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Tractor & Machinery

ISSN 2050-1552

Tractor & Machinery

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Newspread Tel: +353 23 886 3850

PRINTING

Precision Colour Printing,
Halesfield 1, Telford TF7 4QQ

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Welcome!

Hello and welcome to the magazine, which, despite the cover date, is the penultimate issue of 2022! It's been a busy four weeks since I last penned this section of the magazine,

with lots going on in all areas of my life, but I have to say that one of the most enjoyable days was being part of a recent cheque presentation to Sue Ryder Thorpe Hall Hospice, following the successful Barry Gowler Memorial Tractor Road Run in July.

A few members of the organising committee were pleased to hand over a cheque for £5,012.50, which was in addition to other funds donated directly to the charity by road run participants. The other half of the total raised was donated to Macmillan Cancer Support.

It was nice to hear what Helen Kingston, from Sue Ryder, had to say about how the money will be used, but also sad to learn how much it costs to provide care to an individual in the hospice on a day-to-day basis. This has made us more determined than ever to host the best road run we can in 2024.

Organising an event or running a club can be a very difficult, and sometimes thankless, task and I salute those of you that do it for the benefit of charities, members, and the public on a regular basis. The satisfaction of doing a great job and providing reward for good causes makes it worthwhile, but should you ever get downhearted, please battle on and continue your fantastic work.

Before I sign off, I must mention that word has just reached me that Arthur Battelle has died, aged 97. He was a tractor demonstrator for Ford and is perhaps best known for being the man on the front of the Fordson New Performance Super Dexta brochure in the 1960s. He will also be remembered for his association with Roadless Traction and for Schindler four-wheel drive conversions, as well as the books he wrote in his later years. The T&M team sends its condolences to Arthur's family and friends at this sad time.

Until the next issue, all the best.

Scott Lambert

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



Left to right: Zoe Gowler, Dylan Gowler, Dale Lambert, Robert Harris, Riley Gowler, Scott Lambert, and Helen Kingston. Photo: Susan Gowler.



Main cover image:
David Pritchard in action at the British National Ploughing Championships 2022. Photo: Kenny Wharton Photography.

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The 71st British National Ploughing Championships, held at the Chatsworth Estate in Derbyshire on 8-9 October, produced some high-quality plots, thanks to rain leading up to the event.

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News

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IN BRIEF

Gulf lubricants

Agriculture and Construction
Online Aftermarket reseller
PartsForMachines.com has
announced that it has reached
agreement with Rossmore Lubricants
– which recently took over distribution
and marketing of the famous Gulf
brand of lubricants in the UK – for an
enhanced supplier partnership across
the PartsForMachines platform.

Gulf offers PartsForMachines
customers a wide range of engine and
transmission lubricants. With its Gulf
Harmony hydraulic range – critical to
both the construction and agriculture
industries – Gulf is also able to
offer a comprehensive selection of
hydraulic fluids to protect, lubricate
and perform in the most efficient
and effective way to meet operators’
needs, as well as supply lubricants for
milking machines, SUVs, ATVs, and
other general-purpose vehicles.

Vintage rally

Larchfield Community Development
Association, near Hillsborough in
Co. Down, runs a vintage rally on the
second Saturday of September each
year, but due to the passing of Queen
Elizabeth II the committee took the
decision to postpone the rally as a
mark of respect, writes *Charlie Mack*.

It was decided to run a scaled-
down rally and road run on 8 October,
and as part of the proceedings a
threshing demonstration took place
featuring Garvie threshing mills.



British Farming Awards 2022

As the British Farming Awards celebrated its milestone 10th anniversary on 20 October, more than 800 farmers and fellow professionals gathered to honour the dedication and achievements of this year’s finalists.

Sponsored by Morrisons and organised by *Farmers Guardian*, farmers from across the UK gathered at The Vox in Birmingham, vying for the 17 categories up for grabs.

Alongside farming’s core sectors there was also recognition for students, family farms, sustainable businesses, and new entrants coming into the industry.

The ever-increasing sophistication and developments within agri-technology was also recognised, with the category welcoming a record number of entries.

Sophie Throup, Morrisons Head of Agriculture, Fisheries and Sustainable Sourcing, said: “The British Farming Awards are a welcome reminder of the dedication and hard work demonstrated by UK farmers all year round. At Morrisons, we have always valued British farming and the effort, innovation and skills which go into providing food farmed to the high standards that we all enjoy and is something we should be proud of.”

The winner of this year’s Farming Hero award went to social media influencer and young dairy farmer Tom Pemberton, whose videos depicting life on his family’s dairy farm has captured the attention of millions across the globe.

Tom Pemberton Farm Life has secured a loyal following of consumers thanks to his endearing honesty and passion to promote the industry to the wider public.

His growing presence and big personality have proved to be a runaway success and he is part of a new wave of stereotype-smashing young farmers enjoying a public profile.

Tom has gone on to front BBC3’s new tractor-racing series *The Fast and the Farmer-ish* after his YouTube channel was scouted by producers.

The Outstanding Contribution to British Agriculture was awarded to the Chief Executive of the National Sheep Association (NSA) Phil Stocker. Having recently celebrated 10 years of leadership at the NSA, Phil has represented a sector that has experienced unprecedented times in UK agriculture including Brexit, Coronavirus, and the impact of the Ukrainian war.

For more information, please visit: britishfarmingawards.co.uk/winners

JCB unveils industry first

JCB, DEVELOPER OF THE WORLD’S FIRST working construction machines powered by hydrogen, has unveiled another world first for the industry – a mobile hydrogen refueller.

JCB is investing £100 million in a project to produce super-efficient hydrogen engines and has already showcased working prototypes of a backhoe loader and Loadall telescopic handler powered by hydrogen.

On 21 October, the company announced another industry first – a mobile hydrogen refueller, providing a quick and easy way for customers to refuel their machines on site. Around 97 per cent of construction machines have fuel delivered to them while working on site. This means customers are already used to a transportable fuel, allowing

refuelling to take place in a matter of minutes.

JCB Chairman Lord Bamford, who is leading JCB’s hydrogen project, said: “Since we became the first construction equipment company to unveil machines powered by hydrogen, many have asked how they can be refuelled.

“Well today we have an answer with our new mobile hydrogen refuelling system, which allows hydrogen to be taken from on-site tube trailers and distributed to machines by our refueller as they work on the job site. This is no different to today when diesel is taken in bowsers to refuel machines.

“Fossil fuels are not the future and hydrogen is the practical solution to powering our machines in the decades to come. Our British engineers are



JCB’s Fastrac-based mobile hydrogen refueller.

doing a fantastic job in developing this technology and there are many more exciting developments to come.”

A team of 100 engineers is working on the project. The first hydrogen-powered machine to be unveiled was a JCB backhoe loader followed, a year ago, by a Loadall telescopic handler.

JCB has manufactured engines since 2004, producing them in Derbyshire and in Delhi, India. Last year JCB celebrated a major milestone with the production of its 750,000th engine.

IN BRIEF

Ogmore run

The annual Ogmore Castle Tractor Run was held on Sunday 2 October, writes *Basil George*. While the event was held in very good weather, unfortunately the heavy rain overnight and early morning put a lot of people off. Despite this, 20 tractors turned up and several new faces were seen taking part.

This year's trophy was presented to Tom Parry and his David Brown tractor. The money raised will be shared between two local charities, and thanks must go to Rob Williams of Ogmore Farm for the use of his field and his continued support.

The death of David Anthony, of Cwm Risca Farm, Tondy, was sadly noted. He was a long-time supporter of the Glamorgan Iron Horse Vintage Society, which organised the tractor run.

Following a tour through the Vale of Glamorgan, the tractor run concluded at the St. Athan Aerodrome, where all participants were watered and fed.

The annual Ogmore Castle Tractor Run is held annually on the first Sunday in October.



Tom Parry with his DB 990 Selectamatic.

John Patterson

It is with great sadness that we report the passing of John Patterson, known to many as JVP, on 26 October, after a short illness.

John was a member of The Nuffield and Leyland Tractor Club and a fountain of knowledge on the subject of these tractors, having started work at Bathgate just as production of Nuffield models concluded and Leyland tractors started to be built.

He provided information for several *Tractor & Machinery* features over the years and the team will be forever grateful for his kindness and generosity. *T&M* sends its condolences to John's family and friends at this difficult time.

A sad end in the Braid Valley

It was back in 1991 that a small number of local men from the Braid district decided to bring together some old equipment that they owned and put on a threshing demonstration in a local field, writes *Brian Millar*.

Although this was intended as a one-off event, the success and level of encouragement from the assembled crowd motivated the men to do it again the following year. The men decided to form a club and The Braid Valley Vintage Enthusiasts was formed.

A suitable site to hold the event was sought and the Hamill family, in the townland known as 'The Sheddings', kindly donated the use of land and facilities to hold events. Monthly club meetings were held, and Robert Kidd was elected as chairman. It was decided from the beginning that the club would direct all its efforts towards fundraising for local charities and the local communities and that policy has remained throughout its existence.

Each year members sought to bring new and different ideas to the events, concentrating on demonstrations of traditional skills and crafts, including farming techniques from a bygone era.

Over the years several special events were organised. In 2000 The Millennium Tractor Road Run was held, attracting almost 400 tractors. This is believed to be the first ever road run held in Ireland and is the forerunner to a common sight these days.

2002 saw the role of chairman move to John Andrew and the club continued to expand its ideas and events.

2004, 2005, and 2006 saw the running of the County tractor working events. This was the first time large working events on this scale were held and are still much talked about almost 20 years later.

In 2007 the club teamed up with local church groups and held a large fundraising event to raise funds for the development of a children's orphanage in war-torn Moldova. Several of the club members made several trips out to Moldova to help with the construction work and while there they sourced a new tractor and donated it to the orphanage and local villagers to help them grow their own food.

In 2010 John Crothers became club chairman and continued the tradition of

the club by running two events each year in July and September.

In 2017 the club embarked on its biggest and most ambitious event to date, which was to celebrate 100 years of Fordson, Ford and New Holland tractor production at Nutts Corner. Planning for this event started three years prior, in 2014, and it turned out to be one of the largest events of its kind to be held in Northern Ireland.

In 2019 the club held its annual gathering event in July and tractor road run in September, as usual, but the arrival of the Covid-19 pandemic put paid to future events, including the club's 30th anniversary celebrations to be held in 2021. It became clear as the pandemic developed that these celebrations were not going to take place.

Almost three years later, dwindling member numbers and with the average age of members now more than 60 years old, serious decisions had to be made about the future of the club.

After several meetings, it was agreed by the remaining members that the physical effort and the number of tasks required to run successful events was becoming too much and a decision was made that the club would not restart after the Covid-19 pandemic had ended.

Chairman John Crothers said that the decision to end the club was a very hard one to make, but the members believed that it was time to accept that eventually all things come to an end and that the club should rest on its achievements and success over the past three decades with pride.

He said: "I am very proud and pleased to have been part of it and just want to finish by adding that during the past 30 years, we as a club used our hobby as vintage enthusiasts to raise and donate just over £142,000 to benefit many people across all communities."



Photo: Ray Mallon.

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Fire power!

Having a tractor without an engine did not sit well with Tom Harris, so he fitted one that he had 'to hand'. James Webber has the story.



Tom Harris' Massey Ferguson 590 features a Perkins V8.540 engine from a fire engine!

As an American muscle car and hot rod enthusiast, there is nothing I enjoy more than the sound of these cars and trucks firing up and listening to the burble of a V8 engine. Whether they are stock engines or ones that have been heavily worked on, nothing can beat the sound of these huge engines rumbling along on the open road.

Most engines used are of American origin, although here in the UK we had the Rover V8, which was a firm favourite amongst hot rodders. If you're wondering what this has got to do with tractors, it just so happens that Cornish farmer Tom Harris decided that his Massey Ferguson 590 needed a bit of revamping and duly decided to whack a V8 in there.

When I was first asked to write this feature, I did wonder what I would find when I got to the farm. In my head was something resembling the 1959 Massey Ferguson 35 built as a promotional tool for whisky distiller Ardbeg. This beast was powered by an 8.2-litre, producing a purported 546hp and 604lb/ft of torque.

I arrived at Tom's farm, and he proceeded to show me a field across the

road where I could take some photographs, before he promptly disappeared into the barn to fire up the tractor.

The noise that erupted was tremendous and I waited patiently to see what emerged, but what rumbled out into the fading light was, for all intents and purposes, simply a Massey Ferguson 590 fitted with a V8 engine.

In a funny way it's understated, yet purposeful, and could go under the radar if it were not for the twin, chromed exhausts, and dual air pre-cleaner arrangement, as well as the 'V8' decals! Its relative subtlety is what is appealing and although some purists will probably turn their heads in horror, I suspect that not all will.

With the tractor in position, my attention turned to Tom, and I was keen to learn about the tractor's history and how much work had gone into it. "Dad was, and still is, a farmer and there were always cars and tractors around the place. I grew up with Masseys, so I guess it was inevitable that I would own and play about with one," he said.

"Dad has always been into classic Land Rovers and knows every little variable in them. They did nothing for

me, but I did have a few minis kicking about that were either restored or stripped and raced about. I've got a couple still in one of the barns now.

"I knew of the tractor being for sale locally, and decided I had to have it," he explained. "The engine had been taken out for a rebuild and never got put back in. The cab is all original and has very little, to no welding done to it."

The tractor is an example of the third incarnation of the Massey Ferguson 590 – the first having a single-door cab, the second a two-tone cab with two doors and the third like this – with a largely red, two-door cab. The 590 was built in Britain and France and effectively replaced the 188, as well as being the forerunner to the MF 690, built in France.

THE 590

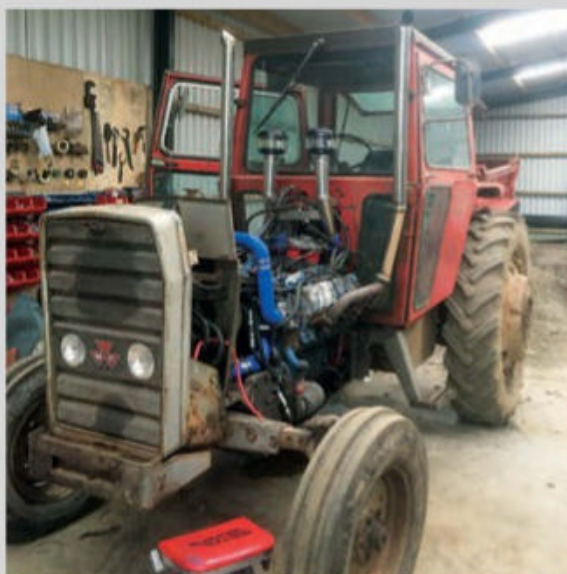
First manufactured in 1976, the 75hp (DIN) Massey Ferguson 590 was the largest of the 500 Series tractors built at Banner Lane, Coventry, produced alongside the 47hp (DIN) MF 550, 60hp (DIN) MF 565 and 66hp (DIN) MF 575.

Powered by the Perkins A4.248S direct-injection, four-cylinder engine, producing 202.5lb/ft of torque at ➤





The V8.540 is fitted to the front axle.



It's time for the bonnet to be lengthened and fitted.



The Supercab, resplendent in two-pack paint.



In this photograph it is easier to visualise how much longer the tractor is compared to a standard MF 590.

Photos: Tom Harris.

1,400rpm, the 590 was large enough for most farmers in the UK, but for those looking for more power, the Beauvais-built 595 offered 88hp (DIN) and 254lb/ft of torque at 1,300rpm, from its Perkins A4.318 engine.

The 500 Series was Massey Ferguson's answer to incoming 'Q' cab legislation and took all that was good about the 100 Series and combined it with bold styling and the new Supercab.

These tractors were said to be new from the ground up, but a closer inspection revealed many striking similarities to the '5' and '8' line tractors that had gone before!

One of the most noticeable features, aside from the cab, was the hard-nose surround protecting the front end. Removing the grille within this protective ring provided the operator with access to, amongst other elements, the battery, air filter, and headlights.

The engine was a proven unit and, like other Perkins diesels of the era, had a reputation for good starting characteristics, decent fuel economy, lugging ability and reliability. An alternator had become a standard fitment on the 500 Series, due to the increasing number of electrical components, as had a power steering pump.

Transmitting power from the engine to the transmission was a 12-inch clutch – either single on the optional, iPTO-equipped tractors, or accompanied by a 10-inch plate for standard, live PTO models – in much the same way as other manufacturers were doing.

The transmission itself was an eight-speed unit as standard, with the 12-speed Multi-Power system available as an optional extra. Both systems were controlled by two levers – range to the right, featuring a central 'Start' position for safety – and gears on the taller, left-hand lever. Where Multi-Power was specified, a dash-mounted lever enabled the operator to switch between high and low.

At the business end, a dual-speed power take-off was standard on the 590, with a maximum of 67.7hp available at the shaft. Engine revs had to be set at 1,893rpm and 1,900rpm for 540rpm and 1,000rpm PTO speeds respectively.

As for the hydraulic system, all 500 Series tractors incorporated Advanced Ferguson System Hydraulics and the same type of piston pump and single, multi-functional valve that had been used for many years. Improvements,

naturally, had been made and increased oil flow was a feature of these new tractors.

Linkage functions included Draft, Position, Pressure and Response controls and the 590 had a standard lift capacity of 2,227kg (4,900lb) at the end of the lower links. This could be increased to 2,640kg (5,818lb) with the addition of an assistor ram.

A selector valve and trailer tipping pipe were a standard fitment, but single- and double-acting spools could be specified. Oil flow to these was 25.7 litres per minute (5.7gpm), but an auxiliary hydraulic pump could be added to provide a combined flow of 61 litres per minute (13.4gpm).

With just a single step and wide, rear-hinged door to negotiate, the operator found him/herself inside the rubber-mounted Supercab.

Once seated it was clear that the cab had been designed with comfort and productivity in mind, as standard features included pendant pedals, hydrostatic power steering, oil-cooled disc brakes for reassuring stopping power, two-speed wiper and washer and a blower unit to enable fresh, filtered air to enter.

A peak inside the two-door Supercab.



EXTRA GRUNT

Taking all these features into account, Tom would have a very capable tractor on his hands, but without an engine it was simply an ornament. Naturally, the simple thing to do would be to put an A4.248S engine in and get the machine operational once more, but it seems that Tom had other ideas.

"I also knew of a Dennis Carmichael fire engine coming up for sale as well, and decided I couldn't miss this opportunity. I realised I couldn't really drive the fire engine, as anyone that knows Cornish lanes will understand,

and one day, as I was looking, I began thinking – I've got a tractor with no engine, and a fire engine that I can't drive but does have an engine, and so I decided to pirate the engine out of the fire engine and put that in the tractor!"

The engine in question is a Perkins V8, largely used in early Dennis RS and SS fire appliances before Cummins engines could be specified. Both V8.540 and V8.640 engines were used for this purpose, in naturally aspirated and turbocharged forms, but the unit fitted to Tom's fire engine is the smaller, 539.1cu in (8,834cc) version. ➤



The bonnet hinges at the rear for improved access to the engine and cooling system.



Left: At the rear it's just as you'd expect a 590 to look, albeit with some meaty rubber!
Right: Perkins' V8.540 was used in numerous applications and generates around 180bhp.



According to Perkins' specifications, the naturally-aspirated V8.540 had a rated output of 180bhp at 2,600rpm and produced a maximum torque of 410lb/ft (556Nm) at 1,650rpm. The same engine saw use in many different applications, including the MF 860 combine and MF 1155 tractor, where it generated 184hp and 155hp (DIN) respectively.

Such an engine would, Tom concluded, prove relatively straightforward to fit to the 590, whilst not generating copious amounts of power that would play havoc with the transmission and rear axle.

"I had to cut and extend the bonnet an extra 16 inches to cover the engine," Tom explained. "I had to make a chassis

to carry the engine on the front axle. Large PAVT wheels have been fitted at the rear, an all-new Multi-Power pack and brakes have also been fitted. Custom exhaust stacks were added, and I had everything sandblasted and re-sprayed in two-pack paint."

Eagle-eyed readers may have noticed the decals on the sides of the bonnet, now carrying 'V8' in addition to '590'. "That was done by a local signwriter, who did a really good job of matching the original," Tom told me.

What is amazing about this tractor is that it's not dissimilar to what hot rodders and customisers have been doing for many years. Transplanting engines and running gear out of one

and putting into another, and then trying to make it look as though nothing has changed substantially until the bonnet is lifted.

As we finished and started to head back, I asked Tom if there was anything else he had planned. "Nope, I'm pretty happy with the tractor now, obviously I always keep my eye out for any bits that come up for sale, you know, just in case, but she drives well and I'm going to use her as and when I can – no show or trailer queen here!

"What I would really like now is a late '60s or early '70s Mustang that me, the wife, and kids can all get into comfortably and go out for a drive and go to a local show in!" ■

The tractor that Banner Lane never built!



BASIC SPECIFICATION: MF 590 V8	
Engine	Perkins V8.540
Power	180bhp*
Bore	4.25in (108mm)
Stroke	4.75in (120.7mm)
Capacity	539.1cu in (8,834cc)
Torque	410lb/ft (556Nm)
Rated speed	2,600rpm
Transmission	12 fwd, 4 rev Multi-Power
Fuel capacity	21.6 gallons (98 litres)
Lift capacity	4,900lb (2,227kg)
Length	169in (4,293mm)*
Wheelbase	106in (2,692mm)*
Front tyres	9.00-16
Rear tyres	420/85 R38

* Estimated

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Dutra delight

Joseph Lewis heads to the woods to find one of the stars of Tractor World Spring 2022.



I was delighted to meet Thomas Harnden and his distinctive 1967 Dutra four-wheel drive tractor, at the Three Counties Showground, earlier this year. I was even more intrigued to learn that Thomas uses his Dutra every day for tree surgery and woodland contracting, nearby in the Malvern Hills.

"I've had the Dutra D4K-B for just over two years," explained Thomas. "I first started doing tree surgery and woodland contracting with a Land Rover, after training as a tree surgeon about seven years ago. My first tractor was a Fordson Diesel Major, which I bought four years ago, and I used it for running a woodchipper and hauling a three-ton trailer.

"The Fordson Major was the first tractor I have ever driven; I had no experience with tractors and using them. My parents run an electronic engineering company and my dad has helped me rebuild and rewire the tractors, but has no experience in the tractor world, although he has recently bought a Fordson E27N P6 to help with the mowing.

"I've learnt everything from manuals, forums, and meeting lots of people with the same passion as me. The most modern machine I run is a John Deere 3200 telehandler, but even that has so many electronics that fixing it is a nightmare!

"After a year with the Diesel Major, I bought a Super Major fitted with a Ford Cargo engine. There was the potential of making the Super Major four-wheel drive, as this had more power and power steering, but then I discovered hydraulic problems and front axle issues. However, the plan for the Super Major is to run a sawmill from its belt pulley."

Thomas spotted his Dutra at a timber yard in Saltash, Plymouth, at W H Bond & Sons Ltd. Thanks to Charlie Norman of the Dutra Register, we know that the tractor was originally owned by Patrick Burke of Long Sutton, Lincolnshire. He bought the Dutra, serial no. 41057/091, new in September 1967 from Bexwell Tractors and owned it until 24 October 2015, when it was sold at auction. Patrick was an agricultural contractor, and he also owned a motocross track.

Thomas' Dutra was one of three that Patrick used. This example was purchased by an agricultural machinery company in July 2019 and entered in Stephenson's York machinery sale on 7 August 2019, and purchased by Thomas in February/March 2020. He quickly saw how the unusual design of tractor, with the engine beyond the front axle, could really develop his existing business.

"When I first bought the Dutra, I had to weld the cab and rebuild it," continued Thomas. "I also

With the engine beyond the front axle, this 1967 Dutra D4K-B has plenty of traction when hauling trailers and mowing, especially on the steep banks of the Malvern Hills in Worcestershire. It also has plenty of ground clearance, so there are no problems when moving into position for winching amongst the stumps and brash. All photos: Thomas Harnden (unless stated).

rebuilt the air brakes, including air brakes for a trailer. I'm currently fitting an original roll cage and fitting it out with lights. It has worked non-stop for about two years now and has paid itself back.

I use it on a 5.5-ton Uniforest winch, a TP200 PTO-driven chipper and a 12-ton forestry trailer. It also helps with bale hauling and mowing and comes out on road runs. I rack up about 60 miles a week in it, both in the woods and on the road. I try and keep my jobs local, but with a road speed of 19mph it is not too slow."

