBBIES 6312 1:32 SCALE MASSEY
FERGUSON 575 2WD (GREY CAB).....£60.00



UNIVERSAL HOBBIES 6311 1:32 SCALE MASSEY
FERGUSON 575 2WD (RED CAB).....£60.00

PART D-F

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.





Emerson Brantingham Big Four 20-35 sold on 1 October for a record £164,834.



Farmall F-12/14 prices have their good days and bad. This one sold for £1,600 in July.



This 1946 Field-Marshall Series 1 (grade 2/4.7) sold for £9,200 in April.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
DUTRA							
D4K 4 x 4	1963-69	£2,300	£3,600	£5,300	£3,800	£6,100	NA
D4P 4 x 4	1968-72	£2,500	£2,900	£5,700	£4,300	£7,800	NA
EAGLE							
F12-20/22/F16-30	1916-22	£8,900	£16,900	£34,000	£22,400	£36,000	£39,000
H13-25	1922-30	£8,700	£14,200	£30,000	£21,800	£35,000	NA
H20-35/20-40H22-45	1922-32	£10,000	£17,000	£22,000	£28,570	£32,000	NA
EICHER							
ED50	1957-59	£1,500	£2,100	£4,000	£2,800	£4,000	NA
ED16	1953-57	£800	£1,300	£2,900	£1,900	£2,900	NA
Puma Standard	1960-62	£1,200	£1,900	£2,950	£2,800	£4,200	NA
Puma Narrow ES200	1960-61	£1,400	£1,800	£2,500	£2,900	£4,000	NA
Puma 1&2 Narrow	1961-70	£1,500	£2,000	£3,000	£3,900	£4,100	NA
ELECTRIC WHEEL COMPANY							
Allwork 16-30	1924-26	NA	NA	£27,178	£21,000	£28,400	NA
EMERSON BRANTINGHAM							
Big Four 30 & Gas Traction C	1910-20	NA	£57,500	NA	£68,300	£251,644	£271,000
Big Four 20-35	1913-21	NA	£38,000	NA	NA	NA	NA
12-20L (three-wheeler)	1916-17	NA	£33,745	NA	£55,000	£91,856	NA
12-20Q	1917-20	NA	NA	NA	£24,000	NA	£27,230
12-20 AA	1918-28	£8,000	£9,803	NA	NA	£20,969	NA
15-25 KK	1919-28	£5,500	NA	NA	NA	NA	NA
EVA							
EVA Force 5000 Belgium	1968-71	£2,900	£3,900	£6,900	£5,800	£6,400	NA
EVA Force 5000 Belgium(4WD)	1968-71	£4,200	£5,100	£7,100	£5,200	£7,900	NA
EVA Force 5095 Belgium	1971-75	£3,200	£4,100	£7,600	£4,950	£6,200	NA
EVA Force 5095 Belgium (4WD)	1971-75	£4,200	£5,100	£7,900	£4,950	£6,900	NA
EVA 7400 Belgium	1975-77	£4,100	£5,200	£8,300	NA	£7,850	NA
FAHR							
D180H	1954-59	NA	NA	£4,100	£2,900	£3,100	£4,700
D177/S	1958-61	£750	£1,400	£2,800	£3,100	£3,400	NA
FAIRBANKS MORSE							
15-25/15-30	1910-15	NA	£142,000	£175,000	£235,000	£249,000	NA
FARMALL							
Regular	1924-32	£1,200	£1,800	£2,800	£2,100	£4,200	NA
F-12	1932-38	£800	£1,800	£2,600	£2,100	£3,100	NA
F-14	1938-39	£900	£1,300	£3,100	£2,300	£2,900	NA
F-20	1932-39	£1,100	£1,650	£2,800	£2,600	£3,400	NA
F-30	1931-39	£1,100	£1,700	£2,300	£1,900	£2,800	NA
A/AV	1939-47	£950	£1,300	£2,100	£2,200	£3,400	NA
Super A	1947-54	£900	£1,300	£2,600	£1,900	£2,700	NA
B/BN	1940-48	£1,600	£1,700	£2,900	£2,900	£3,400	NA
H/HV/N Three-wheeler	1939-53	£1,100	£1,400	£3,500	£2,900	£3,800	NA
H/HV	1939-53	£650	£2,900	£3,300	£2,100	£3,700	NA
H Perkins P3	1939-53	£350	NA	NA	£3,200	£3,900	NA
M/MV	1939-53	£910	£2,400	£3,500	£2,600	£5,500	NA
M Perkins L4	1939-53	£400	£1,800	NA	£3,500	NA	NA
M Sheppard 6M diesel con	1950-53	NA	NA	£6,150	NA	NA	NA
M Three-wheeler	1939-53	£1,450	£1,700	NA	£2,500	£3,200	NA
BM	1949-54	£950	£1,900	£3,500	£2,000	£3,800	NA
Super M	1952-54	£1,050	£1,850	£3,900	£2,300	£3,600	NA
Cub	1947-79	£850	£1,300	£1,900	£1,900	£2,900	£3,100
Cub/Super Cub (French version)	1948-63	£800	£950	£1,400	£1,850	£2,300	NA
Super MTA Diesel	1954	NA	NA	NA	£2,000	NA	£10,400
Super MV hi-clear	1953	NA	NA	NA	NA	NA	£37,200
BMD	1952-53	£900	£1,500	£4,300	£2,300	£3,100	NA
Super BM	1953-59	£950	£2,400	£4,000	£3,900	£5,300	NA
Super BM 3-wheeler	1953-59	£1,800	£2,300	£3,600	£3,100	£3,900	NA
Super BMD	1953-59	£880	£2,400	£3,800	£4,600	£6,300	NA
Super BM Coronation (gold)	1953	£1,800	£3,400	£5,100	£5,200	£6,400	NA