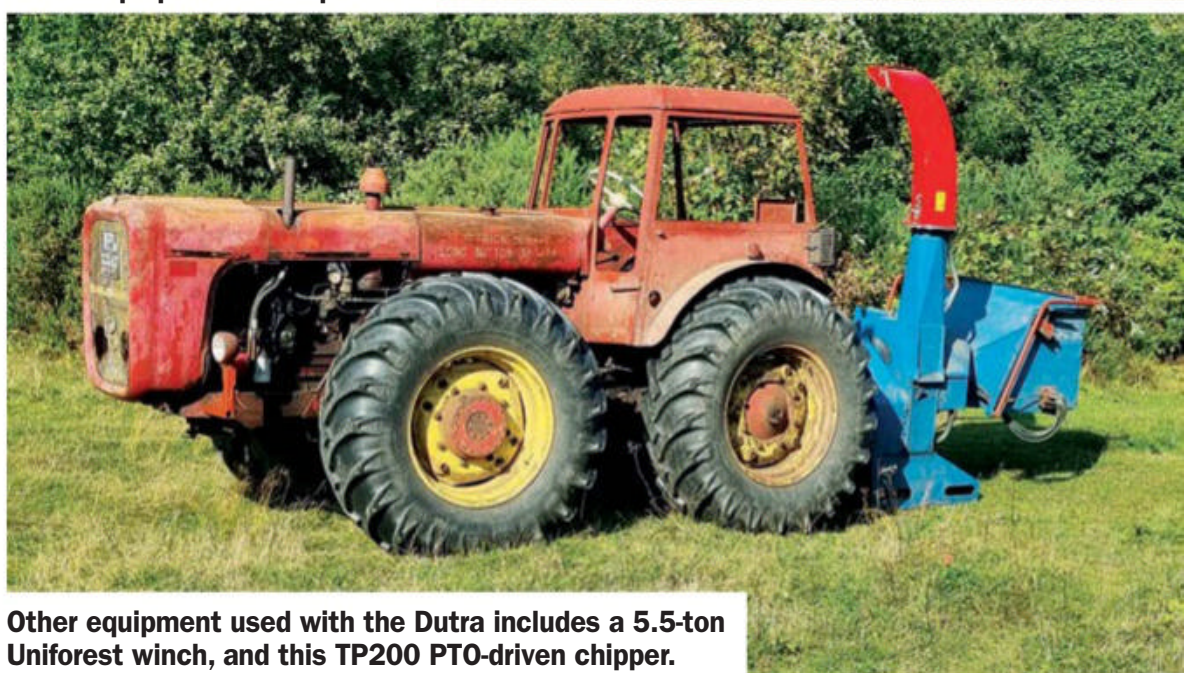
The Dutra is ideal for the tasks that Thomas asks of it. With the engine beyond the front wheels it gives plenty of traction when winching, hauling trailers and mowing, especially on steep banks. Living in the Malvern Hills in Worcestershire, he is always working on banks and hills. It also has plenty of ground clearance so has no problem in woodlands. The only downside is the turning circle, which is not great, but you can't have everything! They are very simple machines to work with and he has not experienced any major problems.

"The plan is to buy another Dutra, either one with a Csepel or Steyr engine," concluded Thomas. "Then I'll put a timber crane on it and a bigger forestry winch. I am still on the hunt for a bulldozer blade for the Dutra. I'm told there maybe one in Herefordshire, but I am still digging.

"These Dutra tractors are simple, reliable and a go-anywhere vehicle. For what I want they can do anything any modern tractor can do." ■



Thomas uses the Dutra with a 12-ton forestry trailer. It clocks up about 60 miles a week in the woods and on the road, with a useful top speed of 19mph.



Other equipment used with the Dutra includes a 5.5-ton Uniforest winch, and this TP200 PTO-driven chipper.



Thomas Harnden, from Malvern, was an exhibitor at Tractor World Spring 2022, at the Three Counties Showground. Photos: Scott Lambert.

On the farm

Kim Parks recalls life on the family farm during the early 1970s. Jonathan Whitlam has the story.

PART ONE

EARLY '70s



This second-hand Fordson Dexta, complete with Lambourn weather cab, arrived on the farm during 1971 and turned out to be the tractor that Kim would learn to drive on. "It was really good fun, driving that Dexta", says Kim. "The cab was especially nice, as I didn't get wet, and being small in stature back then, I didn't find it cramped at all. "Harrowing grass seed in was the very first job I did with it, followed by rolling on the flat ground. I couldn't do the one hilly section, as the Dexta did not have enough power to pull the heavy roll up the slope!"

The Dexta soon became 'his' tractor and he used it for a multitude of tasks, including using a Vicon Acrobat to turn and row up hay, as well as clamping silage in the pit with a Taskers hand-operated buckrake.

Kim Parks was born in 1957, the same year as Ford launched the Fordson Dexta and the Massey Ferguson name and red and grey colours first appeared on the new 35 and 65 models. It would be Ford tractors though, that would have the most impact on the young Kim as he grew up on his grandfather's farm, deep in the East Sussex countryside, near the village of Rotherfield.

The rolling fields and woodlands of East Sussex lent themselves to mixed farming and this was no exception for the Parks family, with Kim's grandfather being joined on the farm by his sons, Kim's dad and uncle, to help run around 170 acres of grass and cereal crops. Back then there was a milking herd as well as bullocks for rearing and pigs – a truly mixed family farm.

The first tractor on the farm was either an Ivel or an IH Mogul. It was before Kim's time, so he is not all that certain, but what he does remember are what the family called the 'old bombs' – a pair of Fordson E27N Major tractors. Before those they had run Fordson N tractors, as well as a Marshall Model M, which was usually to be found running a threshing drum – as the farm also undertook contract threshing around the local area using Foster and Tullos threshing drums. The Tullos was bought brand-new from a dealer stand at the Royal Tunbridge Wells Agricultural Show.

The first tractors Kim remembers proper were one of the aforementioned 'old bombs', in the shape of a Fordson E27N Major, plus two newer Fordson Diesel Majors. He also remembers the Massey-Harris 726 combine harvester that replaced the threshing drums and



A Massey-Harris 780 replaced the 726 in the middle of the 1960s. It was acquired used, having originally been used by the nearby Eridge Estate. It cost £100 and was used every harvest until 1971.

Kim remembers coming home from school and spending the rest of the evening on the 780 bagging off the grain, finding this job much preferable than being at school! Typical of the time, this machine was once again of the bagger type, rather than being fitted with a grain tank.

did quite a bit of contract harvesting, as it was the first combine anywhere in the local area. It had a reel with boards on, just as in America, and had an 8ft 6in wide cut with the grain being bagged off on the machine itself.

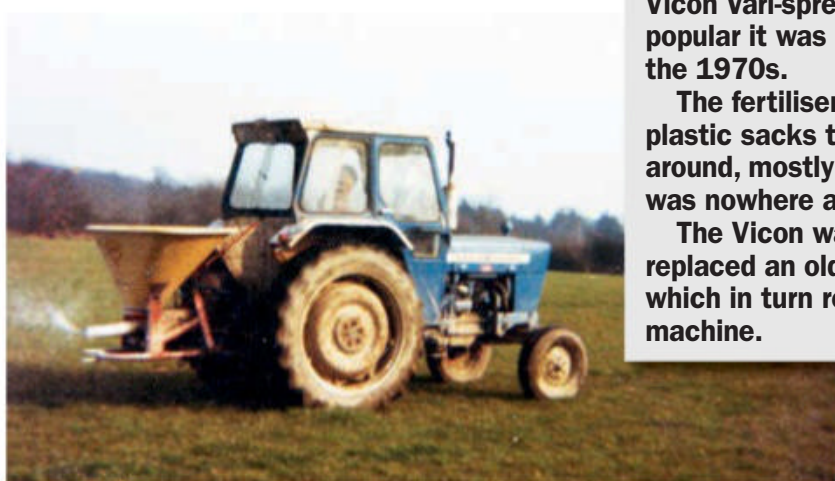
The straw would then be collected by a Diesel Major pulling a Massey-Harris 701 pick-up baler and to complete the array of Massey-Harris equipment the farm also ran a Massey-Harris drill that was fitted with steel wheels. Kim remembers a particular shed at the farm that had the 726 in the very back, the baler in front and then the drill in front of that, making this the Massey-Harris shed!

The Massey-Harris 726 completed many successful harvests in East Sussex before it finally succumbed to its internal workings collapsing and was then duly replaced by a second-hand Massey-Harris 780.

Kim finally left school in 1972 at the age of 15 and began work on the family farm. Around the same time, he also managed to get his first camera – a Kodak Instamatic 35mm that he managed to acquire from the back of a sugar packet for the high cost of £1! This started him off on his life-long love of photography.

The early 1970s brings us to the beginning of our story, using Kim's photographs to transport us back in time to how farming used to be in this part of the world, 50 years ago.

In the next instalment we will take a closer look at the farming activity and machines that Kim managed to record on his camera from the surrounding area, but first let's look at the many jobs done on the family farm in the early 1970s, when a new Ford Force 4000 formed the backbone of the machinery fleet at Rotherfield.



These pictures show Kim's dad busy giving grassland a dressing of fertiliser in the spring, with the new Ford 4000 and a Vicon Vari-spreader – a type that was so popular it was pretty much everywhere in the 1970s.

The fertiliser was delivered in 1cwt plastic sacks that had to be moved around, mostly by hand, but at least it was nowhere as expensive as it is today!

The Vicon was bought new and replaced an old Lister land-drive spreader, which in turn replaced an old full-width machine.



The baling of straw and hay was quite an operation back in the early 1970s and a lot of it involved continually moving the bales by hand. The Ford 4000 would be in charge of a New Holland 268 baler, complete with Barford sledge, and the driver would deliberately collect bales to leave in a line across the field, rather than by the number in the sled, making it a bit easier for collection duties.

Kim said: "My job was to put the bales into a stack of 'sixes', ready to be picked up by the Fordson Super Major complete with Perry Bale Slave on the end of its front loader."

Kim didn't get to do the loading, although as can be seen from one of the images, he did use the Super Major to get around the field more easily. He did, however, then get the job of stacking the bales on the trailers. Kim would then drive a trailer load back home, often a journey of a few miles from outlying fields, with the Fordson Dexta.

"I would then have to chuck the bales off the trailer to be stacked, so this meant that I had to move them for a third time! That was a lot of bales in total to have to hump around, in usually warm weather!"

Due to Kim doing a lot of moaning, the farm bought a new elevator to make the unloading at the farm and stacking much easier. The elevator was a Colman, and it came in very handy as annually there was around 100 acres of small bales to handle.



The last Diesel Major left the farm in favour of a newer Super Major, which was then equipped with a Horndraulic front loader. This made the Super Major a very versatile machine around the farm, although on jobs such as manure loading, it did do a lot of wheel spinning, as it never had any rear weights fitted. Eventually one was fashioned out of an old water tank, which was filled with concrete, and parts of the linkage mounts from the old Lister fertiliser spinner were incorporated to allow it to be fitted to the Super Major's rear linkage.

Kim's dad can be seen doing the manure spreading with the Ford 4000 and a Howard Rotasreader 150. The farm always remained faithful to side-spreading machines and Kim still has one on his farm to this day. They had to be filled right though, or you could be in for many hours of hard work digging the manure back out with a hand fork!

With the dairy herd still on the farm at this point, a large amount of manure and slurry built up, particularly during the winter months, and it all had to be spread on the fields, providing a very useful amount of nutrients for the crops at the same time.

If you are a farmer, then you don't have to worry about all that nonsense of using a spade to dig over your vegetable garden. Kim's dad certainly didn't believe in doing it the hard way – after having ploughed the garden up, here he is negotiating between buildings and a post to gain access in and out of the garden with the 4000 and a Ransomes disc harrow, which he had used to break down the ploughed ground to a fine tilth, ready for vegetable planting!



Haymaking was always a busy time, and everyone needed to lend a hand. Here the brand-new replacement for the Super Major can be seen using a new Lely Gemini to row up the hay in front of the baler. The tractor is a Ford 3000 complete with Ford-badged Horndraulic front loader.

On the baler was the trusty 4000, now no longer the newest tractor on the farm, being driven by Kim's dad and pulling the New Holland 268 baler and Barford sledge.

"I really liked the Lely Gemini rake," says Kim. "It could be configured easily for spreading the grass or for rowing up and when doing the latter it made a beautiful job, the swath being laid out behind it like a perfectly proportioned sausage!"



Kim's dad dropping grass with the 4000 and a New Holland 438 mower. "I didn't like that mower much," reveals Kim. "The pan was very noisy, with too many moving gears and everything. I really didn't like it at all, although it did do a nice job, until the bed packed up! The New Holland was bought second-hand to replace an old Ransomes finger-bar mower, and it was quite an upgrade at the time."



This machine was bought new from local dealer Testers of Edenbridge, and replaced the farm's original chopper

Kim's dad piloting the 4000, with doors removed for extra ventilation, while chopping grass for silage with the farm's New Holland 37 double-chop forage harvester. This machine was bought new from local dealer Testers of Edenbridge, and replaced the farm's original chopper – a Lundell single-chop machine.

The trailers used were a Warwick and a Harford, both equipped with home-made silage extensions fabricated from corrugated sheet, as was often the fashion back in the 1960s and '70s. While not using his camera, Kim would have been putting the grass in the clamp with the Fordson Dexta, although later in the 1970s the Taskers tipping buckrake was replaced by a Twose push-off buckrake, making his job somewhat easier.

As the farm did more and more contract harvesting, the New Holland 37 was traded in for a much larger New Holland 717S precision-chop machine, which needed the grass to be pre-cut and swathed before being picked up, unlike the previous single-chop and double-chop harvesters.





The Ford 4000 really was a proper Jack-of-all-trades and here Kim's dad is seen ploughing in grassland with a newly acquired Ransomes TS90 plough, which appears to be doing a good job of turning in the grass.



Above: While the milking herd was still in residence, there was a great deal of slurry generated from the cattle yards. The farm did not have its own vacuum tanker and instead hired one in to clear out an underground slurry tank every month during the winter, and slightly less often during the rest of the year. Here the trusty 4000 is using an Alfa-Laval tanker to do the job.

Kim had a rather negative take on hiring a tanker: "The idea was that the tanker arrived at the farm clean and ready to go and all that we had to do was clean it after we had finished with it, ready for it to go back. However, on one occasion I opened the rear door to clean it out only to find around six inches of gravel in the bottom! I knew it was not from us using it, as we had an enclosed concrete slurry tank! We really were not happy about this and so it finally convinced us to buy our own tanker, which ended up being a Holloway Camel."

During the 1970s, everybody was told that direct drilling was the way forward



"During the 1970s, everybody was told that direct drilling was the way forward," explains Kim. "Which is why we decided to drill rye with this method and had a contractor come in with their Ford 4000 and a Bettinson direct drill. We never repeated the experiment, as the crop turned out not to be anywhere near as good as it should have been!"

Even the local contractor was using the three-cylinder 62hp Ford 4000 but, as we have seen by the example used on Kim's farm, this little 62hp tractor was seen as the ideal size for almost any farming task back then in this part of the world. The larger 5000 was never as popular in these parts!

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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.

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

Galvanized hopper to prolong life of spreader from rust.

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Tank Capacity: 60 litres.
Empty Weight: 40kg.

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i-034: Fertiliser Spreader - Trailed

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

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

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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.
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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.

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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.

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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.

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i-042: Transport Box - 1.2m

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

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i-043: Transport Box - 1.3m

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

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Max. Working Depth: 150mm (5.9").
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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

Preserved!

Paul Beeton, from Cambridgeshire, decided to restore a Ransomes disc harrow earlier this year. He shared details of the project with the editor.

Ransomes Sims & Jefferies Ltd. (RSJ) is synonymous with ploughs, particularly conventional models, but it produced a range of different implements to suit various tasks over the years, including disc harrows.

One of the first mounted models was the HR 20 – a disc harrow designed for

tractors like the Fordson E27N and Nuffield Universal models – with a working width of 6ft 6in and weighing in at 8cwt. This model featured a guide disc in the centre of the harrow to counteract side draft forces acting on the tractor.

This type of machine would later give way to the FR range, which included the HR 31 variants – of which the

implement featured here is an example of. Five mounted models were joined in the FR disc harrow range by six trailed models with working widths from 7ft 6in to 12ft.

The mounted HR 31/86 had a working width of 8ft 6in, but it is the largest mounted model in the range, the HR 31/97 that we see here – able to cultivate to a width of 9ft 7in. ➤



**Paul Beeton's
refurbished Ransomes FR
HR 31/97 disc harrow.**

All photos: Paul Beeton.

Disc Harrows

FR & RANSOMES

DISC HARROWS

A full range of mounted and trailed harrows for all soils and tractors

A full range of mounted and trailed harrows for all soils and conditions



The FR range of disc harrows was produced throughout the Ford pre-Force (6X) and Force (6Y) eras.

4000 and 5000, as well as models of a similar power output.

Options included a centre tine and a choice of discs – either 18 or 20in (45 or

RSJ informed would-be purchasers that its disc harrows were built to meet every discing requirement on every size of farm and that they were ideal for discing-in tall weeds and stubbles, as well as breaking down soils to create a fine seedbed.

With discs positioned 7in (17cm) apart and adjustable gang angles, the operator could use the HR 31/97 to create any type of tilth that was required, but the size and weight of the machine meant that it was best suited to tractors like the Ford



The Ransomes FR HR 31/97 disc harrow, as purchased.



Parts were either broken, or missing, hence the need to find a donor harrow.



Shot blasting made short work of the rust.



A methodical approach was required for the components to be prepared properly.

50cm) plain or 20in (50cm) cutaway on the front. Later examples were only available with 20in (50cm) discs.

Paul Beeton farms land in the north of Cambridgeshire and is a member of the Peterborough Farm Machinery Preservation Society. During 2021 he noted that at the organisation’s last working event, none of the members were using a disc harrow and so he decided to find one and restore it to its former glory.

DONOR REQUIRED

A friend found what he was looking for in the shape of a Ransomes FR HR 31/97, but Paul quickly concluded that a donor machine would be required if he were to restore the first harrow to an acceptable standard. Thankfully, an auction at Cheffins’ Sutton site yielded what Paul was looking for and two would soon become one.

The process, shown below, involved complete disassembly of both implements, with shot blasting and cleaning up of the required

BASIC SPECIFICATION: Ransomes FR mounted disc harrows

Model	Working width	No. of discs	Disc spacing	Disc diameter	Gang adjustment	Weight	Linkage category
HR29	6ft 9in (2.06m)	18	9in (23cm)	18/20in (45/50cm)	No	860lb (390kg)	I or II
HR 31/86	8ft 6in (2.60m)	28	7in (17cm)	18/20in (45/50cm)	Yes	1,000lb (454kg)	I/II
HR 31/97	9ft 7in (2.90m)	32	7in (17cm)	18/20in (45/50cm)	Yes	1,240lb (562kg)	I/II
HR 35/70	7ft 0in (2.13m)	18	9in (23cm)	22/24in (56/61cm)	No	1,280lb (580kg)	I/II
HR 35/86	8ft 6in (2.60m)	22	9in (23cm)	22/24in (56/61cm)	No	1,500lb (680kg)	I/II

components, followed by a rust preventative and painting with Witham Supercote Empire Blue gloss, finishing off with decals supplied by Machinery Decals.

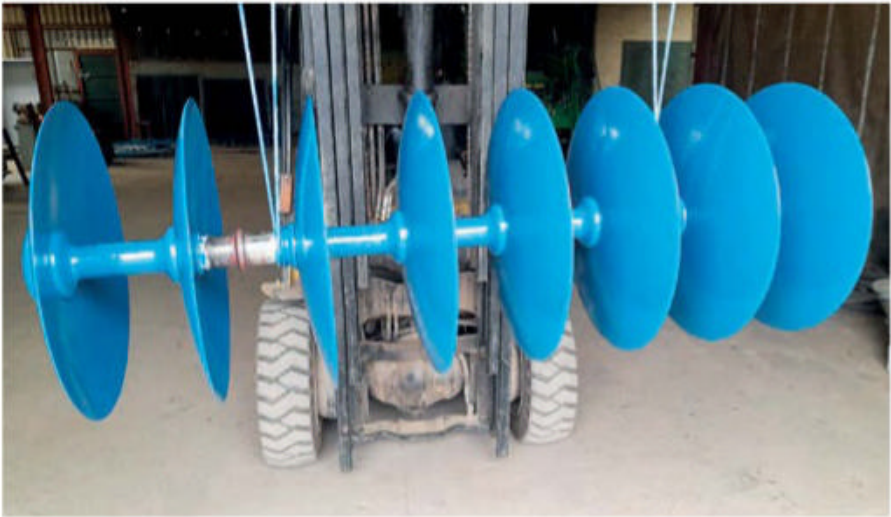
Paul says that he used metric bolts in the rebuild, but other than that the disc harrow is as it left RSJ’s factory, although he is looking for a centre tine attachment, including the bracket

assembly, if anyone has one. If you can help, please get in touch with the editor in the first instance: tm.ed@kelsey.co.uk

Paul intends to use the Ransomes FR HR 31/97 disc harrow at working days, in conjunction with a Massey Ferguson 165, but it may see use around the farm from time to time with his two-wheel drive John Deere 6100 – the smallest model in the 6000 Series. ■



Everything was primed before the top coats of paint went on.



Witham Supercote Empire Blue gloss paint (370LF) was used for the top coats, purchased from L R Boon & Sons of Benwick, Cambridgeshire (01354 677303).



Paul’s disc harrow is fitted with 20in (50cm) discs – cutaway (scalloped) at the front and plain at the rear.



The result is pleasing and has given the implement a new lease of life.

All photos: Sam Jarvis.



Sam's restored 1960 MF 35, now with the addition of a lighting kit. The choice of a vertical exhaust was for aesthetic and practical reasons.

Fairground 35

Joseph Lewis discovers a lockdown project and a first for a young restorer.

One of the highlights of the 2022 Tractors & Trains event, at Yeovil Railway Centre, was a 1960 Massey Ferguson 35 owned by Sam Jarvis from Yeovil. It has an interesting history and is particularly special as it marks this young man's first foray into tractor restoration.

"I became interested in tractors through the collection of Ivor and Barry James and family, from West Dorset," Sam explained. "The James family are regular exhibitors at Somerset rallies, like Abbey Hill and Yesterday's Farming, often providing the tractor parade commentary. Their Fordson Major and Massey Ferguson 100 Series examples are noted as an inspiration to others, especially as they try and have a new restoration at the start of each season."

"My other source of encouragement was my granddad, as he has always owned a grey Ferguson. With these supporters as a foundation, the 1960

Massey Ferguson 35 was the first tractor I purchased, mainly to take to shows and because I love to build things and wanted a project."

Sam acquired the tractor in early 2020 with help from Ivor, who collected it. The first striking and unusual aspect was the Shawnee Poole loader, commonly seen on much larger tractors. This was believed to have been used at a fairground at Brighton.

Work started almost immediately to remove the loader and fix the brakes, which only half worked, the idea being to keep the paintwork as a working tractor.

"The further on we got fixing things, it became clear the steering box had been ruined by the very heavy, oil-filled loader over the front axle," continued Sam. "This meant a replacement steering box was sourced, along with a replacement grille, and the decision was made to fully restore the tractor."

"It was fully stripped down to the skid unit and all serviceable items, filters, gaskets etc., which were beyond use,



What a transformation! With preparation by Sam and painting by Ivor James, the result is fantastic.

have been replaced. I then hand sanded most of the tractor before it was sprayed by Ivor. I then re-assembled and added an upright exhaust and lighting kit, with the finishing touch being a new set of Goodyear tyres.

"The upright exhaust was mainly a visual thing, but I also didn't want the diesel fumes wafting up from the downswept exhaust whilst sat in a ring parade. The lighting kit would have been an optional extra in the day and personally I think it suits the MF 35 very well."

Sam still has a couple of jobs to do, including tidying up the wiring for the lights, plus a couple of small oil leaks to sort out over the winter. "As they say, a project is never finished!" he concluded. ■



This photo shows the state of the gauges before Sam replaced them. It also gives a good impression of what the rest of the tractor was like up close.



With the loader, bonnet and mudguards removed.



The tractor as found, complete with Shawnee Poole loader.



Crystal 160- 17 reg,
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Proxima HS120- 66 reg,
power shuttle
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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



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Inbox

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STAR LETTER

Turbotiller

Dear T&M,

I'm sending this on behalf of my granddad, who doesn't have access to a computer.

"I was wondering if any of your readers could help me find a Sapper Turbotiller rotary harrow, made by Bomford & Evershed Ltd. I am looking to purchase one to pull behind my Nuffield 4/25 or BMC Mini. If anyone has got one that they are willing to sell, please get in contact via the editor."

Also, thanks to your readers, after you posted my comment in the postbag section (May 2020 issue) about finding the correct paints for my Simplicity mower, I have now identified that Howard orange is a very near match, and I am



now underway restoring it.

Aled Owen, via e-mail

SL: The Turbotiller is a seldom seen implement, but I have every faith that someone amongst our readership will be able to help your grandfather! I am pleased that the restoration of your Simplicity mower is well underway. Please share photographs once the project is complete.

Loyal Zetor

Dear T&M,

I thought you might like to see our tractor. It is a Zetor 6911 and was made in 1978, in Brno, Czech Republic. We have owned it for around 30 years and replaced the blown engine with a better, more powerful one from a Zetor 7211. The engine is a four-cylinder, 3.6-litre, water-cooled diesel, paired with a five forward, one reverse manual gearbox with slow speeds (so it's 10 forward, two reverse).

We use it for all field operations, forestry work, and some small jobs around our farmyard. Sadly, we have some



problems with it. The electrics are damaged, the hydraulic oil is leaking, and water from the cooling system is leaking, as the main hose is broken. We will repair it, as we plan to own and use it in the future.

Vasik Divis, Czech Republic

SL: Thank you for sharing your tractor with us. It is nice to know that it is still in use.

Registration conundrum

Dear T&M,

I was given your email address to see if you could help. I have a nice 6610, with 'Q' cab, that I bought to use on the land. I have tried to get a registration number for it, but the DVLA keeps sending back the forms, even though when I have called them, they tell me to fill in the form!

The tractor has never had a registration number and as I want to do some tractor runs with it, I now have a new form for first registration and a dedicated name, but I need to have authenticity of

the year before they will give me a registration number. Eight months on and oh dear!

If you can help, that would be great.

Norman Evans, via e-mail

SL: Your best bet is to contact one of the two Ford-related clubs that each have a person dedicated to tractor registrations. They are:

Blue Force:

blueforcetractorclub.com

The Ford & Fordson Association:

fordandfordson.co.uk

I hope that helps.

International 454

Dear T&M,

I'm hoping that you can settle a disagreement between my friend and I, regarding production of the International 454 tractor.

He is of the opinion that the model was only produced for around five years, from 1971, but I am sure that it must have been built for a longer period than that. Can you shed any light on the matter, please?

Charlie Croft, Lincolnshire

SL: From the information I have available to me, I can



tell you that the IH 454 was in production from 1970-77, with less than 20 built in the first year. I hope this is of interest.

WIN!

In each issue the Editor will select a star letter and the sender will receive a 14W COB LED rechargeable pocket floodlight with magnet, courtesy of Jack Sealey Ltd.
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WRITE TO THE EDITOR: Scott Lambert, The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL **E-MAIL:** tm.ed@kelsey.co.uk



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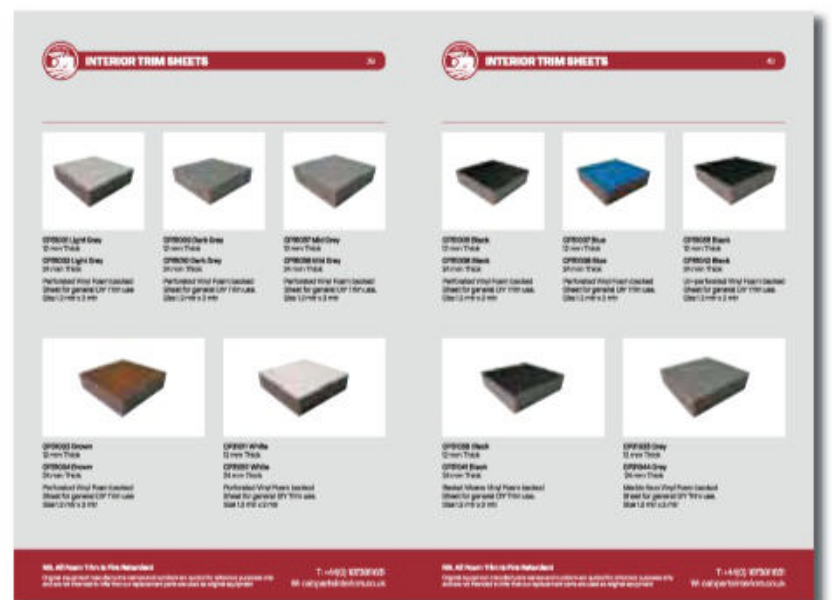
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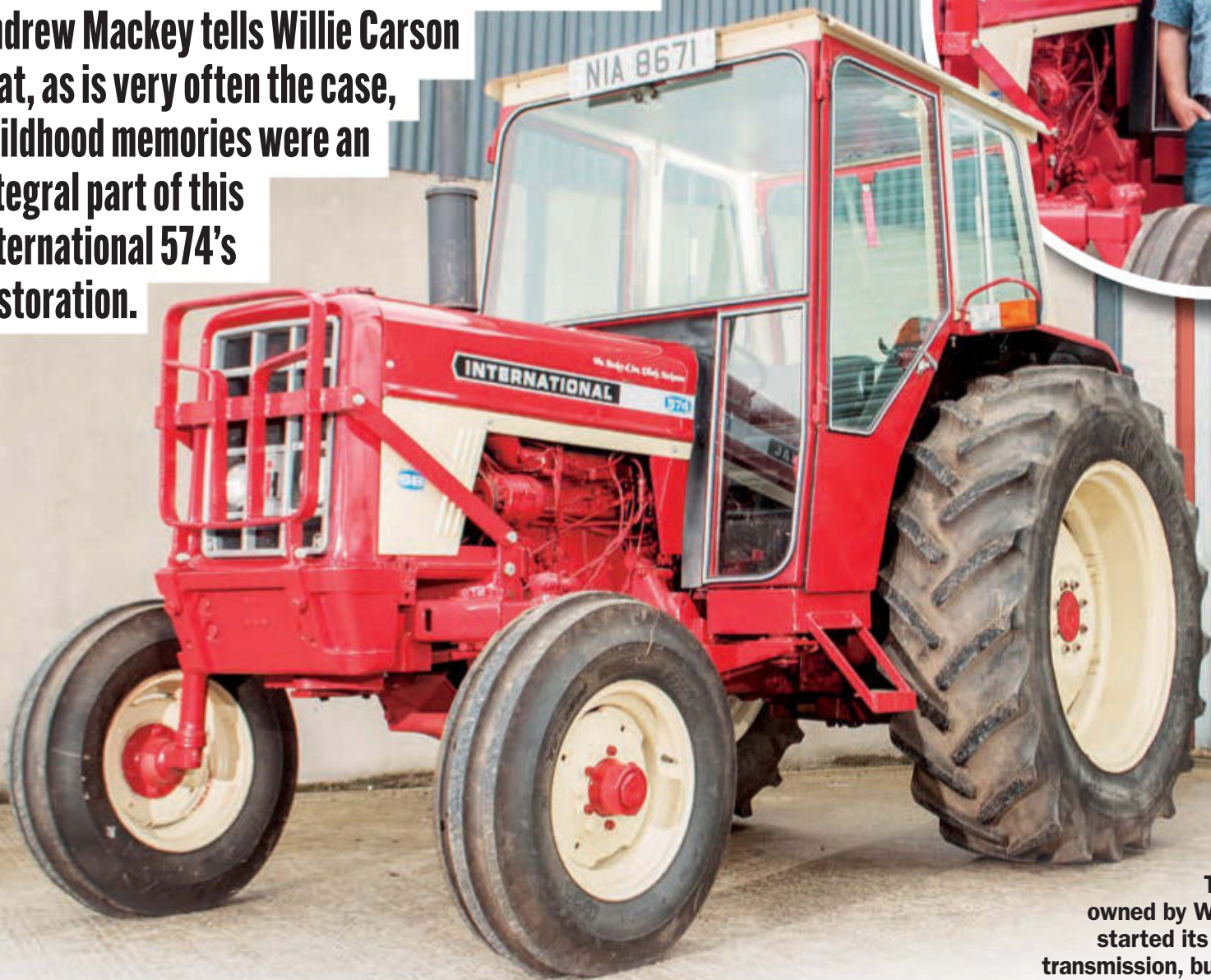
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International relations

Andrew Mackey tells Willie Carson that, as is very often the case, childhood memories were an integral part of this International 574's restoration.



This International 574, owned by William Mackey (inset), started its life with a hydrostatic transmission, but was later fitted with an eight-speed synchromesh gearbox.

The Mackey family has been farming at Killealy since Andrew's great-grandfather bought a 52-acre holding at the beginning of the 20th century, with early enterprises including a dairy herd, pigs, sheep, poultry, and cereals.

In 1942, Andrew's grandfather, William Mackey, bought a green Fordson N with narrow mudguards through the War Ag, which controlled the drive to increase the nation's agricultural output. This was the farm's sole tractor until the arrival of a 1959, four-cylinder Massey Ferguson 35, fitted with a loader.

The farm expanded and soon the dairy herd grew to 32 cows milked in the byre by an Alfa Laval milking plant with three bucket units. William Mackey also shared a Nuffield Universal Four with a

local lime-spreading contractor, adding more power to the tractor line-up.

On 1 July 1966, the arrival of a new Massey Ferguson 165, purchased from R A Allen in Ballymena, brought the work force right up to date, just as Andrew's father, Lyle, completed his course at Greenmount Agricultural College.

In the mid '70s the MF 35 was sold to a potato grower and the proceeds of the deal put towards the purchase of a two-year old Ford 3000. The increased profile of Eastern European tractors at agricultural shows and in local dealerships had not gone unnoticed and the Mackeys were encouraged to introduce a Belarus to the farm.

Within a year it was decided that it was time for the unreliable, Minsk-built tractor to go, but William and Lyle weren't going to tar all machinery from

behind the iron curtain with the same brush. The Belarus was replaced by a Zetor 6718, bought from Wilsons of Rathkenny and, with its simple design, rugged construction, and ample power, this proved to be a sound move.

The Mackeys considered the Zetor to be a good, simple tractor with a much better cab than other tractors of that era, offering lots of room for the dog, a constant travelling companion for Andrew's grandfather.

In 1978 a new International 784 was purchased from N A Irwin at Nutts Corner. This became the farm's main tractor, used at silage harvest, first with a New Holland 37 double-chop harvester and later with a New Holland 717S precision-chop. During this period the grass crop was cut by the Zetor and a Fahr KM22 mower then tilled ➤

The 574 had a lift capacity of 1,633kg (3,600lb) and did not have the option of an assistor ram, like the 674.



using a PZ Haybob which, since the harvester didn't have the protection of a metal detector, had a rope threaded through the eyes of the kicker tines.

It was common in this period for two family farms to share labour and machinery at harvest time, so Andrew's great-uncle Hugh and his MF 65 MkII took on carting duties, towing a Weeks or a Martin Markham trailer, both 10ft by 6ft, back to the yard where his MF 35 was waiting with the tipping buckrake to push the load of grass into the silo.

The Mackeys were using increasingly powerful tractors for their silage operations and so the limitations of the lightweight MF 35 as a suitable tractor for buckraking became apparent. They turned to International tractor salesman Mervyn Rea, who, while on a visit to the Doncaster plant, had noticed an IH 574 Hydro which was being used as a shunter around the factory complex.

ATTRACTIVE PRICE

Since the 84 Series was the new range in the dealers' catalogues, the Mackeys were able to buy the second-hand IH 574 World Wide model at an attractive price, with 500 hours recorded on the tractormeter, knowing that it hadn't endured a tough working life. The obvious advantages over the MF 35 included live hydraulic service, which could supply the hydraulic ram on a push-off buckrake, an increase of more than 30hp from the IH 239cu in (3.9-litre) engine and the convenience offered by the infinitely-variable hydrostatic transmission.

A new, six-foot Quicke push-off buckrake was attached, the roof was temporarily replaced by a sheet of tin to prevent damage to the original when working close to the silo roof trusses, and the 574 was ready for some proper farm work.

During the winter months, it was equipped with a Quicke 2000 loader and

used daily on cattle-feeding duties, while in the spring it drove a Howard Rotavator, preparing 40 acres for barley. In short, this International Harvester 574 Hydro was carrying out the tasks for which its advanced transmission was designed.

By 1984 the Hydro system was worn out and, since the conventional gearboxes were easy to find in breakers' yards, it made sense to replace the entire transmission system with an eight-speed, synchromesh IH gearbox featuring the 'lightning flash' selector lever.

The extensive surgery required to complete this transformation was carried out during the evenings in the farm workshop by local mechanic Colin Robinson and although, at one point Andrew's grandfather wondered if the tractor would ever work again, Colin's experience of IH tractors ensured steady progress.

The replacement gearbox was installed and since there was ready access to the

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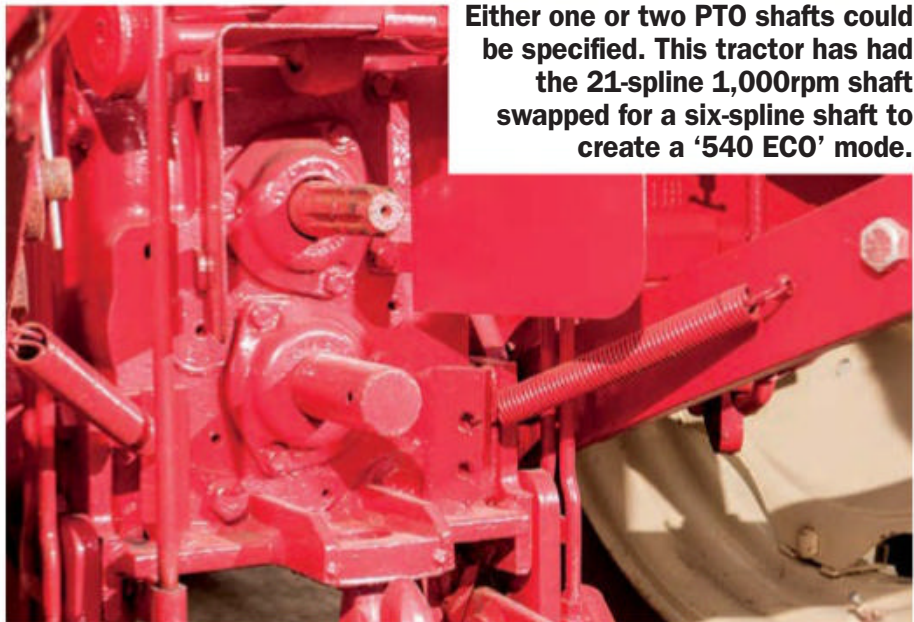
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The cab used on the World Wide Series models was built by the Victoria Sheet Metal Co. Ltd. and was well-appointed in 'Q' guise.



A top link-sensed design was used on World Wide Series models with two positions available for the top link.



Either one or two PTO shafts could be specified. This tractor has had the 21-spline 1,000rpm shaft swapped for a six-spline shaft to create a '540 ECO' mode.

transmission brake, the band was replaced, curing a common fault with the IH handbrake design of that era. After the refurbishment, the 574 gave good service for a further four years until the arrival of a Ford 5610, fitted with an AP cab and floor-change gear levers.

The IH 574 was sold but it didn't travel far to its new home. Hugh's son John worked as a milking parlour fitter, as well as running a small, part-time sheep-farming enterprise, and the 574 suited his needs exactly – making hay and carrying out other light duties.

In the mid '90s, 15 years after it eventually left the Doncaster factory, John decided to sell the tractor. This gave Andrew the rare opportunity to purchase a piece of his childhood history, which, although it had worked in the mucky environment that goes along with livestock farming, was still complete but had a jaded appearance. Andrew recalled, "Like most tractors of that era there was

some rot in the tinwork, especially around the mudguards and the front section of the cab. John had replaced the roof panel, the handbrake was working, and the rear tyres still had good tread."

The restoration began by removing the cab and then dealing with the mechanical issues. He re-bushed the linkage for the range lever, which made the changes more positive, but the gear selector was still working fine, so it wasn't touched.

The World Wide series featured a saddle tank behind the cab, incorporating a fuel line which joined the two lower portions. As moisture gathered in the system, it accumulated in the steel pipe and eventually the ensuing rust led to a diesel leak, so a replacement pipe was required.

ADVANCED

The International hydraulic system has some features which were advanced for its time. The oil in the back end was used

to power the hydraulic brakes and the steering, as well as the three-point linkage and the external services. This meant that a priority valve was needed to ensure that, for safe operation, the steering and brakes always had a sufficient supply of oil when the lift or spool valve were being operated.

While the cab was off the skid unit, Andrew had the perfect opportunity to replace this vital component. The torsion bar that controlled the top link sensing needed no attention, but the linkage pins were worn and needed replacing, and the levelling box was seized, so Andrew fitted a replacement. The adjusters in the drop links for the pick-up hitch were also seized, but he freed them with heat and removed the slack.

The infamous parking brake band had been replaced when the transmission was converted so, after an oil and filter change, the backend refurbishment was complete. IH tractors of this era could ➤

BASIC SPECIFICATION: IH 574

Engine	IH D-239
Cylinders	4
Power	Synchro: 68hp Hydro: 78hp
Bore	98mm (3.88in)
Stroke	128.5mm (5.06in)
Displacement	3,912cc (239cu in)
Torque	Synchro: 251Nm (185lb/ft) Hydro: 258Nm (190lb/ft)
Rated speed	Synchro: 2,200rpm Hydro: 2,400rpm
Transmission	8 fwd, 4 rev, 16 fwd, 8 rev (TA) or Hydrostatic
Lift capacity	1,633kg (3,600lb)*
PTO	540 or 540 & 1,000rpm
Fuel capacity	77 litres (17 gallons)
Length	3,430mm (135in)
Wheelbase	2,170mm (85.5in)
Width	1,625mm (64in)
Height	2,310mm (91in)
Turning radius	3,050mm (120in)**
Weight	2,669kg (5,885lb)
Front tyres	6.00-16
Rear tyres	12.4/11-36

* At link ends
** Without brakes

be specified with either a single-speed lower PTO shaft, a single-speed upper shaft, or a dual-speed (540rpm and 1,000rpm) system. It is interesting to note that during the transmission conversion work, carried out in 1984, it was decided to change the 21-splined shaft for a six-splined shaft, so that light implements, such as a pressure washer, could be driven at lower engine speeds, reducing the noise levels, and saving on fuel costs.

Moving forward from the transmission, the clutch, which had been fitted in 1984, just needed adjustment and the safety start switch, which operates on the clutch pedal, was replaced. The D-239 engine has a reputation as a solid and reliable power unit, so it is no surprise that, with just over 2,000 hours on the clock, it needed little more than an oil change and new filters.

Having spent several years as the farm's loader tractor, Andrew was keen to investigate any wear in the front axle and steering components. "The front axle needed new bushings on the centre pivot, and we replaced one of the track rod ends, but that was all it needed," he said, illustrating the advantage of regular maintenance and a good acquaintance with the grease gun during its working life.

Not many International tractors from the World Wide range survive into

retirement without showing signs of their age, especially around the cab, and Andrew's IH 574 was no exception. "John had already fitted a new roof, but it needed a complete new front panel and mudguard top sections. Refitting the old grab rails onto the new mudguards was tricky, lining everything up and avoiding interference with the sidelight unit; it took a bit of time, but it looks right."

When it was time to prepare for the respray, the correct shade of paint had to be ascertained, so Andrew removed a panel from his International 440 baler, took it to his paint supplier and asked him to mix a colour to match the inside of the panel.

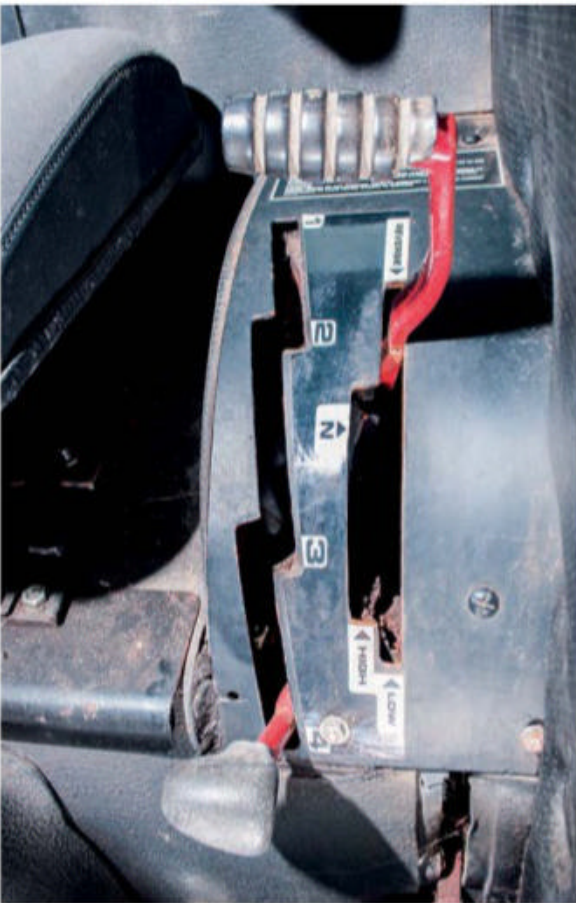
Back home he prepped the skid and the tinwork and applied the paint in his spray shed. When the paint had cured, new decals from Lotus Designs were applied and he then turned his attention to the interior.

He purchased new cladding from Tractor Cab Specialists and took the seat to a local auto upholsterer who has done a superb job, and with the original rear window fitted in a new frame, the job was complete.

Andrew is delighted to have this tractor restored and ready for whatever comes its way. It played a large part in his formative years, holds memories of time spent with his late grandfather and now it takes pride of place in the tractor shed. ■



Now equipped with 16.9 R34 radial rear tyres, the 574 would have originally been fitted with 12.4/11-36 6-ply rears. 7.50-16s are fitted at the front in place of the original 6.00-16s.



The 'Lightning Flash' gear lever and range lever, where once there was simply a lever to choose between low and high ranges.



CELEBRATING THE
DAVID BROWN 780



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

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The DB Specialist

Ploughing pairing

David Brown Selectamatic tractors were quite advanced in their day and are still sought after by enthusiasts. Les Hanmer, from Shropshire, owns an early 880 that he uses for match ploughing, writes Bob Weir.



Les Hanmer had his 1965 David Brown 880 Selectamatic restored, and he currently uses it in ploughing matches.

The David Brown story began in 1936, when the company teamed up with Harry Ferguson to build the Ferguson-Brown tractor. This machine soon gained popularity because of its revolutionary three-point linkage.

Although the collaboration between the two parties would end up being short lived, it spurred David Brown into making

tractors to its own design. Production was put on hold during WW2, but by the late 1940s tractors like the Cropmaster were making a name for themselves.

In 1955, David Brown bought out implement manufacturer Harrison McGregor and Guest Ltd., while the factory at Meltham concentrated on tractor production. Exports boomed over the next few years, attracting the attention of American giant Tenneco Inc.

Tenneco eventually acquired the company in 1972 and decided to merge it with another famous name in the tractor world – J I Case. The alliance prospered, and in 1985 Tenneco expanded the organisation with newly acquired International Harvester to form Case IH.

The final link with the past was severed when the Meltham factory was closed in 1988, and production was switched to the IH plant in Doncaster.



The plough is a David Brown CM2 model, signifying a medium frame with two furrows, but a CW (wide frame) version was also available.



Les has lived in Shropshire all his life and has been collecting tractors for many years. "When I left school, I went to work for a local farm," he recalls. "They were using an 880 Selectamatic, which accounts for my interest in David Brown tractors."

The David Brown Selectamatic range was introduced in 1965, and the first model was the three-cylinder-powered 770. The tractor was originally painted

in the then company colours of Currant Red and Primrose Yellow, and a patented, two-lever, 12-speed transmission was fitted.

'Selectamatic' referred to the hydraulic equipment on the tractor, which used a selector dial in conjunction with a traditional quadrant. Selectamatic allowed the operator to choose both 'Depth', 'Height', and 'External/TCU' for soil-engaging implements with depth wheels and external services, such as tipping a trailer.

The system proved so successful that David Brown decided to upgrade its existing tractors and by October of that year Selectamatic was a standard fitment across the range. The tractors also received a new livery in the form of Orchid White panels and wheels with a Chocolate Brown skid unit. The range was later expanded to include the three-cylinder 780 model.

Most of these tractors were equipped with a dual clutch and six-speed transmission as standard, although a few buyers opted for the optional 12 forward, four reverse gearbox.