Super FCC (French)	1949-55	£950	£1,200	£2,000	£2,600	£2,800	£3,500
C/Super C	1948-54	£1,000	£1,700	£2,300	£2,500	£2,900	NA
Super FC	1946-53	NA	NA	£1,800	NA	£2,850	NA
234 FD diesel	1953-58	£800	£1,100	£2,000	NA	£2,300	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
FU236	1958-60	NA	£2,000	NA	NA	NA	NA
100/300	1953-56	£1,000	£1,600	£2,800	£2,000	£2,600	NA
400/450	1954-58	£1,300	£1,900	£2,900	£2,400	£5,100	NA
B450 RC	1959-69	£1,900	£3,800	£7,100	£9,100	£6,200	£12,100
FENDT							
Dieselross	1953-58	£1,800	£1,900	£3,400	£2,600	£3,800	NA
Diesel 10B Vineyard	1963-68	NA	NA	£1,550	NA	NA	NA
Favorit 1	1958-63	£1,560	NA	£2,800	£2,900	NA	NA
Favorit 2 (FW150)	1963-67	NA	£1,850	NA	£2,900	NA	NA
Farmer 1 (FL131)	1963-67	NA	£2,400	£3,600	NA	NA	NA
Farmer 2 DE (FW228)	1968-70	NA	£3,200	NA	NA	NA	NA
Farmer 200s	1972-82	NA	£3,100	£4,200	NA	NA	NA
F20G	1951-56	£1,200	£1,400	£4,000	£2,300	£3,400	NA
F28	1952-59	£1,400	£1,800	£3,500	£2,300	£4,000	NA
Farmer 1 (FW237)	1958-61	NA	NA	NA	£2,100	NA	NA
Dogcart F220GT/ 225/231/250	1958-84	£1,500	£1,900	£3,800	£3,200	£6,800	NA
FERGUSON							
Ferguson-Brown	1936-37	£9,500	£18,500	£33,000	£26,400	£33,000	£37,500
Ferguson-Brown	1936-39	£8,800	£18,000	£34,000	£27,500	£38,400	£34,000
Ferguson-Brown Industrial	1936-39	NA	NA	NA	NA	£16,900	NA
TE-20	1946-48	£650	£1,100	£5,500	£3,700	£4,100	£4,800
TE-20 Narrow	1946-48	£820	£1,100	£3,600	£3,200	£4,300	£NA
Perkins P3 Conversion	1946-48	£1,200	£2,100	£4,800	£2,700	£4,100	NA
TEA-20	1947-56	£650	£900	£4,900	£2,900	£5,400	£5,800
TEA-20 half-track	1947-56	NA	£3,500	NA	£5,000	£6,400	NA
TO-20	1948-51	£800	£1,200	£3,500	£2,600	£3,700	NA
TED-20	1949-56	£650	£990	£5,200	£1,900	£4,250	£4,100
TED-20 full-track	1949-56	NA	NA	NA	£5,500	NA	NA
TED-20 Twose roller (complete)	1953-56	NA	£8,300	NA	£17,500	£23,000	NA
TEF-20	1951-56	£950	£1,900	£5,200	£2,800	£4,900	£6,600
TET-20 industrial diesel	1951-56	NA	£1,950	NA	£3,800	£5,900	NA
TEE-20 narrow p/p	1949-56	£850	£1,500	£3,600	£2,700	£3,900	£4,100
Perkins P3 Conversion	1946-56	£900	£1,200	£3,900	£3,200	£3,600	£4,400
Reekie narrow/fruit tractor	1948-54	£1,200	£2,580	£4,500	£5,000	£5,250	£6,900
Lenfield conversion	1948-56	£950	£1,650	£4,200	£2,400	£3,400	NA
TEL-20 vineyard p/p	1952-56	£900	£1,600	£4,400	£4,800	£4,900	£5,100
TEK-20 vineyard petrol	1952-56	£920	£1,100	£4,250	£2,900	NA	£4,350
TEP-20 petrol industrial	1952-56	NA	£2,100	£4,100	NA	£6,200	NA
TEE-20 narrow	1951-56	£950	£1,400	£3,900	£3,600	£4,200	NA
TO-30 USA built	1951-54	NA	NA	£3,600	£3,000	£4,100	NA
TO-35 USA built	1954-57	NA	£2,800	£3,400	NA	£5,250	NA
FE-35 Grey & gold (diesel)	1956-57	£900	£2,300	£5,200	£4,100	£6,400	£7,400
FE-35 Grey & gold (p/p)	1956-57	£850	£2,000	£3,900	£3,400	£5,900	£7,000
FE-35 Grey & gold vineyard	1956-57	NA	£3,900	NA	NA	NA	NA
FE-35 Grey & gold Petrol	1956-57	NA	£3,100	NA	NA	NA	NA
FE-40 USA built	1956-57	£1,400	£1,500	£4,600	£2,900	£3,900	£6,200
FE-40 Hi with implement	1956-57	NA	2,400	NA	NA	£6,200	NA
FIAT							
702 703A/B 702A 702B 702BN	1919-25	£11,200	£26,500	£41,500	£35,000	£43,000	£45,000
700 700A 700B 700C 700D	1926-52	£9,550	£13,500	£24,000	£22,000	£24,000	NA
55 55R crawler	1951-55	£1,000	£2,200	£3,800	NA	NA	NA
25C crawler	1951-55	NA	£1,500	£2,400	£1,500	£2,500	NA
411R	1958-64	NA	£1,800	NA	NA	NA	NA
18	1958-62	NA	£1,400	NA	NA	NA	NA
21	1958-62	NA	£1600	NA	NA	NA	NA
211RB	1959-64	£950	£1,200	£2,900	£2,000	£3,200	NA
605C Crawler	1964-84	£850	NA	£5,750	£4,800	NA	NA
750 & 750S	1967-75	NA	£1,900	£2,750	NA	NA	NA
850	1971-77	NA	£1,050	NA	NA	NA	NA
880 (4WD)	1975-84	NA	£2,900	NA	NA	NA	NA



£28,500 was paid for this clean, original 1981 Fiat 44-28 in April.



Prices are up and down for FE 35s. Expect to pay **£3,200-6,000** for a restored diesel.



This original Fordson F, with CLM diesel engine, sold for **£3,800** on 1 October.

1000 Super	1976-80	NA	£2,100	£4,750	NA	NA	NA
130-190 Turbo DT (4WD)	1984-90	NA	£6,200	£12,850	£8,400	£10,750	NA
FIELD-MARSHALL							
Marshall 12/20 M	1937-45	£10,900	£17,300	£23,000	£17,900	£24,500	£28,000
Series 1	1945-47	£5,700	£8,600	£12,400	£8,900	£10,500	£12,700
Series 1 Contractor Mk2	1945-47	£7,900	£12,600	£16,900	£14,500	£17,500	NA
Series 2	1947-49	£6,800	£9,100	£12,200	£9,500	£10,200	£14,200
Series 2 Contractor	1947-49	£8,900	£10,500	£14,900	£11,900	£17,500	NA
Series 3	1950-52	£7,200	£13,400	£10,400	£17,800	£12,500	£28,500
Series 3 Contractor	1950-52	NA	NA	£10,500	£18,300	NA	NA
Series 3A	1952-57	£8,900	£15,200	£24,000	£25,000	£21,900	£26,500
MP6	1956-61	£21,000	£36,100	£80,500	£45,900	£63,500	£68,200
FORDSON/FORD							
F MOM & USA market	1917-18	£2,800	£7,900	£17,400	£8,100	£21,000	NA
F USA	1918-23	£950	£2,700	£10,700	£4,950	£12,400	NA
F Irish	1919-23	£1,800	£2,900	£11,400	£3,700	£9,800	NA
F Irish	1923-28	£1,400	£2,800	£10,900	£6,900	£9,100	NA
F USA	1922-26	£1,350	£1,800	£5,500	£3,800	£6,300	NA
N Irish transition	1928-32	£1,600	£3,800	£7,000	£8,500	£9,600	NA
F Trackson F (high sprocket)	1922-28	£3,200	£4,900	£6,300	£6,200	£9,200	NA
F Trackson D (equal sprocket)	1923-28	£3,200	£5,200	£7,100	NA	£7,900	NA
F Hadfield-Penfield Rigid Rail X	1922-28	£5,000	£6,800	£10,500	NA	NA	NA
Model T Eros Farm Conversion	1915-26	NA	£5,900	NA	£9,200	NA	NA
Model T Moxan Farm Conversion	1924-31	£3,600	NA	NA	NA	NA	NA
Model T Doodlebug	1912-26	NA	£3,900	NA	£6,200	NA	NA
Model T Road Roller (British made)	1918-26	NA	NA	NA	£2,750	£4,200	NA
F-N Perkins P6 conv	1924-45	NA	NA	NA	£6,600	£12,200	NA
N Perkins L4 conv	1928-45	NA	£4,100	NA	£7,600	£7,800	NA
N Perkins 270 conv	1928-45	NA	£4,300	NA	£4,100	£5,800	NA
N with French SLM2-eng	1934-39	£1,800	NA	£5,100	£4,400	£5,300	NA
N with Perkins Leopard Mk1/2	1937-45	NA	NA	NA	£14,200	NA	
N Waterwasher blue	1933-37	£750	£1,800	£4,600	£2,200	£3,800	£4,900
N Orange	1937-40	£650	£1,450	£3,700	£1,900	£4,200	£4,400
N Green	1940-42	£600	£1,150	£3,800	£1,620	£2,100	£4,700
N Utility Green	1943-45	£690	£1,300	£6,800	£1,800	£3,200	£4,300
N Rowcrop (All-round)	1936-45	£2,300	£2,900	£7,600	£4,900	£6,700	NA
N Narrow Hop Garden Kent conv	1933-45	£1,200	£2,800	£4,800	£3,800	£4,400	NA
N Industrial various	1933-45	£1,000	£2,100	£5,500	£2,900	£4,100	NA
F/N Galion Road Roller	1922-34	NA	NA	£5,200	NA	NA	NA
F Galion Road Grader	1922-28	NA	NA	£4,900	NA	NA	NA
N Greens Road Roller	1940-44	£1,200	£1,900	£3,800	£2,800	NA	NA
N A/B PT4 Road Roller	1940-44	£1,200	£1,900	£3,800	NA	NA	NA
N RAF Industrial	1938-45	£1,400	£2,600	£7,600	£4,100	£5,900	NA
Fordson N Dungle Dozer	1943-46	NA	NA	NA	£13,200	NA	NA
9N Ford Ferguson	1939-42	£1,000	£2,100	£3,800	£2,900	£5,100	£6,200
2N Ford Ferguson	1942-47	£950	£4,800	£3,700	£2,400	£5,300	NA
2N Ford Ferguson Perkins P3 conv	1942-47	NA	NA	NA	NA	£6,000	NA
2N Ford Ferguson Funk Flathead-6 conv	1942-47	£4,800	£5,100	NA	£10,200	£14,500	NA