The 880 Selectamatic proved to be extremely successful and by the time production ended in 1971, a total of 33,379 tractors had been built.

"As I recall, the 880 was a great tractor, and very reliable," said Les. "It was particularly good at ploughing. I worked on the farm for about three years, before enrolling on a course at a local agricultural college."

NEW ROLE

Les passed the course with flying colours and then took up with an agricultural contractor for six years. His career

working the land looked set, until he ran into an old acquaintance.

"One day I bumped into a former school chum, who was running his own plant hire company," he recalls. "Plant hire was big business back then and offered very good wages. One thing led to another, and I ended up working in plant hire for the next 40 years."

Les started off driving an excavator but progressed quickly through the ranks and ended up as group operations manager. The job took him all over the world, including tropical places like Jamaica and Sierra Leone.

"I enjoyed my time working in plant hire, but still retained my old love for classic tractors," he explained. "I wanted to get hold of an 880 Selectamatic and managed to acquire a suitable machine a few years ago."

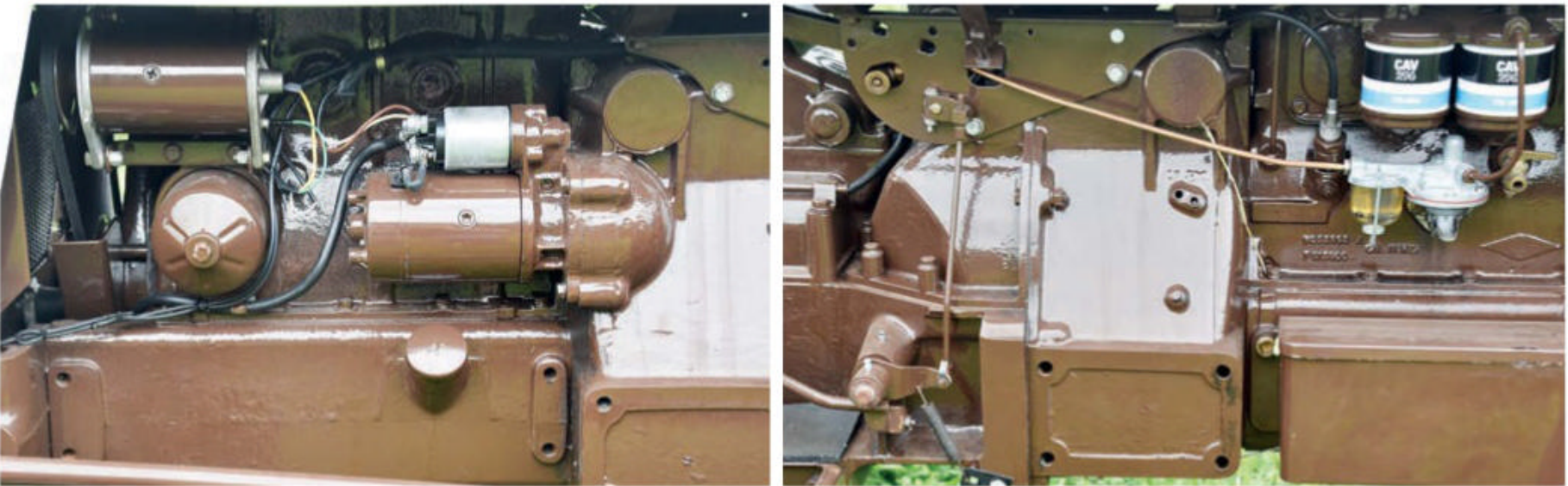
Les' tractor is one of the early models (serial no: 880A 530668), leaving the assembly line in 1965 and first registered on 7 January 1966.

"The tractor originally came from Herefordshire, although I acquired it from a local enthusiast," Les said. "The previous owner had bought a pair of tractors, including the 880. It was in poor condition and had been previously fitted with a cab. After a close inspection I realised some of the tinwork could be saved, so I sent the machine to specialist Shaune Clorley restorations at Wem, just north of Shrewsbury."

According to Les, Shaune stripped the tractor down to the bare bones before rebuilding it from the bottom up. He then finished the job with a new coat of paint.

"Looking back, I was very pleased with the outcome," said Les. "The David Brown looked as if it had just come out of the factory and is my favourite tractor to drive. I particularly enjoy taking it on road runs."

Les has recently started taking part in ploughing matches and was keen to acquire an authentic David Brown plough to go with the 880. "I bought the plough about four years ago from an enthusiast in South Wales," he explained. "I've been led to understand he was quite an accomplished ploughman. I've only started using the plough recently, as before my retirement I never really had the time." ➤



With the adoption of Selectamatic across the range, David Brown changed its livery from Currant Red and Primrose Yellow to Orchid White and Chocolate Brown. The 880 featured a 46hp DB AD3/55 engine.

It has been many years since Les ploughed on a regular basis, but he says he is slowly getting back into the swing of things. “I am really enjoying it, and every ploughing match is a bit of a learning curve,” he said. “I have started off at the bottom in the novice category and hope to work my way up. Shropshire is a rural community, so there is plenty of competition.”

NOT JUST TRACTORS

Les recalls that he was working with a David Brown tractor and plough combination when he left school. “It’s just like old times,” he laughs. “The plough is a two-furrow conventional, like the 1970s. The actual model is a CM2 with an A21 serial number (10047),

which signifies a David Brown C type plough, with ‘M’ denoting a medium frame.”

David Brown also made competition ploughs and unlike the commercial types, these were built to special order. The mouldboards were a ‘blend’ of ‘general purpose’ and ‘ley’, and the disc coulters were adjustable both in angle of tilt, and fore and aft. The cross-shaft and land wheel were often longer and could be slid from side to side.

The mouldboards and frogs were adjustable to alter the pitch of the boards, and, in addition, there were two extra link pins supplied to switch from category I to category II, and different thickness ‘wafer’ spacers to adjust the furrow width on the legs.

“I’ve already made a few modifications,” Les explained. “I’ve added a winding headstock and cross shaft so I can move the plough across to get the position the way I want it.

“I got some help from a friend of mine at Border Trailers in Oswestry, who specialise in metalwork, and we’ve done the alterations in such a way that the plough can be restored to factory specification without any cutting or welding.”

His early apprenticeship on a farm has stood Les in good stead over the years, and he is comfortable working with tools. “It’s just something you pick up over time,” he explained. “I also own a Ford 3000 that reminds me of my younger days on a farm, and an Oliver 80 Standard because I was looking for something a bit different.”



FCJ denotes that the tractor was first registered in Herefordshire, in January 1966. The serial number indicates that it was one of the first 700 examples of the DB 880 produced.

BASIC SPECIFICATION: DB 880 Selectamatic	
Engine	David Brown AD3/55
Cylinders	3
Power	46hp
Displacement	2,695cc (164.4cu in)
Bore	100mm (3.94in)
Stroke	114.3mm (4.5in)
Rated speed	2,200rpm
Transmission	6 fwd, 2 rev or 12 fwd, 4 rev
Length	3.1m (10ft 2in)
Wheelbase	2.05m (6ft 8in)
Height	2.2m (7ft 2in)*
Weight	2,027kg (4,470lb)
Front tyres	6.00-16
Rear tyres	12.4/11-32

* To top of exhaust



This tractor is fitted with
Goodyear Super Rib
6.00-16 front tyres and
Goodyear Super Traction
Radial 12.4 R32 rears.

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Storing a collection of tractors can be a challenge, but Les has the situation under control. "I have plenty of space to store the tractors, and a lot of it is under cover," he said. "I think it's important to keep the tractors out of the weather, especially during the winter months."

Now that he is enjoying a well-earned retirement, Les has become a regular on the local tractor and vintage vehicles circuit. He is currently refurbishing

another David Brown, which he hopes to use as his main ploughing tractor.

"I think the tinwork on the 880 is in too good condition for the rough and tumble of ploughing matches, so I bought a 780 that I am going to use as my dedicated ploughing tractor," he said. "Although I'm slowly getting all the mechanics up to speed, I am going to keep the bodywork in farmyard condition."

This means the 880 will be elevated to the status of number one 'show' tractor, at least for the time being. "I prefer local shows, because it cuts down on the travelling," Les explained. "I'm happy to drive the 1960s' tractors a short distance on the main road, but I use my trailer for old timers like the Oliver. I've had great fun showing and working with my tractors over the years and hope to continue for the foreseeable future." ■



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Reviews

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CLOSE ENCOUNTERS OF THE RUSTIC KIND/II

Paperback, 258/254 pages

£10

[amazon.co.uk](https://www.amazon.co.uk)

As time moves on and people grow ever older, it is tempting to look back on the past with more than a hint of rose-tinted spectacles, writes Jonathan Whitlam. Things were always so much better back then, weren't they? The truth is they often were not, and when it comes to farming in particular, the past was certainly a much harder and leaner place in which to live – for most involved at least.

For those starting off in a career in agriculture at the very bottom, as a farm labourer, the 1960s was still, in many places, largely the same as it had been decades before, with most of the work being done by hand and with only some mechanical assistance, especially if you were the 'new boy'. Those times though, are fast disappearing from people's recollections, which makes the books written by Will Evans such a treasure trove of insight.

You can tell straight away from the title of his first book, *Close Encounters of The Rustic Kind*, that the story is going to be somewhat tongue-in-cheek, and indeed the author's humour is very evident throughout both this and his second book. This makes for a very enjoyable read, as he takes us back to his early exploits as a new farm worker in deepest, darkest Devon.

He introduces us to the old characters of the farm and the local village, as well as the pub, of course. Will Evans tells

the story it as it was, warts and all, and regales the reader with the many trials and tribulations of farm life back in the 1960s, when many farms in this part of the world had hardly changed since the 1930s.

From a tractor and machinery perspective, there are plenty of interesting stories, as the author gets to grips with Fordson and Massey Ferguson tractors that often have important bits missing – such as brakes! The results end up being hilarious and at the same time we get an insight into the make-do-and-mend attitude of many farmers of those times, as well as a feel of what it was like having to use such equipment back then.

Full of characters, humour, and a feel of how life used to be much simpler, both the first volume and *Close Encounters of The Rustic Kind II* certainly bring back the old days of rural life with a bang. The second volume continues the story into the 1970s and finds Will, now a farmer and contractor in his own right, with all the extra joys and woes that come with that elevation in Devonshire society. All again told with a sense of humour very much in the vein of James Herriott, except here, it is the Devon landscape, the farmers and village folk that live in it that are brought vividly to life and with much affection too.

You can also keep up to date with Will's latest adventures on his Facebook page – Close Encounters of The Rustic Kind.



THE TRACTORS IN MY LIFE

Hardback, 144 pages

£32.50 (free UK postage)

[herridgeandsons.com](https://www.herridgeandsons.com)

Anyone with a passion for Ferguson and Massey Ferguson tractors and implements will be aware of the Coldridge Collection, in Devon. Established by Mike Thorne, it is famed for its interesting architecture as much as its eclectic mix of tractors and has played host to many visits over the years.

Although Mike is known for his love of tractors, not many are aware of how he came to accumulate the machinery in his collection and such interesting buildings, so this new book is educational, as well as entertaining.

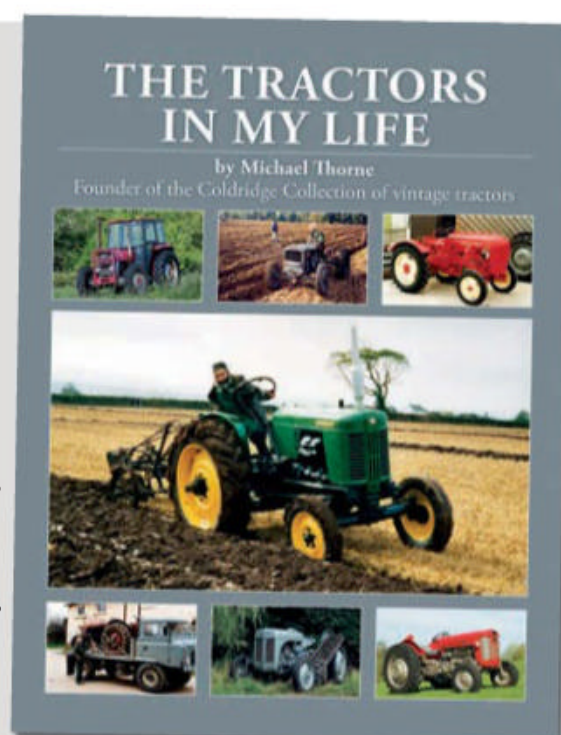
The Tractors In My Life starts by documenting his early years and his involvement in farming, explaining the tractors that made an impression on him, and it's interesting to note the diversity of the collection in the early years before Mike decided to concentrate on Ferguson and Massey Ferguson tractors and implements.

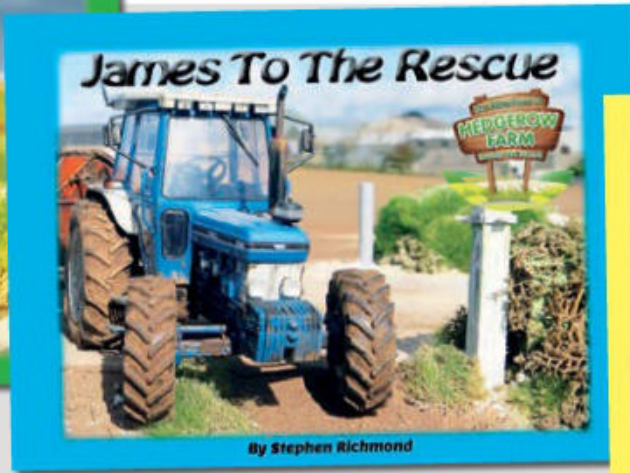
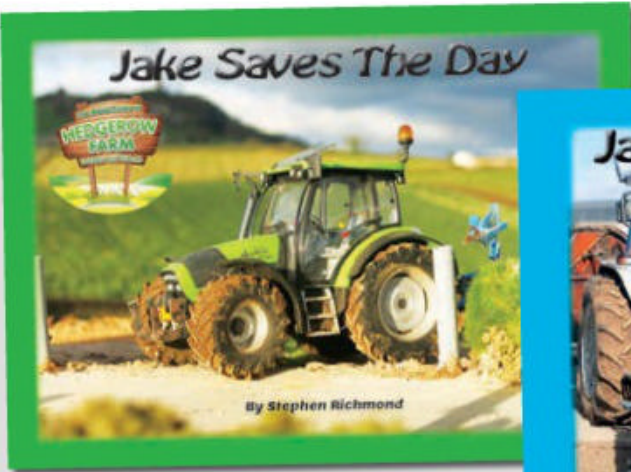
Mike lists more than 100 tractors that he bought over the years – those that were bought and subsequently sold, those

that were bought and stayed, and those that were lovingly restored.

We particularly liked the section of the book devoted to the buildings that house the Coldridge Collection, as Mike's passion for producing interesting, yet functional structures comes to the fore. Over the years his company was responsible for erecting many impressive agricultural and industrial buildings and this too, makes for fascinating reading.

The book is priced at £45, but the current offer sees signed copies available for £32.50, with free UK postage.





CHILDREN'S BOOKS

Softback, 28 pages
£7.50 (inc. free UK postage)
tractorbarnproductions.com

Stephen Richmond has been producing tractor-related media for many years, but his latest offerings may come as a surprise to some of you. Best known as one half of the Tractor Barn Productions team, joined by T&M contributor Jonathan Whitlam, Stephen has fronted many videos over the years and has now turned his hand to writing books for young enthusiasts.

The Adventures of Hedgerow Farm Tractors and Friends is a series of three books aimed at children of all ages, using photographs of scale models to recreate real-life farming scenarios in an accurate, yet fun way. The models, according to Stephen, "give a more relatable connection to children

than just photographs of real tractors and machinery, or cartoon-like drawings, and combine with the stories to give an entertaining and educational flavour of how farm machinery actually works in real life."

The first book in the series, *Jake Saves the Day*, sees Jake come to the rescue after Bernard the big tractor breaks down and cannot finish the ploughing. *James to the Rescue* tells the story of an older tractor helping two newer ones to feed the crops before the rain arrives, while *Peter's Best Harvest* sees Peter the combine under pressure to harvest the crops as quickly as possible.

Entertaining, educational, and passionately presented, we think this series of books will prove to be a big hit.

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PICK OF
THE CROP



BIG FAN

Fantastic... thank you!

Dear Junior,

I love tractors and I love to look at the magazine. I have sent the picture I have drawn for you and hope it can be in a magazine.

Alfie (aged 6), Co. Wexford



SPREADING JOY

Blue tractor, blue spreader, and blue sky... perfect!

Dear Junior,

This a picture of my dad, muck spreading.

Nick Shelley (aged 7)



TOO OLD!

A 2388, old? That makes me ancient!

Dear Junior,

I hope you like my pictures. My dad wanted me to draw his Case IH 4240 and a 2388 Axial-Flow, but I wanted to draw a combine that wasn't quite so old!

Ciara (aged 10), Cambridgeshire



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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E27N

hydraulic system

Andrew Hall looks at Ford's introduction of the Smith hydraulic system for the Fordson Major E27N.

By the time the Fordson E27N was introduced, in March of 1945, the Ford Motor Company had already experienced the advantages of the Ferguson System in the form of the Ford 9N and 2N tractors produced in Detroit and imported to the UK in limited numbers during WW2. By the end of hostilities, Ford in the UK had been developing what became known as the Fordson Major to replace the ageing Model N that had been in production at Dagenham since the early 1930s.

The Fordson Major was designed to pull a three-furrow plough and featured a redesigned rear end with more efficient power transmission than the old worm and worm wheel design of the Model N, despite using the same basic side-valve, petrol/TVO engine carried over from the N, due to a more up-to-date engine not being available at the time!

HYDRAULIC SYSTEM

The rear axle housing of the E27N was designed with a flat, rectangular cast cover, which was drilled and threaded to allow the fitment of a bolt-on hydraulic system. At the time of introduction however, the systems weren't readily available, and tractors were supplied as basic draft tractors until the systems became available and could be retrofitted to existing machines.

TRANSMISSION VARIATIONS

The gearbox of the E27N was basically like the old Model N, and a choice of either high top gear or low top gear models were available. The drive to the hydraulic systems was via a drive gearbox attached to the top of the tractor gearbox, and they differed according to whether the tractor was high or low top gear.

There were two types of hydraulic system available too, the more popular being the Smith lift and the other type being the Varley. These were also of differing dimensions and the Varley

required a longer drive shaft from the drive gearbox to the hydraulic unit.

THREE-POINT LINKAGE

The method of attaching implements by means of three-point linkage had become accepted and the Fordson Major used larger-sized linkage ball-ends than those of the Ferguson, as the size of the tractor and the implements to be powered was larger than the Ferguson range.

The sizes were known as category I and II and became the standard we know today! There were many patents covering the features of the Ferguson System at the time, so Ford and other manufacturers were restricted to merely raising and

lowering of implements, rather than being able to incorporate draft control.

The working depth of soil-engaging implements was controlled by adjustable depth wheels and the working height of floating implements, such as mowers, set by chains to the desired height.

Although production of the Fordson Major E27N began in March of 1945, and the tractor was designed with the fitting of hydraulic lifts in mind, the reality was that the lift units, and many other accessories for the Majors, weren't immediately available. It was well into 1946 before one was able to obtain a hydraulic lift unit to retrofit to an existing tractor! ➤



Introduced in 1945, the Fordson Major E27N was the first British-built Ford tractor to incorporate a hydraulic system and three-point linkage.

MATCHED IMPLEMENTS

The introduction of the Ferguson TE-20 range of tractors and matched implements spurred the Ford Motor Company to promote the fitting of hydraulic lifts to its tractors, and to provide a range of matched implements to suit the Fordson Major.

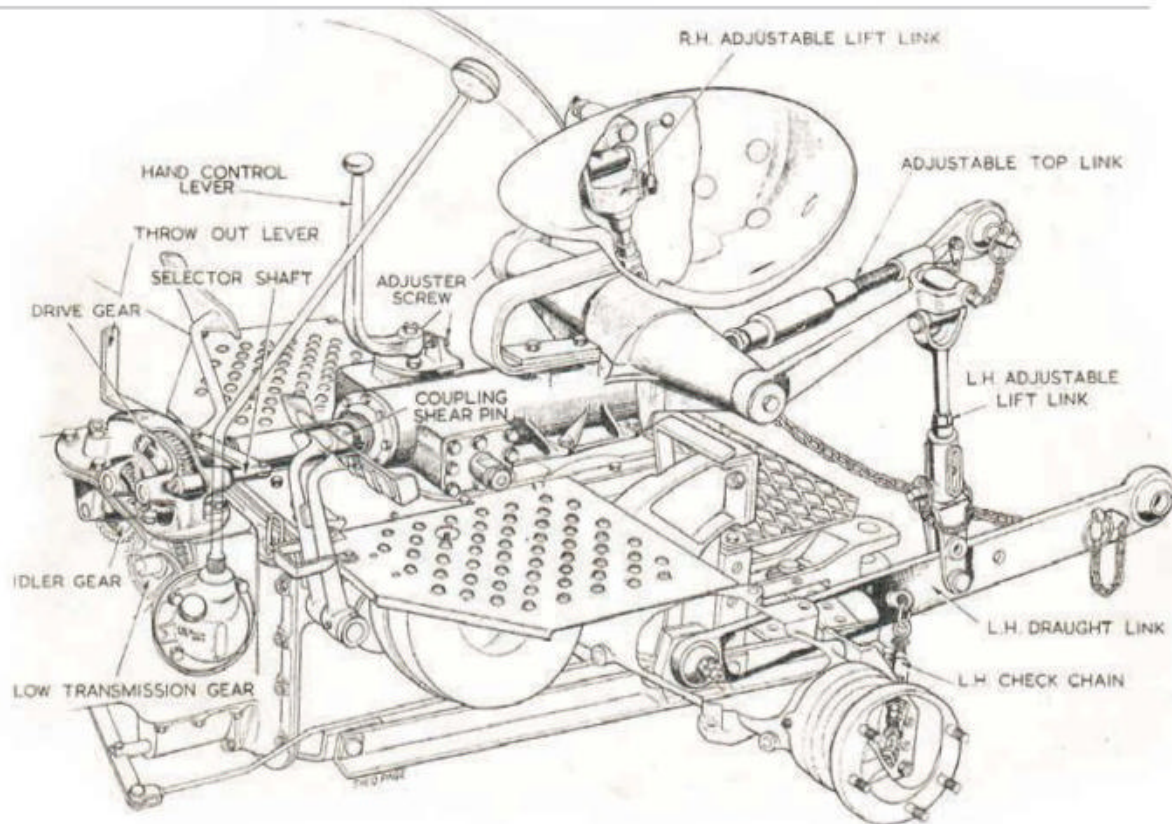
Ford's Leamington factory was chosen to produce both trailed and mounted ploughs in the form of the trailed Elite plough and the PM mounted model, which was available in one-, two- or three-furrow form.

Other soil-engaging implements were built and supplied in conjunction with Ransomes, Sims & Jefferies; whilst manufacturers of other varied implements were also evaluated and added to the list of implements available.

HOW IT WORKS

The hydraulic systems were self-contained units that, as previously stated, bolted directly onto the rear axle top cover. The drive to the units was via a gearbox unit bolted to the top of the tractor main gearbox, which dispensed with the blanking plate. The drive gearbox units were like those used on the post-1936 Model N tractors where they were equipped with a PTO unit. The

The general layout of the hydraulic components of the Fordson E27N. Illustration taken from the *Farm Mechanisation Handbook*.



drive could be engaged and disengaged as desired by the tractor driver, depending upon what was being powered by the tractor.

This brought a slight advantage over the Ferguson TE-20, as one didn't have to engage the PTO to provide drive to the hydraulic pump. Fordson Majors equipped with PTO had a separate, centrally mounted PTO shaft fitted and

driven from the bottom of the main tractor gearbox and independent of the top hydraulic pump drive.

The drive shaft from the drive unit to the hydraulic unit passes centrally along the top of the transmission housing and is covered by a safety guard to prevent anything wrapping around the shaft. The Smith hydraulic units were supplied with either cast iron housings or



The Smith lift was designed as a self-contained unit, which bolted onto the rear axle top cover and allowed the use of a category two three-point linkage.



An aluminium or fabricated steel lever is the main control for raising and lowering implements or operating external hydraulic services as required.