2N Ford Ferguson Funk V-8 conv	1942-47	£4,900	£8,200	£27,500	£15,100	£22,500	NA
2N Ford Ferguson Tug	1943-45	NA	NA	NA	NA	£6,700	NA
8N Ford Ferguson	1947-52	£1,300	£1,750	£3,200	£2,100	£5,400	£7,200
8N Ford Ferguson V-8 conv	1947-52	£3,200	£5,700	NA	£8,400	£11,600	NA
Jubilee	1952-54	£1,300	£1,650	£4,200	£3,200	£5,340	NA
6-900	1954-57	£1,100	£2,100	£3,600	£3,100	£3,900	NA
E27N petrol-paraffin	1945	£750	£950	£4,250	£1,800	£2,500	£3,900
E27N petrol-paraffin	1946-48	£750	£950	£3,900	£1,800	£2,400	£3,100
E27N Industrial p/p	1945-52	£1,000	£1,600	£4,200	£2,600	£3,000	NA
E27N p/p low gear	1946-52	£350	£900	£2,100	£2,100	£3,100	£3,900
E27N p/p high gear	1949-52	£950	£1,100	£4,600	£2,400	£3,400	£4,100
E27N Perkins P6	1948-52	£1,900	£3,600	£10,500	£8,600	£9,400	£10,600
E27N Perkins L4	1945-52	NA	£2,100	£3,900	£4,900	£8,600	NA
E27N Hopgarden-Narrow p/p	1946-52	NA	NA	NA	£7,900	NA	NA
E27N p/p rowcrop Bettinson conv	1946-52	NA	NA	£6,900	£4,800	NA	NA
Major E1A petrol	1951-58	£900	£1,500	£4,200	£3,200	£4,100	NA
Major E1A diesel	1951-57	£950	£1,750	£5,500	£3,100	£4,400	£7,900
Major E1A diesel industrial	1951-57	£820	£1,650	£4,200	£2,900	£4,100	NA
Major KFD 52in narrow	1952-54	£2,400	£3,800	£6,900	£5,900	£8,720	NA
Major KFD 58in narrow	1954-60	£1,900	£2,800	£5,100	£3,900	£7,200	NA
Major KFD 68in narrow	1952-64	£1,800	£2,600	£5,800	£4,300	£6,900	£12,500
Major E1A Mk2 Live-drive	1957-58	£950	£1,750	£4,250	£3,400	£6,600	NA
Power Major	1958-60	£980	£1,800	£4,100	£3,200	£4,800	£5,300
Power Major Industrial	1958-60	£970	£1,900	£4,500	£3,600	£3,800	£5,900
Power/Super Major Hydrostatic	1958-65	NA	NA	£4,500	NA	NA	NA
Super Major	1960-62	£980	£2,100	£12,650	£2,600	£5,100	£10,100
Super Major Industrial	1960-62	£1,600	£2,300	£5,500	£4,100	£5,500	NA
New Performance Major	1963-64	£1,200	£2,600	£7,900	£4,200	£7,100	£10,600
New Performance Major Industrial	1963-65	£2,100	£2,900	£5,900	£5,400	£6,100	NA
NP Indust Aveling/B grader	1962-64	NA	£3,500	NA	£4,500	NA	NA
Major 6-cyl conversion	1952-64	£2,000	£3,600	NA	£3,400	£6,600	NA
Dexta	1958-60	£750	£1,300	£5,200	£2,600	£5,800	£7,300
Dexta	1960-62	£850	£1,475	£5,400	£2,400	£5,100	£6,900
Dexta Special old style pan export	1962-64	£920	£1,700	£5,200	£2,600	£4,100	£6,400
Super Dexta	1962-3	£950	£1,800	£4,900	£2,800	£5,200	£6,100
Dexta petrol (older style)	1958-64	£950	£1,900	£2,900	£3,100	£3,400	£3,900
Super Dexta New Performance	1963-64	£1,150	£2,600	£5,600	£5,800	£6,100	£8,250
Super Dexta NP petrol	1963-64	£1,400	£2,100	£3,300	NA	£4,900	NA
Dexta vineyard-narrow	1959-62	£950	£1,950	£5,100	£3,400	£5,100	NA

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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 WF

£2,600. From the late derek fildes collection fully restored V.5 Electric start an excellent example. Please call 01743 790747, West Midlands.

116336

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1925, £700. 2 1/4 hp and duel fuel. Please call 01773522916 , East Midlands.

116099

BAMFORD OV 3



£650. Bamford OV 3 rated 5hp date 1936. Please call 07967 878111, South East.

116736

BAMFORD TROLLEY



£450. Trolley, it will fit a Bamford OV, SV or a SG engine. Please call 07967 878111, South East.

116737

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

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£1,600. 2 Bristol 25 crawlers, spares or repair, Perkins Diesel engines, both non runners through standing. 1 with 3 point linkage, 1 with dozer blade. Collection mid Cornwall hiab needed. Please call 07973 133776, South West.

115843

CASE C



POA. Case C lovely restored running tractor no frost damage. Please call 07855399487, South West.

115788

CASE C



POA. Case C nice original tractor starts runs drive. Please call 07855399487, South West.

115792

CASE 500



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

115967

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CASE S



CASE S very nice restored tractor starts and runs extremely well has v5 paperwork tel jason daytime 07855399487. Please call 07855 399487, South West.

116278

CASE C



£3,000. case c one of the last built starts runs drives £3000 tel jason daytime 07855399487. Please call 07855 399487, South West.

116280

CASE C



CSAE C a nice restored tractor on new tyres starts runs drives tel jason daytime 07855399487. Please call 07855 399487, South West.

116281

CASE-IH 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

CROSSLEY GAS ENGINE



POA. Crossley gas engine. info@pietverschelde.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

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.

116398

BROWN CROPMASTER VAL 1C



1949, £4,500. David Brown Cropmaster Val 1c. Complete restoration in 2014. No cracks in block. Please call 07980 639052, South East.

115928

DAVID BROWN 4X4



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

115955

DAVID BROWN 780 NARROW



1970, £2,750. Mechanically spot on, engine instant start with no smoke, oils and filters changed. Hydraulics operational, valve block rebuilt, just needs cosmetic work. Selectamatic with live drive 1970. No V5 but has old tax disc with reg. Please call 07714573053, South East.

116255

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DEUTZ F1M414



POA. Deutz F1M414 – 1950 – good runner. Please call 32 56 61 62 60 , Rest of the world. (T)

115958

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 SINGLE FURROW PLOUGH

£150. Ferguson Single Furrow Plough, very little use, good condition. Please call 07842777408, East Midlands.

116354

FERGUSON TEF 20



1953, £800. Ferguson TE -F 20 diesel, non runner in derelict condition having not been used for many years. Please call 01767 683197, East of England.

116785

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 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 TEF 20



1953, £800. Ferguson TE -F 20 diesel, non runner in derelict condition having not been used for many years. Please call 01767 683197, East of England.

116210

FIELD MARSHALL SERIES ONE



£9,000. Barn Find in running order. Please call 07707834833, Yorkshire and the Humber.

115799

FIELD MARSHALL FIELD MARSHALL MK1 S 2



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116275

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116396

FORD THAMES TRADER BULKER LORRY



1960, £17,000. 1960 Ford Thames Trader Bulker Lorry. In good running condition. Please call 01327 260620, East Midlands.

116402

FORD DEXTER

1963, £3,500,000. Last used 6 years ago, ex farm con with log book. Please call 01440820047, East of England.

116775

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 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

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.

116368

FORDSON DEXTA



1960, £4,495. I have for sale a Fordson Dexta 1960. This tractor is in very original condition as it has been in the south of France all its life. works as it should and a very sweet engine. All tyres are good. The most recent work it has had is a new dual clutch and steering box parts. Please call 07787882204, North East.

116391

FORDSON MAJOR DIESEL



1956, £3,000. Built Christmas Eve 1956 Serial No 1412056. Sold January 1957 from Bristol Street Motors, Portway Redditch to a local farmer. Used by one farmhand who bought it when he retired. Purchased by me 20 years ago. Please call 07513331763, West Midlands.

116399

FORDSON N



£1,550. POA. Fordson N none runner ideal for farm entrance or children's playground. Please call 0785 5399487, 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

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FORDSON MAJOR



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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 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

FORDSON



FORDSON ideal for farm entrance or playground engine is stuck so not running £1500 tel jason daytime. please call 07855 399487, south west.

116274

FORDSON SUPER MAJOR



1961, £8,000. Imported from South Africa 2014. South African wheels, original tin work and paint in good condition. New seat, rear lights, wiring loom, tyres fitted, UK registered. Believed unique. Please call 07507795022, South East.

116286

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116160

GUALDI 30



POA. The Italian Field Marshall. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

115963

HART PARR



£8,000. Hart Parr 12,24 nice original tractor that has been running. Please call 07855 399487, South West.

116273

INTERNATIONAL FARMALL A



1940, £2,500. 1940 International Farmall A. Stored under cover very original example in good working order. Early restoration with V5C. Please call 01377 256146 / 07407 537657. Please call 07833338417, Yorkshire and the Humber.

116769

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 830



POA. Electric start. Very nice original running tractor. Please call 07855 399487, South West.

116271

JOHN DEERE 15,27 D



JOHN DEERE 15,27 D 1931, a very hard d to find only a hand full built in 1931 with cast air cleaner and oil filter by side of gear box tel jason daytime. Please call 07855 399487, South West.

116272

LAMBORGHINI 2R



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

115973

LANDINI L55B



POA. Landini L55B – difflock – plow – electric start. Please call 32 56 61 62 60 , Rest of the world. (T)

115957

LANDINI L25



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

115960

LANZ BULLDOG D2016



Rare single cylinder. 1957. Electric start. 20hp. Finger mower. Located Dorset, England. Call Mark for details on 07989 562335. Please call 07989 562335, South West.