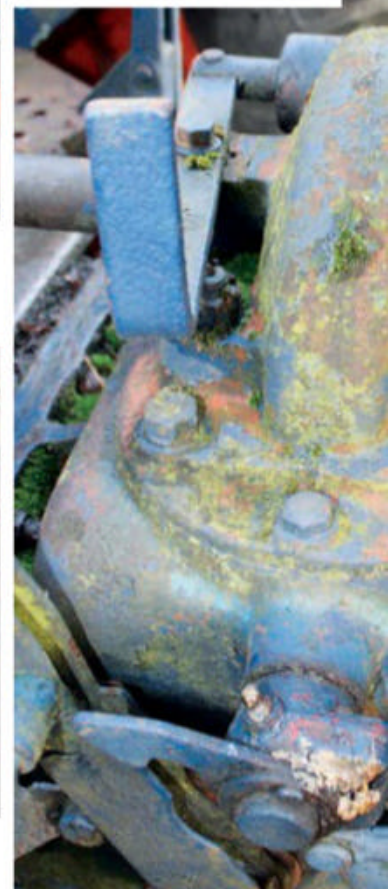
Drive was taken from the top of the main tractor gearbox via this drive unit, which can be engaged/disengaged as required.



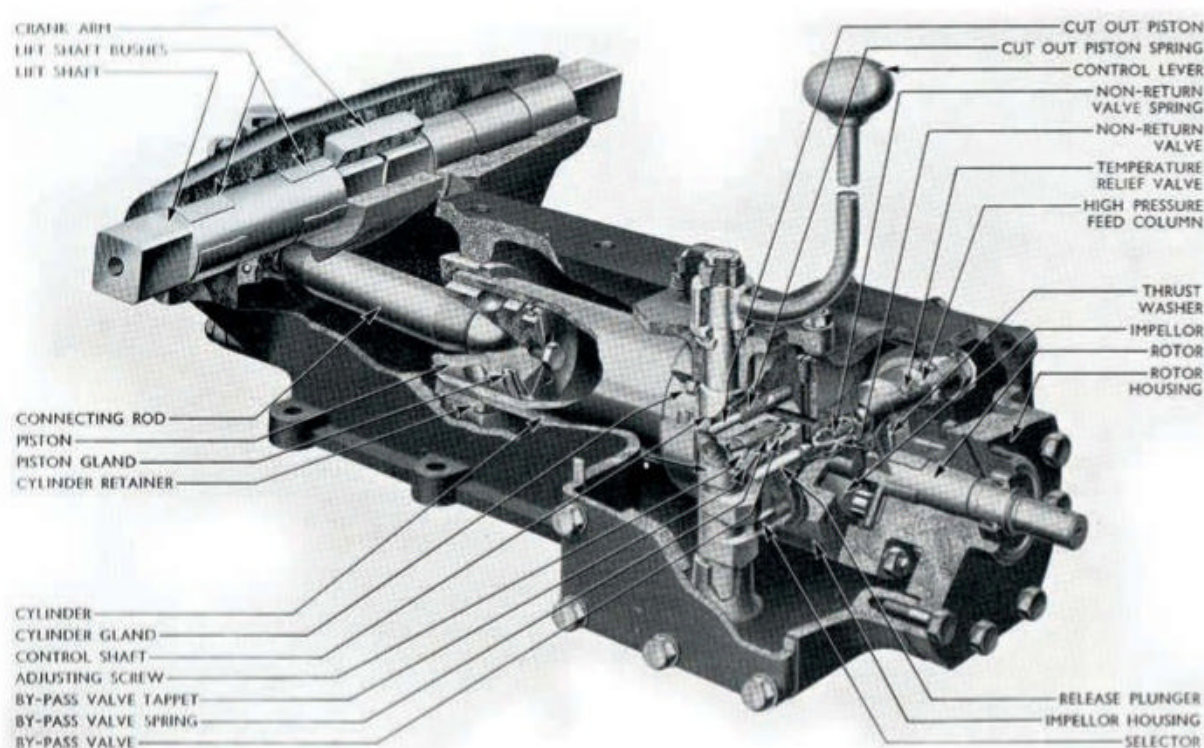
The drive shaft, minus the safety cover, showing the shear pin location (protecting the pump from overload).



Fully anti-clockwise, the lever is in the lower position allowing implements to drop.



A cut-away showing the internal components of the Smith hydraulic system. Illustration taken from *The Tractor* by Ford Motor Company.



aluminium, with an oil capacity of two gallons with cast iron housing or 1½ gallons with the aluminium housing.

The hydraulic pump was mounted inside the front end of the unit and took the form of a rotary impellor design. The J-shaped control lever was mounted vertically and could be either made from aluminium or fabricated steel with a separate knob.

To operate the system, drive is engaged by depressing the clutch pedal and moving the lever on the drive gearbox into gear. Once in gear, raising and lowering of an implement is performed by rotating the control lever clockwise and holding it in place until the implement reaches its height limit. At this point the lever returns anti-clockwise slightly and the implement is

held in the raised position. To lower an implement the lever is rotated fully anti-clockwise and the implement drops to working position.

As the hydraulic unit is a self-contained unit, the pump, control valves, oil reservoir and lift cylinder are all within the main casting of the unit. A series of eccentric cams are mounted on the control lever shaft.

IMPLEMENT LOWERED

When the lever is in the lower (drop) position, oil from the pump is drawn from the reservoir via an internal filter, the release plunger is held inwards by a cam on the control lever shaft, and the bypass valve is held off its seat, allowing oil to return to the reservoir, and the implement remains lowered. See figure one overleaf.

IMPLEMENT BEING RAISED

When the lever is placed into the raise position, the top cam on the control lever shaft holds the bypass valve on its seat and a non-return valve allows oil to pass to the lift cylinder and raise an implement. See figure two overleaf.

IMPLEMENT RAISED

When the implement reaches its full height on the linkage and the piston of ➤



Full movement clockwise is the implement lift position. The lever is held whilst lifting. There is no intermediate height – it's either fully raised or lowered!



Once fully raised the lever moves back to the 'up' position until it is required to lower an implement.



Oil for tipping trailers or front-end loaders can be supplied via this ½-inch BSP tapping point, which is controlled by the same main control lever.



Oil is filled via this plug in the rear cover. Note the three-point linkage has been removed to accommodate a winch.

BASIC SPECIFICATION: SMITH LIFT

Oil capacity	Cast iron housing: 2 gallons Aluminium housing: 1½ gallons
Oil grades	Above 32°F: SAE-50 oil 0-32°F: SAE-20 oil -20-0°F: SAE-10 oil Below -20°F: SAE-10 +10% vaporising oil
Working pressure	1,650psi
Lift effort at outer end of lower link arms	1,344lb
Safety valve maximum pressure	1,800psi
External services tapping	½-inch BSP thread on front left-hand side of hydraulic unit

the lift cylinder is at its limit, oil pressure rises and causes the cut-out piston to move outwards and push against the top cam and move the lever back into a neutral position. At this point the oil is locked in the lift cylinder and holds the implement in the raised position. See figure three opposite.

IMPLEMENT LOWERING

The lever is moved anti-clockwise into the lower position and the centre cam holds the release plunger fully inwards, whilst the top cam holds the bypass valve off its seat to enable oil to drain from the lift cylinder and allow the implement to drop. See figure four opposite.

RATE OF DROP

The speed that an implement descends can be adjusted by means of a screw adjuster that doubles up as a control lever stop. If this is adjusted to increase the drop of an implement, the top cam allows the bypass valve to open wider and allow a quicker passage for the oil to drain from the lift cylinder.

SAFETY VALVES

There are two forms of safety valve incorporated in the hydraulic system. If excessive pressure builds due to the lever being held too long in the raise position, the bypass valve will blow at 1,800psi, whilst a second ball valve is present in the external services line and opens if the temperature of the oil rises excessively.

EXTERNAL SERVICES

A single external services tapping is provided for front-end loaders and tipping trailers and operates in the same manner as the internal hydraulic circuits. ■

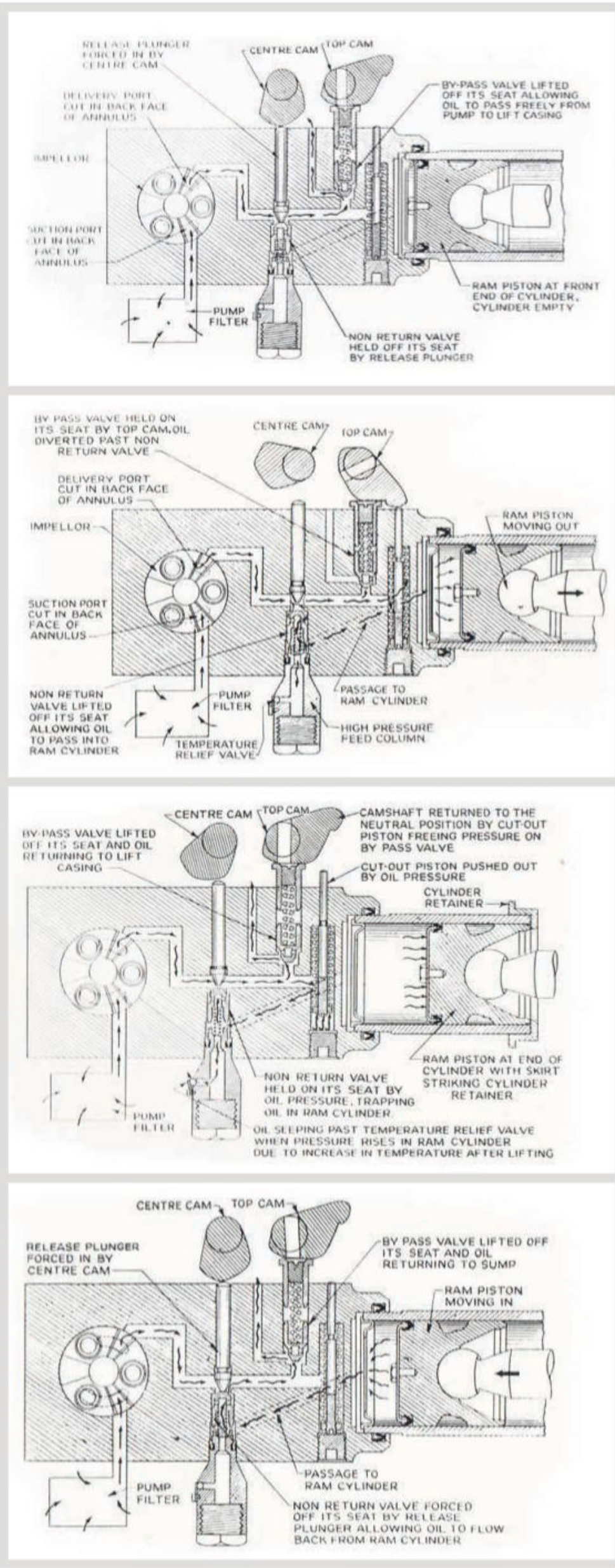


Figure 1 (implement lowered): This shows the oil flow through the valves when the system is in the lowered position (see text for explanation).

Figure 2 (implement being raised): Implement is being raised with the lever fully clockwise.

Figure 3 (implement raised): Implement is fully raised, and cut-out piston has pushed the control lever to the neutral position.

Figure 4 (implement being lowered): Lever is in the drop position and oil is flowing back into the reservoir. Illustrations taken from *The Tractor* by Ford Motor Company.

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John Deere 1750

PRODUCTION

On sale from the mid 1980s to the mid '90s, John Deere's European-built 50 Series offered something for most requirements – from pint-sized three-cylinder models to turbocharged, six-cylinder prime movers.

One of the smallest tractors in the Series, and the mid-range three-cylinder model, was the 1750 and it was this that effectively replaced the 1040 – a model available in both two- and four-wheel drive forms with an OPU cab.

As a tractor with a minimal power output, the 1750 was the ideal go-to model for smallholdings and the like, as well as a popular machine with livestock farmers – where its compact dimensions were an advantage in cattle yards, and in and around low buildings.

ENGINE

Like the other three-cylinder models in the range, the 1750 was powered by Deere's 3179 engine – in this case naturally-aspirated (DL) form, rather than turbocharged (TL) guise.

With a displacement of just shy of three litres, the engine had a decent bore size but not a particularly long stroke – but maximum torque was still a decent 185Nm (at 1,300rpm) and power output a reasonable 50hp (DIN). This put it in the same bracket as the Case IH 485 and Ford 3910/4110.

The water-cooled, cross-flow engine had been in production since around 1973 and utilised replaceable wet sleeves, distributor-type fuel injection pump, dry-type air cleaner and had a 200-hour service interval. Rated speed was 2,300rpm.

It had proved itself over many years and reliability remains one of its strongest qualities today, but for those concerned about its longevity, it is worth noting that parts are plentiful from John Deere, specialists, and other aftermarket suppliers.

CLUTCH, TRANSMISSION & BRAKES

Three types of pressure-lubricated transmission were available to specify, each driven through a dry-disc clutch. An eight forward, four reverse 'Synchron' transmission was standard specification, but a 16 forward, eight reverse 'Power Synchron' could be chosen for additional versatility. This incorporated an additional lever for clutch-less shifting under load.

For those looking for a tractor to use at reduced ground speeds, a 'Synchron + Creeper' option offered 12 forward gears and eight reverse, but in all instances a logical 'H' pattern shift was employed. With speeds on one lever and range on the second, a 'shuttle' was incorporated between reverse and low ranges that permitted quicker cycle times (with reverse speeds 50 per cent faster than the equivalent low range gear).

Four-wheel drive was also available as an option, operated via a rocker switch on the dash panel. This could be engaged and disengaged under load, thanks to an oil-cooled, multi-plate clutch, and with a central driveline, and 12-degree castor angle, 11.2-24 front tyres could be fitted without compromising the 50-degree steering angle.

Like the larger tractors in the range, an inboard, wet-disc braking system was utilised for efficient and effective stopping power.

In two-wheel drive form, 6.50-16 or 7.50-16 front tyres were fitted, while 12.4-32s were the norm at the rear.

**SPEC
CHECK**



HYDRAULICS & PTO

John Deere's tractors were famed for their closed-centre hydraulic systems and the 1750 was no different. Incorporating the company's lower link-sensed, 'Liquid Lightning' three-point linkage with such a system gave, Deere said, immediate and precise rockshaft response.

Such a system also provided instant pressure to where it was required, including the steering and braking systems whilst undertaking functions with remote cylinders, before the latter was returned directly to the hydraulic pump. The system was designed this way to enable many jobs to be performed at lower revs, thus saving fuel.

At the heart of this system was an eight-piston hydraulic pump, driven off the crankshaft, and with no demand from hydraulic functions the pressure inside the pump would force the pistons away from the cam drive, with the oil held at standby pressure in all the oil lines.

Once the oil was in demand, pressure was relieved inside the pump and springs would force the pistons onto the cam, thus pumping oil to where it was required. This helped prevent overheating of the oil and parasitic power loss.

Pump capacity was either 22 or 44 litres per minute (4.8 or 9.6gpm) and the

system pressure was 190 bar (2,756psi), while lift capacity was 1,274kg throughout the lift range (610mm behind the hitch points).

The power take-off was an independent system, with 540rpm shaft as standard or either an exchangeable or shiftable 540/1,000rpm system – depending on the territory and/or specification.

CAB

Depending on the market, the 1750 was available as an open station or with John Deere's 'budget' cab. Most tractors destined for Europe were fitted with the MC1 unit (which became the CC2), but some Mediterranean countries had open station tractors instead.

The MC1 was marketed as a 'first-class ride at an economy price' and offered a comfortable working environment without the standard features of the iconic SG2. There was no flat floor, no pendant pedals, and no right-hand console with integral gear-change gate.

One of the advantages that the MC1 had over the SG2 was the inclusion of two, rear-hinged doors, which were preferred by stock farmers and those that were regularly in and out of the seat. With full-length glass doors, visibility to the side was excellent, and four openable windows (including the windscreen) permitted good natural ventilation.

Four vents on the dash panel provided mechanical ventilation, but there was no option of air conditioning.

In 1990/91, the MC1 was replaced by the CC2 and aside from a change of roof colour (from yellow to green), there were no obvious differences from outside. Once the door was open, right-hand, console-mounted gear levers, an adjustable steering column within a redesigned dash binnacle, and a better seat were the obvious changes, but the mechanical ventilation had been improved too.

The list price for a two-wheel drive Synchron model, in 1989, was £12,875, while four-wheel drive added a further £3,000. Power Synchron increased the price by £672.



Model corner

The latest from the scale-model world

In the last issue we featured the first of seven new, 1:32 releases from Britains and this time we bring you the remaining three.

First up is a Massey Ferguson 6290 playset. The eagle-eyed among you will have noticed that the cultivator is based on the Glencoe-White version that Britains produced many years ago, complete with folding 'wings'. It's a robust combination, but if there is one element we don't like, it's the tractor's white wheels. We expect the set to retail around the £35 mark.

Next is something a little more old skool. The Valtra Valmet 8950 is an updated version of the model that Britains produced some years back and it comes complete with removeable cab. It's a fans' choice, limited edition model and you can expect to pay around £30 for it.

Last, but by no means least is the New Holland 1290 Plus baler, priced at approximately £30. Complete with three bales and loads of details, there's a lot to like, and not just an updated decal!

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



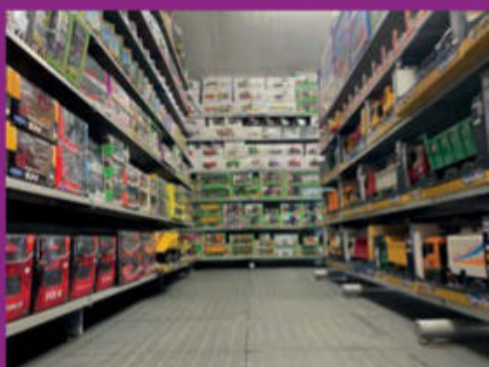
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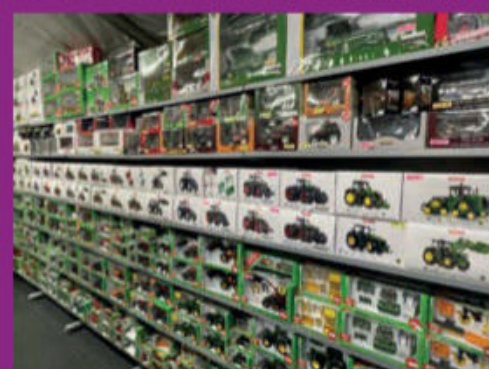
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Good conditions at National

The rain that fell on the afternoon of Friday 7 October may have caused problems the following morning at the entrance to the site for the 71st

British National Ploughing Championships, but it proved to be a godsend to the 244 ploughmen and women that took part, *says Peter Love.*

The event was held on the Chatsworth Estate at Glapwell, Derbyshire, owned by the Duke and Duchess of Devonshire, and run by the Society of Ploughmen. The condition of the ploughing fields was near perfect over the weekend, and with a decent road network around the site, the soft areas were to be a less of a hinderance to all in the end. In fact, the sun was so bright across the site that several competitors wore sunglasses to lessen the glare.

One of the most popular ploughing plots with the crowds was that of current British and European Vintage Ploughing Champion John Crowder, from Sturton by Stow in

Lincolnshire. He didn't disappoint, using his diesel-powered Fordson N and his modified Ransomes RSLD plough to great effect both days. He had a particularly tricky plot on the Saturday, but went on to beat Trevor Johnstone, from Wigton in Cumbria, by 15 points. He was using a Fordson N Utility, with an E1A diesel conversion, and RSLD plough.

In third place was John Milnes, from Penistone in South Yorkshire, with his famous MF 35 and Ransomes RSLD combination. John is a previous British, European and World Vintage Ploughing Champion.

In total, 15 competitors used Fordson Ns – but just two featured the original spark-ignition engine. The most interesting tractor in this class was owned by James Cook, from Buckinghamshire, who was using a four-wheel drive Same DA30, built in 1958, with a Ransomes Motrac behind. James told me that the tractor has plenty of power and he runs it in four-wheel drive when ploughing.

Fred Hayllar, from Cumbria, was using his very tidy David Brown 30D, also with a Motrac behind, but others in this class used International B-250 and B-275 models as well as Andrew Buckley with his familiar, original-style Nuffield Universal Three with RSJ TS42A plough.

Dominating the Vintage Hydraulic Plough-Off again, to take his fourth win in five years, was Richard Ingram, from Atherstone in Warwickshire. Some 23 points behind was George Black, from Earlston in Berwickshire, and in third place was Ian Berriman, from Driffield in East Yorkshire.

All three used MF 35 tractors with Ransomes TS54, TS59 and TS54 ploughs respectively. The MF 35 was the dominant model in this class, with 16 examples competing, with International B-275s next (five) followed by one Fordson Dexta. The oldest was Colin Hewetson's David Brown 25D.

CLASSICS

David Thomlinson, from Escrick, near York, was in fine form and took the ➤

Derek Needham, from Kings Lynn, was crowned High Cut champion with his Zetor 4511.



Nick Morley, with his early MF 35 and TS86 plough, finished third in the Classic class.



Norman Allen took the Horticultural Championship with his Singer Monarch and TS42A plough.



Classic title for the third time with his familiar Ford 3000 and Ransomes TS86 combination. He was in front of Jon Cole by two points, who was using his Nuffield 10/42 and Ransomes TS86 and accompanied by his Cocker Spaniel dog on the mudguard.

In third place, on 262 points, was Nick Morley from Lowdham in Nottinghamshire. He was using his immaculate, early Massey Ferguson 35 with TS86. Massey Ferguson was the most popular marque in this class too, but there was more variety than in the other classes – with David Pritchard's lovely Zetor 3045 and TS90 standing out.

On the Sunday, the Classic Reversible Plough-off Final took place, won by Graham Sutton, from Nuneaton in Warwickshire, with his MF 65 and Ransomes TS82. He beat Stephen Watkins from Maltby, South Yorkshire, by seven points – who was using an MF 135 and TS82. Stephen's son, George, finished third using a similar tractor up front with a TS81 on the back.

The High Cut Ploughing Champion was Derek Needham, from Kings Lynn in Norfolk, who once again used his Zetor 4511 to great effect. It is now without its cab, but the RSLD 15 plough remains. Marshall traction engine owner, and former champion, Shaun Garrod was second with his original-style Fordson Dexta and RSLD 15. Third went to Ray Alderson, of Darlington in Co. Durham, using a Ford 3000 and RSLD 9 plough.

The Horticultural Ploughing Championship was taken by Norman Allen, who was the last to start with his blue Singer Monarch and TS42A, but left

Current British and European Champion John Crowder had a tricky plot on the Saturday, but still took the win.



Keith Atkinson has converted a Ferguson TE-20 to run on electricity! We'll have the full story in a forthcoming issue.

RESULTS

Reversible Final Plough-Off

1st: Michael Chappell, South Yorkshire, 330
2nd: Ian Brewer, Cornwall, 326
3rd: Peter Alderslade, Tyne & Wear, 307

Conventional Final Plough-Off

1st: James Witty, North Yorkshire, 270
2nd: Evan Watkin, Powys, 263
3rd: Nigel Vickers, Cheshire, 262

Vintage Trailing Final Plough-Off

1st: John Crowder, Lincolnshire, 261
2nd: Trevor Johnstone, Cumbria, 246
3rd: John Milnes, South Yorkshire, 244

Vintage Hydraulic Final Plough-Off

1st: Richard Ingram, Warwickshire, 267
2nd: George Black, Berwickshire, 244
3rd: Ian Berriman, East Yorkshire, 238

Classic Final Plough-Off Points

1st: David Thomlinson, North Yorkshire, 266
2nd: Jon Cole, Herefordshire, 264
3rd: Nick Morley, Nottinghamshire, 262

Classic Reversible Final Plough-Off

1st: Graham Sutton, Warwickshire, 303
2nd: Stephen Watkins, South Yorkshire, 296
3rd: George Sutton, Warwickshire, 273

Supreme Champion – James Witty

Horse Ploughing Champion – Martin Kerswell
Young Farmers Champion – Stuart Vickers
High Cut Champion – Derek Needham
Vintage Champion – John Crowder

Qualifying to represent England in 2023 will be:

Michael Chappell & James Witty in the World Ploughing Contest; Ian Brewer & Peter Alderslade in the European Reversible Championships; John Crowder, Richard Ingram, David Thomlinson & Graham Sutton in the European Vintage C'ships.

Class 1: One-Way Ploughing

1st: Peter Alderslade, Tyne & Wear, 292
2nd: Michael Chappell, South Yorkshire, 291
3rd: William Tupper, West Sussex, 272

Best Young Farmer:

1st: James Foster-Johnson
2nd: Edward Foster-Johnson
3rd: James Chapman

Class 2: Semi-Digger Work (2 or more furrows)

1st: Evan Watkin, Powys, 283
2nd: David Chappell, South Yorkshire, 274
3rd: Nigel Vickers, Cheshire, 274

Best Young Farmer:

1st: Stuart Vickers
2nd: William Marshall
3rd: Ellie Bullard

Class 3: Trailing Vintage Ploughing

1st: John Crowder, Lincolnshire, 283
2nd: Trevor Johnstone, Cumbria, 262
3rd: John Milnes, South Yorkshire, 259

Best Young Farmer:

1st: James Cook
2nd: Jack Gilbert

everyone behind by 30 points. Second went to Graham Brown with his Trusty and Trusty Greyhound behind, with Andrew Pomeroy third with his similar outfit. There was a better variety in this class this year, which was good to see.

SINGLE MARQUES

Edmund Mason came out top in the Ferguson class, with his TE-D 20, while John Kitching finished second from Keith Williams and his TE-F 20.

In the FFA Championship, 10 competitors took part, with John Lewis, from Meifod in Wales, winning with his Dexta and TS59. Second was Tim Easter with a Ford 2000 and TS86 and third was Roger Ingham and his pre-Force 3000 and TS86.

As for the David Brown Ploughing Championship, David White was first with his 950 and David Brown B Series plough, while second was Janet Vickers and her 950 outfit, with Edwin Hughes third with his red 770 and B Series plough.

The British Crawler Championship saw Richard Cook take the win with his Lamborghini and Motrac plough, while second was Liam Quick with an IH TD-6 and RSLD 9 and third was Les Dodds with a Caterpillar D2 and RSLD Major.

The Reversible Plough-Off Final was won by Mick Chappell from Loversall, near Doncaster, ploughing with a four-wheel drive Ford 6810 tractor and Kverneland plough. This was the third time Mick that had won the title on 330 points, ahead of former British Champions Ian Brewer, from Wadebridge in Cornwall, and Peter Alderslade from East Boldon, Tyne & Wear.

Trevor Johnstone finished second in Class 3, with his Fordson N Utility featuring an E1A Major engine conversion.



The condition of the ploughing fields was near perfect over the weekend

The winner of the British Conventional title was James Witty from East Lutton, near Malton, North Yorkshire. James also used a Ford/Kverneland combination and beat two past British Champions with 270 points. Evan Watkin, from Newtown in Powys, was second with 263 points and Nigel Vickers, from Sarn in Cheshire, was third just one point behind.

This was the first time that James had won the Conventional title, although he has won the Reversible title twice before as well as being a former World Reversible Champion.

The trophies were presented by the Duke and Duchess of Devonshire and Mark Turner, chairman of the Society of Ploughmen, said: "We were given a

fantastic site on the Chatsworth Estate this year and we were delighted that our hosts, the Duke and Duchess of Devonshire, could join us for the presentation. It made it very special for the prize winners this weekend."

Main sponsors of the event were Firestone, Aztec Oils and Continental Tyres and further support was given by Lantra, Homefire, AR Demolition, Cheffins, Tama UK, Dalton Tags, Ripon Farm Services, HME, Russells and Dales Agri Sales Agency.

The 72nd British National Ploughing Championships will be held on 14-15 October 2023 at Bishop's Lydeard, near Taunton in Somerset, and let's hope that the weather will be as good as it was in Derbyshire! ■

Below: Mick Chappell was crowned British Reversible Champion for the third time in Derbyshire. Right: The British Conventional title went to James Witty, from Malton in North Yorkshire. He's a former British and World Reversible Champion.



RESULTS (CONTINUED)

Class 4: Hydraulic Vintage Ploughing

1st: Richard Ingram, Warwickshire, 273
2nd: John Sivewright, Perthshire, 263
3rd: Alex Evans, Cumbria, 260

Best Young Farmer

1st: Fraser Cartwright
2nd: Tom Smith

Class 5: Classic Tractor Ploughing

1st: Jon Cole, Herefordshire, 290
2nd: David Thomlinson, North Yorkshire, 278
3rd: Nick Morley, Nottinghamshire, 268

Best Young Farmer:

1st: David Pritchard
2nd: George Richards
3rd: James Magnay

Class 6: Classic Reversible Ploughing

1st: Stephen Watkins, Rotherham, 269
2nd: George Sutton, Warwickshire, 269
3rd: Ted Wright, Derbyshire, 252

Best Young Farmer:

1st: George Sutton

Class 7: Oat Seed Furrow Work (Tractors)

1st: Derek Needham, Norfolk, 246
2nd: Shaun Garrod, Norfolk, 225
3rd: Ray Alderson, Co. Durham, 208

Class 9: Horticultural Ploughing Championship

1st: Norman Allen, Shropshire, 213
2nd: Graham Brown, Leicestershire, 183
3rd: Andrew Pomeroy, Worcestershire, 182

Class 10: Ferguson Ploughing Championship

1st: Edmund Mason, South Yorkshire, 253
2nd: John Kitching, Leicestershire, 245
3rd: Keith Williams, Herefordshire, 241

Class 11: Ford & Fordson Ploughing Championships

1st: John Lewis, Powys, 243
2nd: Tim Easter, West Yorkshire, 223
3rd: Roger Ingham, North Yorkshire, 222

Class 12: David Brown Ploughing Championships

1st: David White, East Yorkshire, 264
2nd: Janet Vickers, Cheshire, 250
3rd: Edwyn Hughes, Flintshire, 237

Class 13: Crawler Tractor Ploughing

1st: Richard Cook, Bedfordshire, 214
2nd: Liam Quick, Wiltshire, 170
3rd: Leslie Dodds, Nottinghamshire, 146

Class 14: Oat Seed Furrow Work (Tractors)

1st: Derek Needham, Norfolk, 257
2nd: Shaun Garrod, Norfolk, 243
3rd: Ray Alderson, Co. Durham, 228

Note: In the case of a tie, the countback system is used to find the place winner

It's always nice to see an original Marshall – particularly a 904XL.



This 'Flamingo' MF 135-based Lenfield high-crop conversion is owned by Tim James from Child Okeford.



Good to be back!

It felt good to be back at The Great Dorset Steam Fair, the largest show of its type in the world, writes Peter Love. The tractor section was superb and bolstered by the various club stands – including the Case IH Club UK, Ford & Fordson Association, International Harvester Club of Great Britain, and The Nuffield Leyland Marshall stands.

Among the popular exhibits was Martin Eady's IH 434 'tandem' – taking inspiration from the Doe Dual Drive – which debuted at Tractor World Spring in May. Some were disappointed that it did not parade on the Friday, but it was good to see all the same.

Although there were many red tractors, a couple of interlopers caught my eye. Doug Palmer's 1938 Case C was being driven by a lady embracing the Women's Land Army style, while Maurice James, from Cumbria, was showcasing a 1939 Case R that he has restored from a wreck.

As is usually the case, John Deeres were sparse, but Eddie Spencer from Co. Tipperary flew the flag for the marque with his 1947 M, which went on to take the overseas award.

Continental tractors have always been part of this show, but less are entering these days. Thankfully, Mart Steinwaltz was exhibiting his lovely 1959 Fendt with 16hp single-cylinder engine, Fritzmeier cab and single-furrow plough.

Taking another award was Ben Monksummers with his 1936 Allis-Chalmers U which featured steel rim pneumatic conversions on the rear and cast conversions on the front of some size. On the Friday he was towing the very shiny, but temperamental 1941 bow-axled A-C B, belonging to S Judd.

Nuffields were a bit thin on the ground too, but James Day's 1965 4/65 looked the part, as did Andrew Rutherford's 1954 TVO-powered M4 with MIL loader, which also paraded.

One of the nicest Ford/Ford-based tractors at the event was Edward Price's 1964 County Super-4. It looked very original, and I could imagine it working in a field somewhere. There was a small, but elite, selection of Fordson Ns to see too, as well as others from the Ford family.

As for the Ferguson and Massey Ferguson marques, there wasn't a spectacular selection, but Sarah Tween, from Suffolk, and her 1963 Massey Ferguson 35, looked the part, as did Tim James on his spectacular 1973 Massey Ferguson 135-based Lenfield high-crop conversion, which is said to be one of 10 built. How many survive today?

It was, as usual, a thoroughly good show and the working section was full of excellent, but very dusty, tractors by the end of the event. It's always good to see tractors doing what they were designed to do, particularly when the owners are enjoying themselves in the process. ■



Edward Price's lovely 1964 County Super-4.



This 1980 International 955 is from Mark Lerigo's collection.



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In the next issue...

**JAN
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FINE FORD

Original examples of the first incarnation of Ford's 5600 are not easy to find, but Jonathan Whitlam managed to track one down with plenty of character.



LIFE OUTSIDE THE FARM

Our next instalment of Kim Parks' nostalgic look back at farming life during the 1970s sees him visit his neighbours, ploughing matches, and rallies in the early 1970s.



PLOUGHING PROWESS

James Connolly heads to Seaforde, Co. Down, to marvel at the sight of County tractors doing what they do best – turning the fields brown with big ploughs!

PLUS Junior, Machinery milestones, Model corner, News, Readers' gallery, Tractor Mart, Workshop & more...



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THREE SPANNER Moderate **FOUR SPANNERS** Challenging **FIVE SPANNERS** Nigh on impossible

Workshop

Projects, expert advice & product news

66 NEW PRODUCTS

Items of interest for your tractor and the workshop.

68 STEERING BOX REPAIR

Two become one? A pair of David Brown 950s means that parts can be interchanged, and a decent steering system crafted from both tractors, doesn't it?

71 STRAIGHT & NARROW

Ben Phillips' latest project, the

restoration of a French-built Massey Ferguson 135 MkIII, continues.

75 FORDSON E27N REVISITED

The welder is out again as Andrew Hall forges ahead with his plans to finish his Fordson E27N before the winter months set in.

78 EXPERTS' ADVICE

More questions for our panel of experts to answer regarding your tractors and implements.



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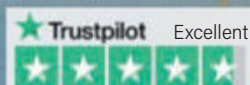


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New products

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It should prove to be a useful addition to the tool kit and is available now from your Laser Tools stockist (see website).



Items of interest for your tractor and the workshop.

WITHAM ESTATE RANGE

See website for prices

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Lubricant manufacturer the Witham Group has been serving farmers for more than 100 years, supplying oils, greases, and paints to agricultural businesses all over the UK.

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The exterior and interior paints in the new Estate Range provide everything the land and property owner needs to protect and enhance the appearance and longevity of internal and external spaces. Providing the very best in professional paints, Witham offers not only its own award-winning paints, but a choice of decorative paint products from right across the marketplace, to give a quality finish on areas such as windows, doors, sheds, stables, barns, other outbuildings, fencing, gates, decking and much more.



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If you're looking for a lightweight, handy, and powerful light source that is ideal for carrying around the garage or workshop, then it's worth considering the new Clarke PL5R slim LED work light!

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What makes this little unit such an essential piece of kit though is its flexibility of use. The head can be flipped or rotated up to 180 degrees to help users illuminate, even when the angle might be against them.

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Steering box repair

When the steering on Andrew Hall's David Brown 950 failed, some prompt action was required. In the first of two parts he shows how he tackled it.

The steering of my '59 David Brown 950 has never been wonderful, and attention to the steering box has been covered to an extent before in *T&M*, when I stripped and inspected the recirculating ball mechanism and adjusted the steering column top bearing.

Those tasks had improved matters, until earlier this year when I was harrowing level some ploughed ground. One of the front wheels dropped into the open furrow and the steering was snatched to one side. However, the steering wheel stayed firmly in my hands, and when an attempt was made to straighten the steering, it would only go so far!

I immediately stopped and carefully headed home with limited steering, but found it to vary as I travelled back. Since that occasion the tractor hasn't been used, until I recently ran it up once again. A study of the steering soon showed where the problem had arisen. The spline of the cross-shaft and drop arm had worn badly and allowed the drop arm to move relative to the shaft, hence the symptoms I had experienced.

LATER STEERING BOX

My 950 has had a later steering box from a 990 Implematic fitted at some time in its past life. Evidence of this is clear; as



DIFFICULTY
★★★★
RATING

PART ONE

the flange that supports the throttle lever had been cut off to allow the original throttle lever assembly to fit, which is secured by 'U' bolts rather than the later-style flange.

I have a spare 950 that needs engine attention, and its future is currently uncertain, so I thought I'd swap the steering boxes over. The donor box has a better cross-shaft and drop arm with no slack in it, although it requires a new column top bearing, as does my original box. The idea was to swap them and fit a new top bearing to the donor box. Job done, or so I thought!

STEERING BOX REMOVAL

This was a straightforward task beginning with the steering wheel, which had to be pulled off the column using a hydraulic puller, as it was tight on its taper. With the wheel off I targeted the drop arm. The pinch bolt was slackened and knocked out of the arm, which was so loose it rattled off the cross-shaft with little resistance.

I inspected the drag link ball joints on both tractors and decided to use the drag

link, complete with its ball joints, from the donor tractor, as the rubber gaiters were better, and no play was present.

JOINT SPLITTER

The nut of the front ball joint was removed where it joins the track arm, but the joint was tight on its taper, so a screw-type joint splitter was employed to speed things up. The splitter was tightened and after a sharp tap from a hammer the drag link and ball joint were soon off the tractor.

Working on the steering box, the throttle linkage was disconnected at the ball joint and the six 3/8-BSF setscrews were removed, followed by lifting the box clear of the tractor. On inspection, the recirculating ball mechanism appeared to be in good order, but at that stage I was still thinking of swapping the boxes until I removed the steering wheel from the donor tractor, which changed the course of action completely!

ATTACHMENT METHOD

The steering wheel was removed in the same manner as the other tractor, using



The cause

1 The cause of the problem was a worn spline on the cross-shaft and drop arm of the steering box, so some dismantling was ahead.



Top bearing play

2 Despite having adjusted the top bearing before, there was still some up/down movement in the column, so the first task was to...



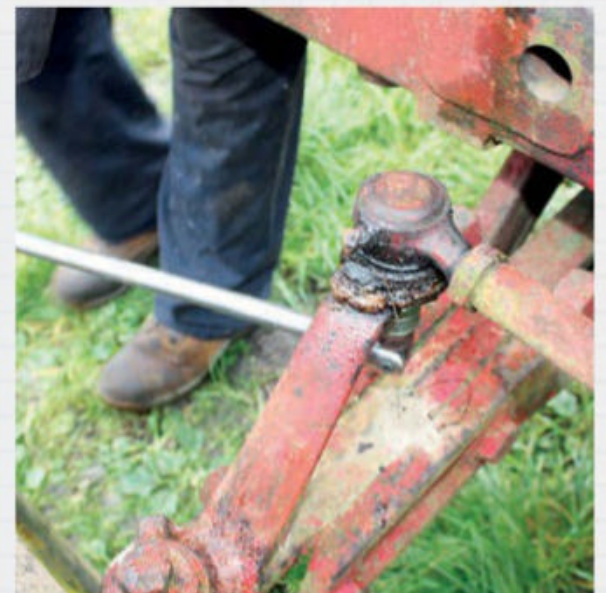
Off with the steering wheel

3 ... remove the steering wheel using a hydraulic puller, as the wheel was tight on its taper. The wheel is to be replaced with a new one during this repair.



Drop arm

4 Next was the removal of the drop arm, which rattled off with little resistance once the pinch bolt was removed. Note the wear on the splines!



Drag link

5 I decided to remove the drag link and ball joint at the track arm end, as the donor tractor has better joints and gaiters. ➤

the puller, but it features a spline, rather than the taper of the later steering box column. The top bearing housing also looks different.

A call to Peter Williams at David Brown Parts Ltd. (01989 562743 or davidbrownparts.com) confirmed that the splined steering column was fitted to the 900 and pre-Implematic DB 950s and a replacement steering wheel isn't available for that design. My intention

was to treat the 950 to a new steering wheel whilst replacing the top bearing, so a straightforward swap wasn't to be!

CHANGE OF PLAN

With both steering boxes side by side, I inspected and compared them both, and then decided upon swapping the cross-shafts. They are secured to the fork inside the box by a solitary split pin, which passes through the fork and the

shaft. I turned the steering position until access to the pin was easy and removed the first one on my old box.

The cross-shaft then pulled straight out of the housing with no resistance. This was repeated with the donor box and the shafts compared. The better cross-shaft was cleaned up and fitted into my original box. In the next issue I will cover the fitting of the new top bearing and steering wheel. ■



Donor tractor

6 This is the donor tractor, featuring a single-stage clutch. It needs engine work carried out and its future is currently uncertain!



Donor steering box

7 The idea was to swap the steering boxes as complete units, but a fundamental difference changed my plans somewhat!



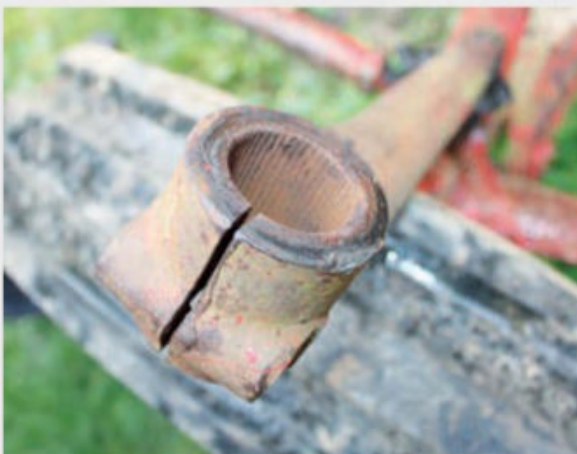
Better ball joints

8 The donor tractor has better ball joints and gaiters, so the drag link will also be used on my other 950.



Joint splitter

9 A screw-type ball joint splitter was employed to split the ball joint on the other tractor, as the joint proved to be very stubborn to shift.



Well worn

10 The drop arm was well worn and wouldn't tighten enough, however tight the pinch bolt was tightened.



Box removed

11 After disconnecting the throttle linkage and removing the setscrews, the steering box was lifted clear. This is the lubrication well in the gearbox.



Good condition

12 Despite the slack in the cross-shaft, the internal parts are in good order, which was good news as they will still be needed.



Game changer

13 This was the game changer that brought the decision to swap just the cross-shafts. The donor box features a splined column, as opposed to a taper on the later box.



Better splines

14 Thankfully, the donor box has better splines on the cross-shaft, so swapping is the easiest solution in the circumstances.

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' restoration of a Massey Ferguson 135 MkIII continues with the brake linkage.

PART TWO



Tim Edwards' MF 135 MkIII vineyard is being restored by Ben Phillips.

mentioned in the last article that I had noticed that the brakes on Tim Edwards' Massey Ferguson 135 MkIII were seized. I assumed that it was due to the brakes not being used, which I had no reason to disbelieve.

I had discovered this when testing the movement of the brake pedal rod, which had been extended rather crudely. The flat section that had been welded in flexed more than it should do, as the brake lever was seized.

This was because the pin was stuck in the casting, so the first job was to slacken off the adjuster – which was two nuts locked together. These needed a good tap to loosen, as they were quite tight. As I began to strip this assembly down, I was unsure if I could get any parts should I need them, but I figured

that I would cross that bridge when I got there.

With the adjuster nuts off I could clearly see that the problem was, as I first thought, in the pin and where it locates. Before going any further I thought that I had better drain out the oil, as the tractor features a wet braking system, and I didn't want oil pouring out where it shouldn't.

To get the assembly off, three $\frac{1}{16}$ bolts held it onto the axle and these, thankfully, loosened with ease. Once the bolts were off and put safe, I had to slide the seal off the adjustment rod, which was located halfway up this rod.

The assembly was now off the axle and in my hand and so I put it in the vice to see if it would move, or whether it needed some gentle persuasion. Upon finding it wouldn't move and that it did

need more than gentle persuasion, I needed another solution. With the fear of breaking what could turn out to be a tricky part to replace, I decided to go and see a good friend of mine, Alan Braithwaite.

Not only does Alan have an oxy-acetylene torch, but he is also very skilled in using it and soon had the section red hot. Now the seized pin could be tapped out with ease and the lot was gently cooled so it could be handled safely.

While we were waiting for it to cool down a bit, we discussed the part in question. Our first thoughts were that there was no grease nipple, so it couldn't be greased as part of a lubrication schedule. However, we were both of the opinion that, if needed, a grease nipple could be fitted in the ➤

future. This would allow for it to be lubricated more regularly.

When I was back in my workshop, I gave the pin a good clean up with a wire brush and it was ready to be refitted with plenty of oil or grease.

By now I had decided that I would refit the assembly with new seals and see how the brakes worked, and if they were okay I would leave the rest of the system well alone. My biggest worry was stripping the axle apart and not being able to put it back together because the parts weren't available.

I had to find some new seals, as the old ones were split, and with nobody selling parts for a Massey Ferguson 135 MkIII vineyard, I had to look elsewhere.

Reaching the conclusion that MF wouldn't make bespoke seals for this vineyard model, which would surely sell in relatively low numbers, I looked through the Agriline Products parts catalogue at other models of that era.

I soon found a picture of what looked like the same part that fitted an MF 200 Series model. I contacted Matt at Agriline and asked him to measure the part he had got and, sure enough, it was the same. I ordered a couple, as I planned to replace both while I was doing the restoration.

I made a new paper gasket to go behind the housing and I made sure both surfaces were clean. It was quite easy to fit the seals in the housing, using

a big socket to drive it into place, although it was extremely tricky to get it to locate on the adjuster rod. After trying many tools, different ways, and some swearing, I found the best solution was to use a small, flat-bladed screwdriver to prise it onto the groove.

It was tricky because it was too tight to get my fingers inside the rubber to where it needed to locate, which was quite far up. When the seal was in its groove, I could bolt the assembly in place and locate the pin that had been freed off and cleaned. This time I smeared a good dollop of grease, and the job was done. I would make the final adjustments when the tractor was back up and running, as it was just two nuts to get right. ■



Seized pin

1 Whilst noting that the brake rod modifications flexed, I found that this mechanism had seized.



Lock nuts

2 I loosened these adjustment nuts first. There are two together to act as a lock.



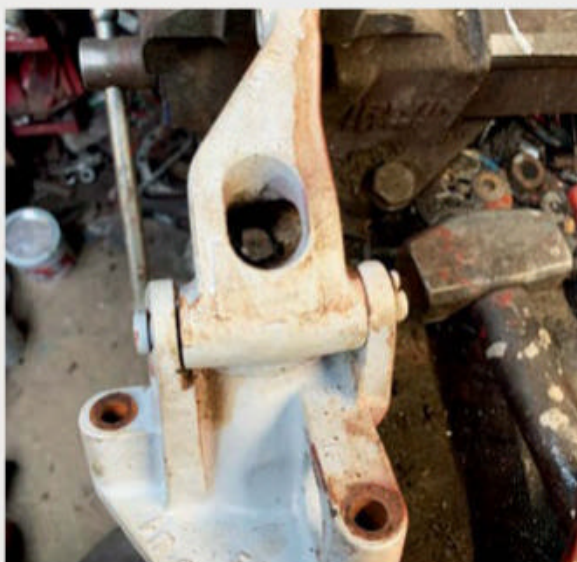
Rust

3 The seized pin was in this section. If it was stuck all the way through there could be a lot of rust holding the pin in.



Assembly removal

4 It was time to get the assembly off, with three of these $\frac{9}{16}$ bolts to remove.



Brute force

5 Gripping the assembly in the vice I tried to work the lever free, but it was still very stuck.



Oxy-acetylene

6 Because the lever wouldn't budge it was time for drastic action in the form of some heat.



Pin cleaned

7 Once the pin had cooled down, I gave it a good clean with the wire bush. This would be greased up before refitting.



Split seal

8 Before the heat was applied, I had removed the seal, as it would have melted. It was also split.



Seal measured

9 Measuring the seal allowed me to find one in the Agriline Products parts catalogue, which was made for a different Massey Ferguson model.



New seals

10 I bought two new seals and once they arrived, I was extremely pleased that they were the same as the originals.



Socket used

11 I pressed the new seal in with a suitably sized socket.



Pressed home

12 From the back you can see the seal poking through. The whole housing had been cleaned.



Seal location

13 This collar on the adjustment rod is where the seal locates.



Gasket made

14 There was a gasket to be made and fitted between the axle and brake assembly.



Fiddly job

15 It was a fiddly job locating the seal. I tried all manner of ways and found a small, flat-bladed screwdriver was right for the job.

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Fordson E27N revisited



The restoration of Andrew Hall's '47 Fordson Major E27N is getting nearer completion, with attention to the oil bath air filter and an overhaul of the vaporiser.