116302

LANZ D2416



POA. Lanz D2416 – 1956. Engine overhauled. Please call 32 56 61 62 60 , Rest of the world. (T)

115969

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



£250. Lister D engine on Trolley. £250. Please call 01270623939, North West.

116807

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 JP4



1939, £450. Lister engine, 1939. Please call 07817809221, North West.

116143

CD SINGLE



£195. lister cd single cylinder diesel engine, running order with handle and rocker cover ideal for a narrow boat etc. also lister c/s with generator and a lister fr £250.00. Please call 01452 728340, South West.

116268

MASSEY FERGUSON FE 35 4 CYLINDER DIESEL

1958, £2,750. Massey Ferguson 35 4 cylinder diesel good tin work tight steering hydraulics brakes good engine needs rebuild located Hampshire. Please call 07915641624, South West.

116375

MASSEY FERGUSON 1805



Nice tidy tractor runs perfect located in Ireland delivery arranged anywhere in uk. Please call 353876899772, Ireland.

116394

MASSEY FERGUSON 148



£10,500. Fully refurbished, new tin work, new wheels and tyres, engine rebuild, new crankshaft seals, hydraulic pump refurbished, new water pump. Everything is working as it should be. Please call 07751 236230, Yorkshire and the Humber.

116648

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

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£300. Tractor Safety Cab. Please call 01461800325, Scotland.

116810

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

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115925

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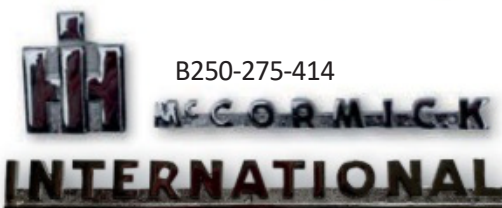
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116270

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116156

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116276

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116277

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116400

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.

116580

OLIVER 90

oliver 90 electric start two starts and runs extremely well with working original lights tel jason daytime 07855399487. Please call 07855 399487, South West.

116279

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

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

RICK KERBY LTD THRESHING MILL



POA. 30 inch drum, fully restored, price negotiable. Please call 00353 568 834162, Ireland.

116395

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

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After these have gone they will NEVER be repeated.

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

SPINNER



£600. Amazone ZA-M1 12-36 Fertiliser spinner, Hydraulic shut off, new return springs. Please call 07986 471612, South East.

116760

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

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

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

115965

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

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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



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

PERKINS 4CYL

£250. Perkins 4cyl. engine good runner, in a road roller. Please call 07811 496811, South West.

115930

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 9HP



POA. Hornsby 9HP engine. Email info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

115961

MACHINERY STEAM SENTINEL SUPER 1

1922, Sentinel Super 1 of 4 made Eng no. 5104 best offer. Please call 07860648103, North West.

116335

STEAM TUBIZE STEAM LOCOMOTIVE



1911, POA. Tubize steam locomotive. Please call 32 56 61 62 60, Rest of the world. (T)

115975

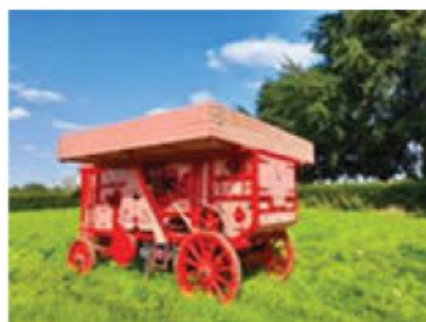
STEAM FOWLER 4 INCH DCC



£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 2" SCALE BURRELL SHOWMAN ENGINE



POA. 2" Scale Burrell showman engine. Please call 07535 477035, West Midlands.

116222

STEAM DOWSON AND TAYLOR, TWIN CAL



£1,500. Very large, old Steam water pump, Dowson and Taylor, twin cal. approx 2 tons, Buyer collects. Please call 01458 250455, South West.

116261

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

SANKEY TRAILER



£650. Very good all round condition, very good tyres, etc. Comes with complete Nato hitch to fit all vehicles. Please call 01726 842357, South West.

108048

CIRCULAR SAWS MCCONNEL SAW BENCH



£1,750. McConnell saw bench, little used. Please call 07831 665757, West Midlands.

115787

TRUCKS/LORRIES

AEC MERCURY



1975, 36000 miles, £25,000. Mondetor, not been on the road, always in storage. Mint condition, still original tyres, eng 760. Please call 00353872434831, Ireland.

116351

AEC MILITANT



1956, POA. chassis cab, 11.3 litre engine, VGC. Please call 07710256489, South East.

115871

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115934

ATKINSON BORDERER



1974, POA. 180Gardner,DB Gearbox,6x4 Aluminium box body, concertina doors both sides, internal diesel tank supplying two Gardner 6LW and 5LW with Mawdsley 220amp dynamos, electrical boards with meters, fuses. Rear mounted HIAB crane, and rear wire rope winch. Cab requires completion. Comes with full set of genuine Atkinson cab timbers, original part numbers still attached. Paperwork and new parts acquired included. Please call 07938 885560, East Midlands.

116247

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

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

1966, Rare Model built for cars of carlise (meal tanker)on american manxton double drive axels. New air box filter. Original number plates and wing mirrors. Buyer collects. Please call 07759336539, Ireland.

116798

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

HIGH LIFT

£490. 1500kg capacity. Lifts up to 820mm or can be used as standard pallet truck. Please call 07910 923657, Wales.

116360

HIGH LIFT

£490. 1500kg capacity. Lifts up to 820mm or can be used as standard pallet truck. Please call 07910 923657, Wales.