Now refinished in a fresh coat of blue enamel, my E27N will feature some early-pattern parts, such as front wheels, vaporiser, and radiator grille – once it's complete!

This restoration has been going on for a long time and many parts have been stored in the shed, including the air filter assembly.

In the previous issue I had pulled the air filter out from long-term storage and inspected it, having experienced oil seeping from the bowl in the past. This was due to corrosion making the base of the bowl porous, and I had attempted to repair it in the past unsuccessfully.

Now, with a completely new base welded into place, I turned my attention to the rest of the unit. This was basically in good order, just requiring the old paint to be sanded off and some fresh paint applied!

AIR PIPE

Another item needing attention was the pipe that carries the air from the air cleaner to the manifold. Observant readers may have seen the later '1950' vaporiser fitted to my tractor in previous pictures. This was fitted to the tractor soon after I acquired it in 1986, as the original early vaporiser had cracked beyond repair.

My other Fordson E27N, fitted with a rear-mounted Hesford winch, arrived with no vaporiser at all, and so the later unit was fitted to that, as the tractor is a later model anyway! When the later vaporiser was fitted to my original tractor, the air pipe had to be cut, as it was too short to link up, and a piece of rubber pipe was fitted to lengthen the pipe.

I have since acquired an early-pattern vaporiser to fit to the current restoration, so the pipe needed to be welded back together once again. I had gained a second air pipe, which was the first choice to use, but when I began to clean it up to repaint it, I found that it was peppered with rust holes, so it was easier to re-join the original pipe!

ARC WELDED

With no MIG gas or oxy-acetylene to hand, I resorted to using my arc inverter. The gauge of the steel is thin, so I knew I needed some thin rods. A search of the shed soon yielded some 1.5mm mild steel rods and using a setting of between 40 and 50 amps I re-joined the two halves of the pipe and sanded the weld smooth very easily. ➤



Time for more paint

1 After sitting in the shed for ages, the air filter is about to be prepared for fresh paint. Note the bowl inverted before the new base was welded into place.



Air pipes

2 The original was cut in two to use on a later manifold, but a replacement is peppered with rust holes, so the original will be welded back together.



Pipe ends

3 There are two pipe ends, each with felt seals. These will be cleaned and repainted, along with the other parts of the air filter assembly.



Successfully welded

4 With no MIG gas or oxy-acetylene, I had to use arc to weld the two halves together. Thin rods of 1.5mm diameter were used with a setting of between 40 and 50 amps.



Inverter

5 This Sealey welding inverter has been very useful, and I have accomplished many successful jobs with it. The amperage is very easily controlled for differing rod sizes.



In their prime

6 Some of the parts of the air filter have been primed in red oxide. Two coats applied in short succession!

All the relevant parts were cleaned up and degreased before applying two coats of red oxide in quick succession. I took advantage of the warm autumn sunshine to quickly dry the primer, which was then over coated with two coats of E27N blue enamel.

Once the paint had hardened, I wasted no time in fitting the air filter back onto the tractor, so now less parts were kicking around the shed.

EARLY VAPORISER

Around 10 years ago I purchased an early-pattern vaporiser through a friend, and this has sat in the shed ever since. I brought it out into daylight to examine it. When stored it was covered in some sort of grease or oily substance, which has preserved it well, so some initial cleaning was required.

The vaporiser plate and float chamber had been removed and stored separately, so I needed to check whether it was still flat and will form a gastight seal when refitted. To check this the surface of the vaporiser was carefully sanded clean without gouging into the surface. The plate was treated similarly and placed onto the surface of the vaporiser and sat in place without any tendency to tip, which would indicate that it wasn't flat.

I also used a straight edge on the surface of the vaporiser to ensure it was also flat. Any light showing between the straight edge and the surface would also show up any distortion, but luckily it proved to be nicely flat.

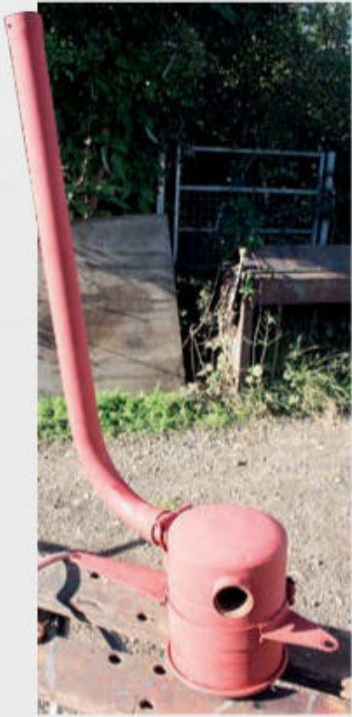
I want the tractor to perform well once it's finished, so I have removed the carburettor from the manifold and have completely dismantled it. There is a

small economy device that has a diaphragm and spring inside. Three small screws, two of which came out with no problem, secure this, but the third was seized and needed to be drilled out.

EXHAUST PIPE

I've had an exhaust pipe in stock for some time to suit the earlier vaporiser, purchased from Old 20 Parts Company (01332 792698 or old20tractorparts.com). Sadly, it doesn't have a flare to attach it to the manifold, so this will have to be addressed. I have the cast collar that bolts to the manifold, so I may be able to cut a circular plate and form it into shape without too much trouble.

The project is now nearing completion, and some of the final tasks will be covered in the next issue of *Tractor & Machinery*. ■



Main filter body

7 This was treated similarly. The tall stack pipe was purchased some years ago, as the original had been removed and the pre-cleaner fitted directly onto the filter when first purchased.



Top coat completed

8 Once again, two coats of E27N blue enamel were applied and the warm, autumn sunshine did a good job of drying the paint in a short time.



Ready to fit

9 The finished air filter assembly is now ready to fit back onto the tractor, after nearly seven years sitting in the shed.



Back on

10 The air filter is secured by one of the cylinder head bolts and another on the dash panel. The heads of the bolts were refinished after fitting the air filter, as the paint had cracked around them.



Vaporiser

11 An early-pattern vaporiser was purchased some years ago in anticipation of doing this restoration, and is about to be cleaned, inspected, and stripped down.



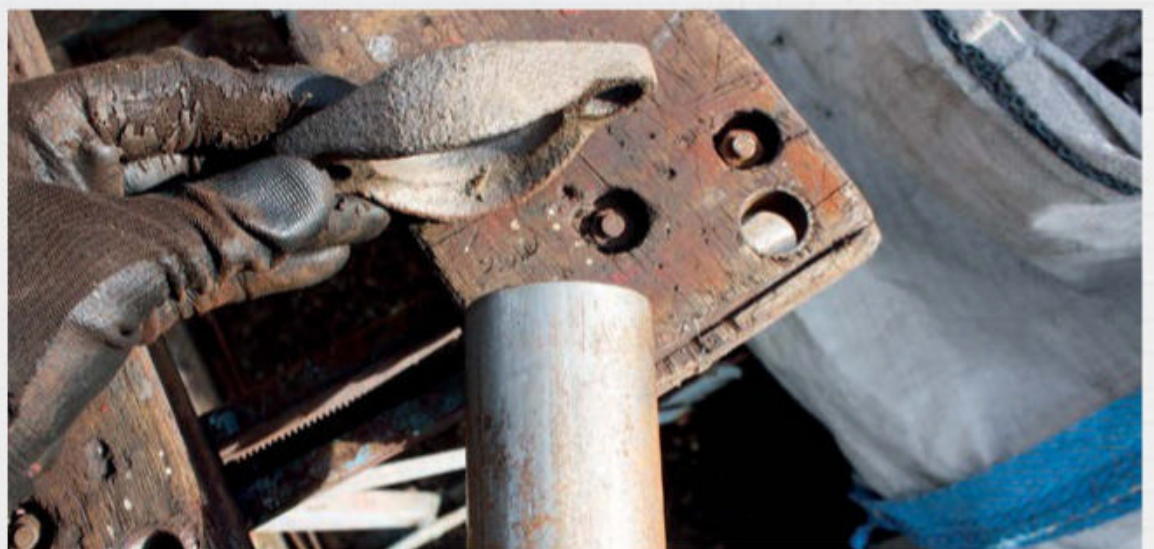
Checked over

12 The carburettor has been removed, and the surface of both the vaporiser and the plate cleaned to enable them to be checked for being flat.



Exhaust pipe

13 A new exhaust pipe to suit the early vaporiser was purchased some years ago, but is lacking...



No flare

14 ... the flare to attach it to the manifold. I do, however, have the cast collar that attaches it, so a flare will be made from some suitable sheet steel in due course.

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.



Ferguson TE-A 20

Q I own a 1948 Ferguson TE-A 20 that has recently blown its head gasket. Upon removal I found, not one, but three head gaskets and two metal spacers. I understand this was done to make the tractor able to run on TVO. The engine block has a plate on the side saying, 'factory rebuilt 1954', but I'm not sure if this is when the conversion took place or not.

My question is, if I refit three head gaskets would the head need to be torqued down the same amount as just fitting one gasket, or would it differ, and by how much?

I did toy with the idea of just fitting one gasket but would then need shorter push rods, which are as common as hens' teeth!

Thanks for producing a great magazine.
James, via e-mail

A From what you say it sounds as if your tractor was converted to run on Tractor Vaporising Oil using one of the Ferguson conversion kits available in the 1950s. If this is so, the tractor would have had larger-diameter cylinder liners and pistons of 85mm diameter, as opposed to the original 80mm diameter of the TE-A 20 straight petrol engine.

Whilst you have your cylinder head removed you can confirm the current bore diameter. Longer push rods were supplied to compensate for the thicker gaskets and spacers used to lower the compression ratio.

To answer your question, firstly you need to choose whether you want to continue running the tractor on TVO or straight petrol. To continue with TVO you'll need to use the multiple gaskets and tighten the cylinder to the usual torque setting. To

revert to straight petrol, you can retain the larger pistons/liners and use one gasket to increase the compression ratio to suit petrol.

However, if longer push rods were employed, you'll need to obtain a set of standard-sized rods. These are no longer available to buy new, but you may be able to obtain a set from a scrap engine, enabling you to bring the tractor back to its original form.

The price differential between petrol and TVO is much closer than it was, making straight petrol a more attractive proposition once again, as there are less issues than running on TVO regarding oiling up and hot starting etc.

If you choose the petrol option you will need to remove the manifold heat shield and the separate starting fuel tank, as these won't be required!

Fordson Super Major

Q Could you advise me on a problem I have with my Super Major, registration number 849 MAL (24/01/62)?

I purchased this tractor new from Brooks of Newark, Nottinghamshire, and it has been on my farm ever since. It was refurbished in 2003 and has been to many vintage rallies.

Last year I renewed the king pins, along with the shims, and the steering box balls, cross shaft, and steering wheel bearings, but herein lies the problem. When I drive it forward it is very stiff to steer, but in reverse it is a little easier to turn.

If I jack up the front axle the steering is free to turn in each direction whilst sitting on the seat turning the

steering wheel, and turning the wheels left to right also in a reverse direction by hand.
Bob Adam, Nottinghamshire

A You have overhauled the steering box and replaced the king pins and shims. I assume you mean the king pin bushes. The stiff steering could be that the bushes have not been reamed out to provide adequate clearance between the bushes and the king pins, but could also be that you didn't replace the thrust bearings that locate at the base of each king pin.

The weight of the tractor sits on the thrust bearings, and they are often mistakenly overlooked during an overhaul. When greasing the king pins of a tractor axle, one should jack the tractor clear of the ground to allow the grease to flow

freely into the thrust bearings. If this isn't done, they tend to run dry and eventually seize up, giving the symptoms you are experiencing.

As you state, the tractor is easier to steer when jacked clear, so this should eliminate

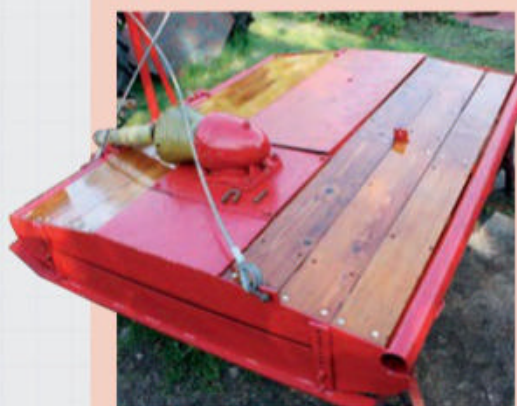
the steering box and other linkages between the box and the front axle. I suggest you jack it up and thoroughly grease the king pins and see if it improves. If not a pair of replacement thrust bearings may solve the problem.



Votex topping mower

Q I've owned a six-foot Votex topping mower for some years and it has given me good service. However, during the early part of the season, this year, it started throwing the drive belt off the pulleys with regularity.

Despite refitting the belt, it did this repeatedly, but during the height of the summer it wasn't needed,



as the grass wasn't growing due to the drought we were experiencing.

When the rain finally arrived, the grass grew like mad, and I have needed to use it again. I could kick myself, as I had time to look over the mower during the slack time, but didn't bother, so the problem persists.

I lifted the mower up to inspect it and found the pulley on the gearbox side is loose, wobbling around and this may be the cause of the problem. I did remove the shims that adjust the belt tension, but to no avail.

What do you think the cause of the loose pulley may be? Any advice would be most welcome.

J Smith, via e-mail

A The throwing of the belt could be caused by two reasons. Firstly, it could be worn bearings in the bevel gearbox, causing the shaft to wobble and throw the belt, or it could be where the pulley attaches to the gearbox shaft.

The former is likely to be accompanied by loss of gearbox oil, which would have contaminated the drive belt, and is the least likely. The pulley is attached to the gearbox shaft by means of a castle nut, which is concealed under the blade hub. To gain access to this you'll need to lift the mower enough to remove the blade, which requires a 38mm spanner, and is a left-hand thread.

With the blade removed you will see six cap-head screws that secure the blade hub in

place. They require a 6mm Allen key to slacken them and once out a smart tap from a soft hammer will shift the hub, revealing the castle nut. It may be that the nut has become loose due to inadequate tightening, despite a split pin being present. This can cause the nut to lose its thread and thus not do its job and allow the pulley to wobble.

There are two keys that locate the pulley on the shaft. It's a good idea to replace these, along with the nut and split pin, making sure the new nut is tightened well before replacing the hub. This should remedy the problem. Also, if the belt has thrown many times, it may also require replacing and tensioning.

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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YOUR REGULAR ROUND-UP OF WORLDWIDE AUCTION NEWS

TRACTOR MART

WELCOME!

It has been hectic since the end of the summer when it comes to the sales scene. More so than usual, in fact, with several farmers retiring and giving up tenancies in addition to other auctions that have been occurring.

All of the major auction companies have been kept very busy and prices have been above average in places, particularly for relatively modern machinery. Nearly all these sales have featured one or two older machines along the way, and Cheffins hit the jackpot at the Golder Manor Farm sale in Oxfordshire, on Tuesday 27 September, when a lovely, original 1992 JD 4755 sold for £40,000 +VAT.

Despite this, prices have certainly softened for the more common vintage lines by the looks of things, but we should have further indications of what the market is doing by the time our next issue is on sale.

On the subject of buying, it has come to our attention that some readers have been left disappointed following

purchases at auction, particularly online-only auctions, and the T&M team felt that it was worth reiterating some of the points to remember when bidding.

Firstly, do your homework! If you know what you want to bid on, use the *Tractor Mart* Price Guide to make sure you know what it's worth and, if available, check the history of the tractor – either through the auctioneer or the vendor.

Next, inspect the tractor at the viewing day and if you can't attend, send a trusted friend or a professional to look at it for you, and provide you with an honest opinion. We advise you not to rely on photographs or video, as there is no substitute for seeing something in person.

Be realistic, as although a tractor may look good, it is a used machine and may have led a hard life. There is a great deal that you can't see and although starting it, and perhaps driving it, will give you an idea of what it's like, there's no substitute for working it in the field!



What a stunner! The 1992 JD 4755 sold for a record £40,000.

Remember to set yourself a budget. The winning bid may be considerably more than the guide price or estimate and so, no matter how badly you want the tractor, don't get carried away! There are likely to be additional charges on top of the price the hammer falls at, so be clear what the final bill is going to be.

Finally, following on from the last point, check the auctioneer's small print. There will be VAT to pay on the commission (a percentage of the hammer price) and in some cases on the lot,

depending on if the sale is commercial or private. There can also be an additional fee for bidding online. Payment must be received within a certain period, and you will not be able to collect your lot until payment has been made in full.

These are just basic points, and each auctioneer will have its own rules, which can differ between auctions, so do your research on the specific auction, as well as the tractor, before you bid. That way, you should have no nasty surprises!

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

Ferguson-Brown does well

Tractor sales in Cumbria have not always done so well over the years, but the W Wharton disposal sale at Green Rose Farm, on Saturday 24 September, turned that around.

Penrith & District Farmers Mart held this on-farm sale at Crackenthorpe, Appleby, in glorious weather and it was made up of 706 lots, with a similar number of registered bidders, plus friends and on-lookers, making this a big day out for everyone.

Top lot on the day was a 1937 Ferguson-Brown A (no. 44), in grade 4.9 condition, that was sold for £22,500. The Ferguson welder unit made its reserve price on the day, at £16,000 (grade 3 condition).

Other implement prices were as follows: Ferguson cement mixer £2,200,

Ferguson manure spreader £2,000, Ferguson buck rake £1,600, Ferguson transport box £1,400, Ferguson harrow £500, Ferguson winch £800, Ferguson-Brown two-furrow plough £700, Ferguson-Brown ridger £700, Ferguson sprayer £700, M-H-F spreader £650, M-H 703 £550, M-H spreader £500, and MF transport box £1,400.



The dusty, early Ferguson-Brown sold for a good £22,500.

Tractor results

Austin 12 car mowing conversion, £3,200
Farmall A, 4.9, £4,200
Farmall A, £2,050
Ferguson-Brown, 4.9, £22,500
Ferguson TE-D 20 4x4, 4.7, £3,750
Ferguson TE-20 Perkins P3, £3,050
Ferguson TE-F 20, £2,900
Ferguson TE-F 20, £2,000
Ford-Ferguson 2N, £2,500
Ferguson TE-20, £1,600
Ferguson TE-F 20, £1,600
Ferguson TE-E 20, industrial, £1,200
Ferguson TE-T 20, vineyard, £950
Massey Ferguson 35 with loader, 5, £3,200
Allis-Chalmers M, with cab, £2,000
Allis-Chalmers WC, wide-track, £1,720
Allis-Chalmers G, £1,600
Allis-Chalmers C row-crop, £1,200
Allis-Chalmers WF, £950
Allis-Chalmers B, £900
Allis-Chalmers WF row-crop, £900
1927 Fordson F, £1,700
IH threshing drum, £700
Ruston Proctor drum, £600

Clear-out time

The Cheffins team was at Holmes Farm, near Epping, on Friday 29 September for a 250-lot sale.

Of interest to us was a 1988 JCB Loadall 525B with 7,708 hours on the

clock, selling for £5,800. A 1971 Ford 4000, registered ROO 702K, sold for £3,600. There was VAT on all lots.

Right: This Ford 4000 sold for £3,600.



Ivel stays put

The John and Sue Illingworth Collection sale was held at Three Springs, Western Australia, on 25 September, by Donington Auctions. At least 160 tractors were auctioned, owing to Yorkshireman John's passing at 92, and the top lot was Ivel no. 352 – which saw bidding culminate at £181,859 (A\$320,000), but the tractor did not reach its reserve.

The price the tractor achieved was about right, considering it was restricted to the Australian market. The tractor cannot leave the country, owing to a protection order, and the tractor preservation market in Australia is not as popular as it is in other parts of the world. There are not quite as many tractor restorers in Australia either, compared to stationary engine, truck,

and car collectors, which restricts the situation even more.

The veteran 1927 Peterbro, no. 92/81599, built by Peter Brotherhood of Peterborough, was knocked down at £11,367 (\$20,000) in grade 2/4 condition. Caterpillar crawlers were in vogue, with some very good prices paid.



The 1904 Ivel, no.352, reached £181,859 and is still available to an Australian buyer.

Results (abridged)

1947 John Deere styled D, 2/4, £6,251
1938 Farmall F-14, 2/4, £3,125
1938 Caterpillar RD4, 2/5, £10,226
1951 Caterpillar D2, 2/5, £4,554
Fowler VF, no. 4704393, 2/4, £6,251
Field-Marshall Series 1, no. 2987, 4, £6,819
County Fordson E27N CFT, 2/4, £2,728
Kelly & Lewis KL 2, no. 195052, 4, £5,398
1948 John Deere AR styled, 2/5, £5,399
1940 Fordson N, 2/4, £3,694
1928 Hart-Parr 12-36, 2/4, £10,797
Lanz Bulldog D8506, no. 646448, 2.6, £5,683
1954 IH WD-9, 2/5, £3,416
1948 Fordson E27N, Perkins P6, 2/3, £7,956
Lanz Bulldog, no.15936, 2.6, £9,661
A H McDonald Super Diesel, 2, £9,378
Kelly & Lewis KL 40A, 2/4, £6,820
HSCS, 2/3, £6,251
Chamberlain Super 70, 2, £5,683
1961 John Deere 830, 4.7, £5,115
1964 Caterpillar D4D, 3, £20,460
1950 Lanz 55hp, no. 647221, 2, £5,683
Chamberlain K40, no. 1142, 2, £5,399
Lanz Bulldog D9516, 2, £5,683
1927 Case Crossmotor K18-32, 2, £2,614

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Stunning prices!

Cheffins staged the Golder Manor Farm machinery dispersal sale, for P M Peake, on Tuesday 27 September. There was lots of stock to interest us, mostly in original, working condition.

A 2004 John Deere 6920S AutoQuad with 50kph transmission started it off at £44,200. Next in our line was a 1996 John Deere 6600 PowrQuad, with just 4,998 hours on the clock, that changed hands at £21,600. Keeping with John Deere, a 1992 4755 with just 5,107 hours looked very clean and reached a record UK price of £40,000.

As for a 1983 John Deere 4240S that had been on the farm from new, with dual wheels front and rear and said to have only completed approximately 3,000 hours, it reached a staggering £15,500. Another record was set for an original-style, 1969 John Deere 4020 with mechanical front-wheel drive in full working order, at £20,000.

Attention then turned to a restored, 1974 County FC1004, registered WBJ 511M, and ready to go. It changed hands at a very good £30,000 – a record price for one of these machines.

A Ford Force 5000 four-wheel drive conversion, with Schindler centre-drive axle, in lovely working condition and with 4,409 hours on the clock, saw the hammer fall at £7,500. A 1965 Massey Ferguson 175 Multi-Power, FBW 806C, with Farmhand HW104B front loader was an original machine that needed tidying up, but it was all there and sold for £4,500.

Next was a good Track-Marshall TM 90 with the Perkins 120hp engine and blade on the front. Once again, a clean machine, and yours at £2,200.

Additional lots included an off-farm 1948 Field-Marshall Series 2 Contractor Mk2, no.5525, that sold at £16,000 and had been with the same owners for 73 years. A County 1174 with FMC crane, UEL 603S, with 3,032 hours on the clock changed hands at £12,000. Two Renaults were also in the sale – a 1992 four-wheel drive 90-34, J91 LRT, with 10,247 hours on the clock, selling at £8,000, and a 1986 133.14, D581 GEX, with similar hours, that sold for a very good £10,000.

There was VAT on all lots, and it turned out to be a very satisfactory sale for all parties.



Creating a new record for a County FC1004 was this example at £30,000.



Not looking very glamorous, but straight and original, this 1965 MF 175 was yours at £4,500.



Creating a new record price was this 1969 John Deere 4020 at £20,000.



Looking good, this Ford Force 5000 with Schindler front axle made £7,500.



The 1982 John Deere 4240S, complete with dual wheels, was yours at £15,500.

Good prices at Shingay

On Friday 30 September, Brown & Co. held a 338-lot machinery dispersal sale at Easter Gate Farm, Shingay, Cambridgeshire.

Prices were very good indeed and although most of the equipment was from the modern classic era, there was a couple of exceptions. A not-so-exciting Massey Ferguson 35X, with 2,680 hours on the clock and no log book, sold for £2,900. An excellent, 1986 Massey Ferguson 698T, registered D930 RVW with 1,931 hours on the clock, was sold for an astounding £14,800. VAT applied to all lots.

The bashed Massey Ferguson 35X saw the hammer fall at £2,900 +VAT.



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A R Wilson Ltd.