116806

ISUZU CARRIER



55583 miles, £7,500. Isuzu 2015. 2499. 3/4 cab. Black. Diesel. Manual 6 speed. New battery and clutch. Alloy wheels. Alloy pickup cover. Tow bar multi level. Mileage 55583. Good Goodrich tyres. Please call 07894477371, South West.

116397

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

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

OTHER



£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, Scammell couplings at back and front. Please call 07974 476174, South East.

115866

WORLD COPY

POA. New truck, offers. Please call 07931 445021, Scotland.

115983

VANS

FORD TRANSIT

£100. Diesel Engine Ex, Ford escort Van, Very good condition. Please call 01689253757, South East.

116341

PARTS AND ACCESSORIES

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.

116408

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.

116299

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 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 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

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www.lakelandgritblast.co.uk

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

FORD RANGER PARTS

£30. 1 x Front Grill, 1 x Radiator. Please call 07773906104, South West.

116347

ORIGINAL EYTILE HANDLES AND BLADES.

£50. Original Eytile handles and blades. Please call 01634371686, South East.

116350

AMOLCO MILLING ATTACHMENT

£250. Amolco milling attachment to fit a boxford lathe, single phase G.W.O. Please call 01438714521, East of England.

116358

LAWN FLITE

£300. Lawn Flite 604 -11.5hp Tractor Type Ride on mower. Complete with grass collector 30" cut single blade, ready for new blade and plastic fan. Please call 01387720139, Scotland.

116359

FERGUSON TE-F 20 INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FERGUSON TE-F 20 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORD SUPER MAJOR INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORDSON DEXTA INJECTORS



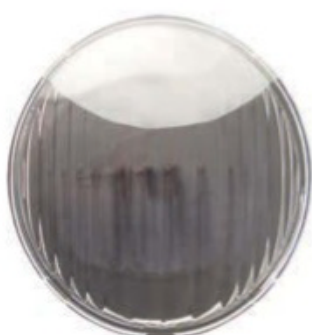
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FORDSON MAJOR INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350

HEADLIGHT LENSES



POA. For E27N's. Please call 07624 496516. Visit www.vintagetractorelectrics.co.uk (T)

INTERNATIONAL



Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs. Transfers, trackrod boots, tractormeters, check chains, levelling boxes, axle pins/bushes, handbrake repair kits. Please call 01524751220, North West.

108963

LEYLAND 4.98 FUEL PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON 35 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON 35 INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON 35 INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MUCK FORK PLATE



£75. Bottom Plate to convert loader fork into bucket, believe MF. 39 inches wide. Buyer to collect. Please call 01889 500303, West Midlands.

115908

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

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.

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

AMOLCO MILLING ATTACHMENT

£250. Amolco milling attachment to fit a boxford lathe, single phase G.W.O. Please call 01438714521, East of England.

116203

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.

116282

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

FERTILIZER SPREADER.



£850. Amazone ZA-MI 12-36 fertilizer spreader. Fitted cover. Spare disc. Hydraulic shut-off. New return springs just fitted. Somerset. Please call 07563740378, South West.

116303

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

WEBB TWO ROW SEEDER



24 to 30 inch rows, fully refurbished,.

Please call 07908125144, Scotland.

116304

FORKLIFT

£2,600. 2 ton forklift diesel Perkins engine fully cab tiny. Please call 01258820699, South West.

116349

HAULAGE BOOKS AND MAGAZINES

POA. Hardbacks, Brain Haulage, Silk Road and Beyond, Lorries of Arabia Part 3, The Road to Muckle Flugga by Phil Llewellyn. Heritage commercials, all as new, read once. Please call 01484 985740, Yorkshire and the Humber.

116353

BRIAN JAMES CARGO SHIFTER.

Brian James Cargo Shifter as new 2.5m x 1.3m. Please call 07833937639, North West.

116356

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

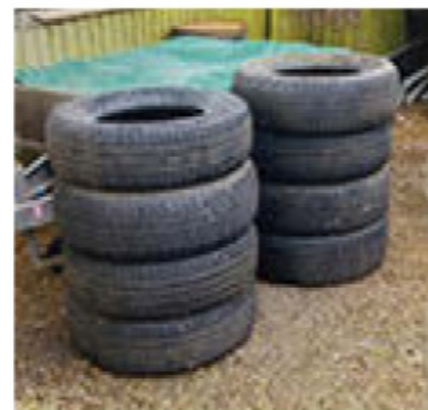
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£500. PTO tractor driven irrigation pump with drawbar. Please call 07981 213648, West Midlands.

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£400. 8 brand new pickup tyres. Please call 07981 213648, West Midlands.

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DORIE COOKER.



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116364

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£2,400. Good working order,Armstrong Siddeley Diesel engine. Last used in 2016,barn stored. Please call 07775 646007, East Midlands.

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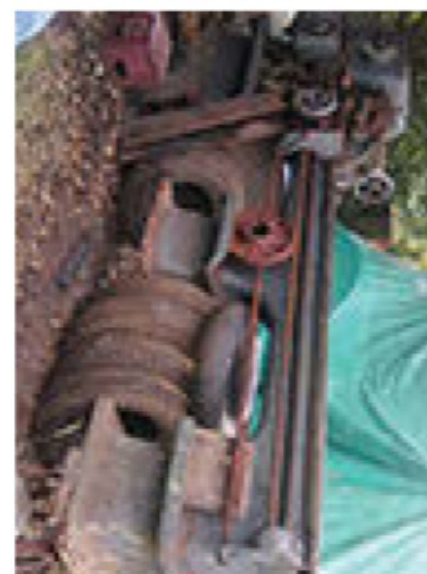
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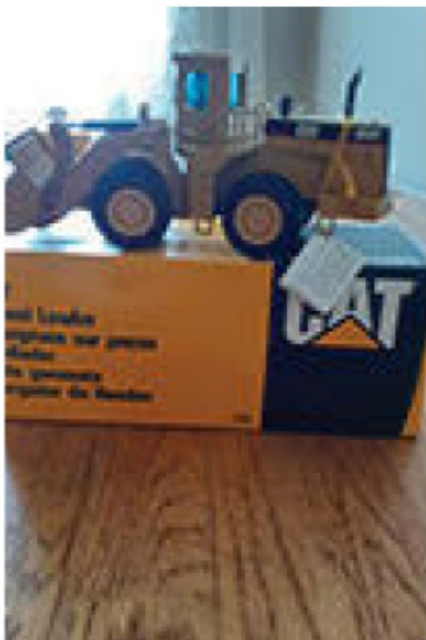
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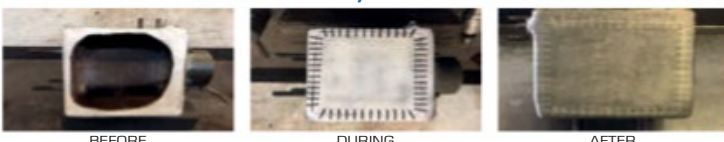


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In the next issue...

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Photo: AGCO.

A PIVOTAL ROLE

The first production examples of the Massey Ferguson 1200 left the company's Barton Dock Road plant in 1972. We celebrate this anniversary with a special feature.



HARROWING PROJECT

Now, more than ever, restoring an implement to complement your tractor is a popular pastime. This Ransomes disc harrow is a classic example.



WORLD WIDE WONDER

Andrew Mackey tells Willie Carson that, as is so often the case, childhood memories were an integral part of this International 574's restoration.

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 write this on Monday 19 September, the day of the funeral Queen Elizabeth II. It's certainly been a sobering day, as the nation has paid its last respects to this wonderful woman who led from the front in so many ways, in all that she did for us during her 70-year reign.

I have had the honour of working with various members of the Royal Family over the years on various press calls and the way they have always taken time to show an interest in all that we were doing has been very gratifying.

It's nice to know that, in various ways, King Charles III has a great interest in our agricultural heritage, which is covered in the pages of *Tractor & Machinery*. He is very keen on farming and gardening and has one or two old machines tucked away, including a Roadless that has been used successfully over the decades on various family estates.

I wish him and Camilla, Queen Consort, well with the many challenges that lay ahead of them in their new roles. Featured is an illustration by *Old Glory* correspondent James Hamilton that he sent to me on the day of the late Queen's funeral.

Sadly, the death of Her Majesty is not the only sad news to discuss, as one of the stalwarts of the Cornish vintage machinery movement has passed on. Charlie Daniels was kind and considerate to everyone that he met over the years and was a very skilled engineer. He worked hard to keep the West of England Steam Engine Society in good shape, and I will certainly miss my conversations with him.

Another person to have left us is Tony Holmes. Although perhaps not known by many of you, he was a loyal servant to the South East Vintage Agricultural Club over its 25-plus years. He would always be at club meetings, where he would be laying out the seats, or doing the washing up after the refreshment break. He always made you feel welcome and had a very relaxed manner about him.

Tony had a fine collection of machinery and was keen on using older implements at the club's working events over the years, particularly IH equipment. We send our condolences to his family at this time.

On to happier news now and it was great to see that John Crowder, from Sturton-by-Stow in Lincolnshire, won the European Vintage Ploughing

Championships in Northern Ireland, recently – representing England. He swept the board in atrocious conditions and won the title for Vintage Trailing Ploughing, as well as being crowned the overall European Vintage Ploughing Champion.

These days John uses a Standard Fordson N, with a non-conforming diesel engine, and as he wasn't allowed to use it for the competition he had to borrow a petrol/paraffin Model N. He still showed them how it should be done, proving that his skill and the plough were the overriding factors.

Immediately after he had been presented with the trophies in the ploughing field, John proposed to his girlfriend, Laura Dickson, and I am pleased to report that she said yes! All at *Tractor & Machinery* wish Laura and John all the best for the future.

It won't be long before it's the Newark Vintage Tractor & Heritage Show, so do come and say hello if you're there on 5-6 November. I will be there and look forward to seeing you all there. I am sure it will be a great event.

This leads nicely to Tractor World Spring, on 11-12 March 2023. We fully appreciate that the cost of living continues to have a profound impact and so prices remain the same as previous years – entry prices and the cost of booking a stand will not increase in 2023.

We want visitors, traders, exhibitors, and clubs to attend and have a good time. There's plenty of space for exhibits and stands, so please get in touch with your requirements. See the website for contact details: tractorworldshows.co.uk

Tractor World Spring, at the Three Counties Showground, provides the perfect opportunity to meet with like-minded individuals, and to talk with traders and restorers in a friendly, relaxed environment.

See you soon,

Group Editor-at-large, Kelsey Media



James Hamilton's illustration.

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