On Friday 7 October, part one of the A R Wilson Agricultural Ltd. auction concluded, after the tragic and unexpected death of the much-loved Robert Wilson in January. He and his late father, Alan, had amassed one of the largest collections of Caterpillar, Allis-Chalmers, and International Harvester crawlers in Europe.

There will be four sales in total, with a spares sale provisionally before Christmas, another not long after and the finale will feature the major veteran gems, I believe, in May 2023.

There were 77 tractors in this part of the sale, with many very original, and what struck me was the state of the

tracks. A large amount of these machines were in excellent order and nearly half the crawlers had come from a Californian sale near Stockton, in the heart of Holt and Best country, which merged form to Caterpillar in 1925.

Also included were Robert's father's Nuffield Universal and 10/60 six-cylinder conversions. They were not pretty, but very practical and all complete. In working times these conversions were sold to many farmers in the area.

The highest price at the end of the sale was a clean Allis-Chalmers HD-14, no.6717202, with Garwood winch at the back, showing military paint in places. It was yours at £8,600 (grade 2/3). An original, working-style 1949 Caterpillar D6 9U3148SP with electric start conversion, plough light, and excellent tracks, changed hands at £6,600 in grade 3 condition.

As for the mighty 1957 Caterpillar D9D 18A1914, with donkey engine start, it was not in the best of health and the tracks certainly needed work. It sold for just £3,700.

There was a whole line of D6 and D7 machines of various types and the one to come out best was the 1960 17A16895



Top lot was this A-C HD-14 at £8,600.

with 74in tracks and turbocharged engine. It had good tracks and sold for £4,600. The 1954 Caterpillar D2 5U13776/14122 with 50in tracks, electric start and front blade sold for £3,700, in grade 3 original condition.

The two Caterpillars I loved best were the 1929 TWENTY orchard no.L1916, in 2/4 condition, selling for £3,600. It would be a relatively easy restoration. Next door was my gem from the sale – a 1929 THIRTY, no.S7993, which was another orchard version. It sold for £3,500 and both had come from California, from what I understand.

One of the best-looking crawlers at the sale was an IH TD-14 (TBK2294D) in restored condition, with lovely tracks. It was yours for just £2,600.

The parts section did well, and there are many more similar lots to come.



Top Caterpillar on the day was the D6 9U3148SP at £6,600.

Results (abridged)

1960 Cat D4C, 24A2, donkey start, 60in tracks, Glasgow made, 4.5, £2,600
1951 Cat D4, 7U15876, 60in tracks, 2/3, £1,400
1954 Cat D2, 5U14122, with blade, 50in tracks, 3, £3,700
1936 RD4 4G, 5620, 60in, with starter motor, 2/3, £1,500
1952 Cat D4, 7U16670, 60in tracks, so so, industrial, 2/3, £1,000
1947 Cat D4, 7U2483, electric direct start, 60in tracks, 2/3, £1,800
1953 Cat D6, 9U13692SP, 74in tracks, turbo, and electric start, 2/3, £2,800
1954 Cat D6, 9U174224SP, 74 in tracks, turbo and electric start, 2/3, £2,200
1949 Cat D6, 9U3148SP, very original, electric start and so much more, 3, £6,600
1960 Cat D7D, 17A16895, turbo, donkey start, 4.2, £4,600
1943 Cat D7, IT1014, ex-armoured, stripped, 1, £2,200
1944 Cat D7, 7M9114SP, ex-military, 1, £1,300
1957 Cat D9D, 18A1914, donkey start, so so, 2, £3,700
Cat D4, donkey start, 44in good tracks, green mould about, 1, £1,400
Cat D2, J4921SP, narrow track, donkey start, 4.4, £4,100
1936? Cat RD6, 6E1079, did have a blade, tracks not bad, 1.6, £1,700

1940 Cat D4, 7J2859W, tracks good, pusher, 1.9, £1,300
Cat 933, 388007, loader, 4, £2,100
1933 Cat Fifty, 1E47, excellent tracks, 2/3, £2,200
1934 Cat Fifty, 1E1029W, tracks like new, 2/3, £1,200
1935 Cat Forty, 3G1257, 1.4, £2,600
1934 Cat Thirty-Five, 6E737, 1.4, £2,600
1937 Cat Twenty-Two, 1J331W, gas, so so, 1, £1,500
1929 Cat Twenty, L1916, gas, CA orchard, 2/4, £3,600
1929 Cat Thirty, gas, S7993, orchard, San Leandro made, 2/4, £3,500
1929 Cat Fifteen, PV2860, tracks need work, 1.6, £1,100
1930 Cat Ten, PT3650, parts missing, 1.4, £1,100
1934 Cat Twenty-Two, 2F953W, with belt pulley, 1.8, £1,100
1950 Cat D2 4U3307, with donkey engine and Leverton cab, 2/3, £1,100
1936 Cat Fifty, 9G702W, tracks good, 2/3, £2,400
Cat D1700, V8, 4H955, generator set, 2/3, £2,100
1969 Cat 944A, 77D777, loading shovel, 1.7, £2,100
1966 Cat 944A, 70A22495, KNY 578D, loading shovel, 1.4, £2,400
1973 Cat 944A, 43A602, OYG 656M, wreck, loading shovel, 1, £1,600
IH BTD-8, 5095, rusty heap, 1, £1,100
IH TD-14, 1142294D, best crawler in the sale, 4.8, £2,600

IH T-6, TBK14328T, very rough, 1, £700
Allis-Chalmers HD-14, 6717202, Garwood winch, wonderful, top rollers not fitted, 3, £8,600
1941 Allis-Chalmers HD-10, W4983, clean, ex-military, winch, 2/3, £2,100
1950 Allis-Chalmers HD-6, 9452371, A/C diesel with turbo, parts taken off, PTO, 2/3, £1,600
Allis-Chalmers WM, p/p, 7309, 2/3, £900
Allis-Chalmers HD-5, D533831, GM 2-stroke, 2/3, £1,600
Allis Chalmers K, 3395, so so, 1.7, £900
Allis-Chalmers HD-6, with turbo, HD6B1796, 2, £2,300
Allis-Chalmers M, M179, tracks not bad, 1.2, £1,100
Cat RD8, rough, spares, ex-military, .5, £800
1984 Massey Ferguson 2640, 4WD, B743 CTL, 9.1, £6,600
Massey Ferguson 2620, 4WD, 9.4, £3,400
1981 Massey Ferguson 2640, 4WD, 9.2, £2,300
194 Oliver 80, 81009KD, Hesford winch, 2/4, £2,300
Nuffield 10/60, original, 2/3, £3,800
Nuffield 10/60, BMC 6-5.1 Newage engine, 1.2, £1,100
Nuffield Universal DM4, 52199, 1.2, £1,100
Case LA, 5310725, p/p 2/3, £1,200
Farmall M, 4835/2, starter motor, 2, £1,900
Farmall H, 266723, 1.2, £600
Case D, seized, 1.7/3, £1,300
Allis-Chalmers B, PTO pulley, 1.2, £850

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Last George Schaaf sale?

George Schaaf had been a collector since the late 1980s, after making his money in double-glazing. Based at Frankfort just outside Chicago, Illinois, he had several very skilled people restoring his collection full time over the years. Every five years or so he would hold a charity auction and restock and rebuild for his next sale.

Mecum Auctions was called in to sell his collection of 70 machines, which were driven through one of the buildings on Saturday 1 October. He also had a fine collection of memorabilia, which sold very well on 30 September-1 October. George always had a good selection of vintage and classic trucks too, and the last few were sold off this time, as were the trailers and other parts that made this a great place to visit. One feels it has finally come to an end.

The highlight was the concours, 1917 Willmar Little Oak tractor in its Massey-Harris livery. It was the third lot driven through and sold for £366,298.

Other records were achieved when a 1915 International Harvester 15hp single

sold for a resounding £160,255, in grade 6 condition.

The stunning 1913, ex-Gary Parker, Hart-Parr 30-60 sold this time at £242,673. Another record was set when the 1924 Minneapolis 35-70 prairie tractor made £247,251.

Setting yet another record was the mighty 1920 Emerson-Brantingham Big 4-20 at £164,834 – another stunner. The Allis-Chalmers 10-18 three-wheeler, said to be unique, was yours for £231,553 – the most expensive Allis-Chalmers ever sold in grade 5 condition.

A 1915 Advance-Rumely 30-60E didn't make much more than it did in 2020. It saw the hammer fall at £118,047. Perhaps all the major collectors have a model E – the best prairie tractor of its time until the Aultman-Taylor 30-60 came along! This example sold for £100,732 and was a stunner.

A few Michigan orchard tractors were offered from Parrett and a Jebez Love 1935 Tractor was sold at £14,818. This section was finished off by a 1956 Friday at £11,467 in grade 6 condition.



Offered before, but sold this time, was this 1913 Hart-Parr 30-60 at £242,673.



As expected, the 1917 Little Oak made top price at £366,298.



Aultman-Taylor 15-30 is wonderful, and this was reflected in the £132,783 paid for it.



This unique Hume 20-35, made by the Lyons-Atlas company, reached £73,260.

Results (abridged)

- 1917 Wilmar Little Oak, 6, £366,298
- 1911 International Harvester 15hp single, 6, £160,255
- 1913 International Harvester Autowagon MW, high wheeler, 5.5, £62,358
- 1917 International Harvester Mogul 10-20, 6, £40,209
- 1913 Hart-Parr 30-60, 5.5, £242,673
- 1915 John Deere 8-bottom plow, original, £23,809
- 1937 Cockshutt-HP 70 (Canadian) orchard, 6, £23,809
- 1963 Oliver 777 orchard, 5.5, £26,557
- 1924 Minneapolis 35-70, 6, £247,251
- 1922 Minneapolis 22-44, 5.5, £84,249
- 1920 Minneapolis 15-30, 5, £39,377
- 1930 Twin City LT unique row-crop, 6, £82,417
- 1963 Minneapolis Jet Star 2, diesel, 5, £18,315
- 1920 Stinson standard 18-36, 5, £68,681
- 1917 Sandusky J 10-20, 6, £77,838
- 1917 Sawyer-Massey 11-22, 5, £50,366
- 1916 Avery 40-80 (later rad factory rebuild), 5, £150,098
- 1920 Avery 18-36, 5, £91,575
- 1920 Avery 14-28 Auto, 5, £68,681
- 1922 Avery 14-28, 6, £109,890
- 1915 Avery 8-16, 5, £45,787
- 1917 Avery 6-12, 4.7, £63,102
- 1920 Aultman-Taylor 15-30, 6, £132,783
- 1922 Aultman-Taylor 22-45, 6, £100,732
- 1918 Aultman-Taylor 30-60, 5, £81,417
- 1911 Gas Traction Big Four 30, 6, £256,409
- 1920 Emerson & Brantingham Big 4-20, 6, £164,834
- 1917 Allis-Chalmers 10-18, 5, £231,553
- 1930 Eagle H 45, 5, £45,787
- 1917 Hume 20-30, tricycle, unique, 5, £73,260
- 1938 Monarch Snow Motor, tracked, 6, £88,827
- 1921 Fair-Mor 12-25, 5, £36,630
- 1920 Tillsoil 18-30, 5.5, £31,051
- 1962 County Super-6, 6, £24,725
- 1971 County 754, 6, £20,060
- 1915 Advance-Rumely E 30-60, 4, £118,047
- 1916 Avery 25-50, 5, £96,153
- 1922 Avery 25-50 Automotive, 5, £34,340
- 1923 Avery 20-35 Automotive, 5, £91,515
- 1912 Avery 20-35, 5, £36,630
- 1912 Avery 12-25, 5, £31,051
- 1922 Avery 5-10, 5, £36,630
- 1919 Avery 5-10 Cultivator, 5, £7,327
- 1966 International Harvester 1206 Wheatland, 6, £31,051
- 1974 International Harvester 1066 Wheatland, 6, £55,860
- 1960 Farmall B-450, V-front, 5, £27,473
- 1967 Case 1200 Traction King, 5, £26,557
- 1951 McCormick 1-4 roller, 6, £10,989
- 1937 McCormick WC-40, on steels, 4, £8,700
- 1921 International Harvester Titan 10-20, 5, £13,737
- 1921 International Harvester Titan 10-20, 4, £13,737
- 1936 Parrett-6, 6, £18,315
- 1936 Parrett-4, 6, £16,671
- 1936 Love Tractor, 6, £14,818
- 1970 Lamborghini R240, 5, £21,978
- 1961 Lamborghini 1R, no linkage, 4.9, £32,051
- 1971 John Deere 544A loader, 3, £5,495

NOVEMBER

17-18 November

Auction

Bidding by telephone,
Internet & commission bids only.
Mathewsons,
tel: **01751 474455**,
mathewsons.co.uk

17-19 November
Fall Premier Auction.

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

17-19 November
Timed Online Machinery Sale.

Clitheroe Auction Mart,
auctionmart.co.uk

20 November
Online Auction of Toy Hall of Famer
& Author Ray Crilley Toy Collection

Collector Tractors & More.
Nokomis, IL, USA.
Aumann Auctions,
aumannvintagepower.com

21-29 November
Online Timed Collective
Auction of Farm Machinery & Effects.

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

23 November
Auction of Agricultural Tractors,
Implements & Machinery.

Cambridgeshire. Cheffins,
tel: **01353 777767**.

24 November
Online Timed Implement Sale.

Lawrie & Symington,
lawrieandsymington.com

24-29 November
Timed Online Auction of Merlo
Telescopic Loader, Implements,
Machinery & Workshop Equipment.

Cheffins,
cheffins.co.uk

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,
tel: **01562 820880**.

25 November

On Farm Dispersal of

Implements & Machinery.
Castlehill.
Harrison & Hetherington,
tel: **01228 406200**.

25 November

Plant & Machinery, Sundry

Items Auction.
Stoney Street, Madley,
Herefordshire HR2 9NH. Brightwells,
tel: **01981 250642**.

25 November

Online - Crilley Black Friday Toy Auction

Four Wheel Drives, Front Wheel Assists,
Trucks, Customs & More.
Nokomis, IL, USA. Aumann Auctions,
aumannvintagepower.com

25 November - 2 December
Reading Auction of Contractors
Plant & Equipment.

Timed Online.
Thimbleby & Shorland,
bid.tsauction.co.uk

DECEMBER

1 December

Collective Machinery Sale.

Sedgemoor Auction Centre, North
Petherton, Bridgwater, Somerset TA6 6DF.
Greenslade Taylor Hunt,
tel: **01278 410278**.

1-2 December

Southern Georgia Antique

Tractor Auction.
210 Jacobs Road, Perry, GA, USA.
Aumann Auctions,
aumannvintagepower.com

1-8 December

Timed Online Vintage Auction.
Cheffins,
cheffins.co.uk

2 December

Machinery Sale.

Shrewsbury Auction Centre,
Bowmen Way, Battlefield,
Shrewsbury, Shropshire SY4 3DR.
Halls,
tel: **01743 462620**.

3 December

Auction of Vintage & Classic Tractors,

Tractor Spares, Stationary Engines, Tools,
Seats, Models, Literature, Enamel & Tin
Signs, Bygones.
Ledbury.
H J Pugh & Co.,
tel: **01531 631122**.

3 December

Monthly Live & Online Machinery Sale.

Holsworthy Livestock Market,
Holsworthy, Devon EX22 7FA.
Kivells,
tel: **01409 253275**.

4 December

Premier Deere IV Toy, Sign,

Memorabilia & Literature Auction.
Online bidding. Nokomis, IL, USA.
Aumann Auctions,
aumannvintagepower.com

5 December

Cambridge Machinery Sale.

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

15 December

Online Timed Implement Sale.

Lawrie & Symington,
lawrieandsymington.com

15 December

Ed Larson Farm Equipment

Retirement Online Auction.
Milan, KS, USA.
Aumann Auctions,
aumannvintagepower.com

15-16 December

Auction - Bidding by telephone,

Internet & commission bids only.
Mathewsons,
tel: **01751 474455**,
mathewsons.co.uk

JANUARY

26 January -5 February

Online Timed Auction of Tractors,

Vehicles, Diggers, Farm Machinery,
Livestock & General Equipment.
Stags,
stags.co.uk

FEBRUARY

2 February

Late Model AG & Construction Auction.

72435 State Road 15,
46553 New Paris, IN, USA.

Polk Auctions,
polkauction.com

9 February

Collective Machinery Sale.

Sedgemoor Auction Centre, North
Petherton, Bridgwater, Somerset TA6 6DF.
Greenslade Taylor Hunt,
tel: **01278 410278**.

APRIL

13 April

Annual Collective Auction of Tractors.

Walford Cross Sale Field, Taunton,
Somerset TA2 8QW.
Greenslade Taylor Hunt,
tel: **01278 410278**.

13-15 April

Annual 3-Day Spring

Collector Auction.
72435 State Road 15,
46553 New Paris, IN, USA.
Polk Auctions,
polkauction.com

20 April

Toy & Transport Auction.

Burwash Road, Heathfield,
East Sussex TN21 8RA.
Watsons,
tel: **01435 863132**

MAY

31 May

North Somerset Collective

Machinery Sale of Tractors,
Machinery, Horticultural
Equipment & Miscellaneous.
Nates Lane, Wrington, Bristol BS40 5RS.
Greenslade, Taylor, Hunt,
tel: **01278 410278**

JUNE

16 June

Collective Machinery Sale.

Sedgemoor Auction Centre,
North Petherton, Bridgwater,
Somerset TA6 6DF.
Greenslade Taylor Hunt,
tel: **01278 410278**.

17 June

Auction Sale of Vintage &

Classic Tractors,
Implements and Spares.
Lincolnshire.
Cheffins,
tel: **01353 777767**.

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

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

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

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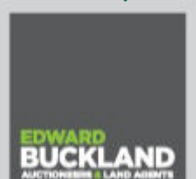
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PART F-I

The prices are based on tractors sold at sales, on the Internet, privately and in some overseas markets too. Naturally, prices change as time progresses and it's not always an upward trend, but you will get a good indication of what's going on with the current market by referring to our guide. Here are a few pointers on buying a tractor to help you.

If you are looking for a tractor to buy for restoration, or work, there's a vast choice. However, if you are looking for something specific, do weigh up your options first, particularly if you have a limited budget.

If it's a popular model, then it's not always to your advantage to go for the first one you see. Whatever is wrong with the tractor, make sure you have a good idea of how much it will cost to repair, and so on.

Buying a restored tractor can be the best option for some people, but do your research properly and if you are buying at a sale, talk to the vendor if you can. For example, the tractor has a

shiny coat of paint, but ask him what rust prevention primer he used underneath it, was the tractor sand-blasted or wire-wheeled down? If the vendor is worth his salt he will have pictures of the restoration and be able back up the information he gives you.

Find out what you can. Take a friend or associate with you who, perhaps, has a better idea of what is what and, if there's a preview to the sale, go and try the tractor out for yourself. Make sure beforehand exactly what you will have to pay after the hammer has dropped: does the lot have VAT? What's the buyer's commission? And so on.

Buying online at a sale can save you travelling, but you really don't know what you're getting. Yes, you can see the pictures of the tractor and the live action, but you aren't properly seeing it for yourself. If you cannot attend, get a trusted friend or associate, who might be at the sale, to look at the tractor for you, then bid online.

An associate got talked into buying a Continental tractor (made in Germany) via an Internet advertisement and was told it had a transmission

problem. He asked about obtaining parts and was told they were easy to get.

Well that might be true in Germany, but my associate doesn't speak German. In addition, specific items are very expensive for these tractors. He also wants to use the tractor, particularly for road runs, but he has now discovered that it's not very fast on the road (18kph) – not a very happy outcome really.

Some people love the adventure of tracking down the spares and all that it entails – the challenges, the travel involved, the people you meet along the way – it all adds to life's experiences.

For the person in question, however, that wasn't the plan. Think hard about what you are intending to purchase.

If buying an imported tractor – especially from North America – make sure you see a rear view of the machine before purchase. On a number of occasions it has come to light that the tractor featured damaged mudguards through containerisation. If the vendor does not want to send a rear picture, then there could be a good reason. This especially applies to veteran tractors.

WHAT OUR CODING SYSTEM MEANS

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

Band 1

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

Band 2

A tractor that is running and needs some work.

Band 3

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

Band 4

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

Band 5

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

Band 6

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

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



MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
FORDSON/FORD (CONTINUED)							
6-901 range USA	1957-62	£1,200	£1,900	£3,400	£3,200	£4,800	NA
Pre Force 2000 petrol	1964-68	NA	£2,900	£3,700	NA	£5,900	NA
Pre-Force 2000	1965-68	£1,800	£2,300	£5,900	£4,200	£5,800	£7,420
Pre-Force 2000 4 x 4	1965-68	NA	NA	£9,750	£7,450	£11,300	NA
Pre-Force 3000	1965-68	£1,700	£3,400	£4,500	£3,900	£8,200	NA
Pre-Force 3000 petrol	1964-68	NA	£2,800	£4,100	NA	NA	NA
Pre-Force 3000 Select-O-Speed	1965-68	£1,750	£3,200	£6,800	£4,300	£7,900	NA
Pre-Force 3000 vineyard	1965-68	£1,700	£2,800	£3,900	£3,750	NA	NA
Pre-Force 4000	1965-68	£1,600	£2,900	£7,650	£4,900	£9,900	£8,200
Pre-Force 4000 Select-O-Speed	1965-68	£1,850	£3,200	£6,900	£4,100	£8,200	NA
Pre-Force 5000	1965-68	£3,950	£7,600	£16,900	£11,200	£24,650	£27,700
Pre-Force 5000 4 x 4 M/European conv	1965-68	£3,400	£6,600	£9,550	NA	£11,200	NA
Pre-Force 5000 Select-O-Speed	1965-68	£3,400	£4,850	£6,000	£5,600	£7,400	NA
Pre-Force 5000 Automowerpylon/w	1967	NA	£4,400	NA	NA	NA	NA
Pre-Force 5000 petrol	1964-68	NA	£3,700	£6,950	NA	NA	NA
Pre-Force 5000 industrial	1961-65	NA	NA	£5,600	NA	£7,200	NA
Shibaura 1000	1973-5	NA	£3,100	£6,450	£4,150	£6,800	£7,900
Force 2000	1968-75	£1,900	£3,200	£8,600	£4,900	£7,800	£9,750
Force 2000 petrol	1968-72	£1,200	£2,700	£5,100	£5,100	£6,200	NA
Force 2000 vineyard-narrow	1968-75	£1,900	£2,800	£5,100	£4,100	£7,200	NA
Force 2000 4 x 4	1968-75	NA	NA	£7,800	£3,700	£7,200	NA
Force 3000	1968-75	£1,900	£2,700	£7,100	£4,600	£7,600	£10,600
Force 3000 petrol	1968-75	£2,100	£2,900	£5,100	NA	NA	NA
Force 3000 vineyard-narrow	1968-75	£1,900	£2,600	£5,400	£3,900	£7,400	NA
Force 3000 4 x 4	1968-75	NA	£4,100	£8,200	£5,100	£9,900	NA
Force 4000 Select-O-Speed	1968-75	£2,100	£3,400	£5,600	£3,600	£7,250	NA
Force 4000	1968-75	£1,900	£3,600	£7,900	£5,700	£9,250	NA
Force 4000 4 x 4	1968-75	NA	NA	£8,800	NA	NA	NA
Force 4000 petrol	1968-75	NA	£2,900	£7,400	NA	NA	NA
Force 5000 Select-O-Speed	1968-75	£3,700	£4,900	£7,500	£6,600	£9,400	NA
Force 5000	1968-74	£3,800	£7,400	£18,200	£14,400	£24,900	£28,200
Force 5000 DP (DPA pump)	1975	£3,850	£6,400	£15,400	£12,800	£15,200	£24,200
Force 5000 4 x 4 M/European conv	1968-75	£3,900	£7,950	£9,800	£6,400	NA	NA
Ford 5000 Cotil Crane	1968-75	NA	£5,100	NA	NA	£6,700	NA
Force 5000 Rowcrop Select-O-Speed	1968-75	NA	£4,600	£6,600	NA	NA	NA
Force 5000 Industrial	1968-75	NA	£4,700	£7,200	£6,100	£10,200	NA
Force 5000 petrol	1968-75	NA	£6,100	£8,800	NA	NA	NA
Force 7000	1971-75	£5,600	£11,800	£25,700	£10,900	£29,700	£36,000
Force 7000 4x4	1971-75	NA	NA	£18,000	NA	NA	NA
Force 3055 narrow French	1968-74	£1,900	£4,100	£6,500	NA	NA	NA
8000	1968-72	£4,900	£7,700	£14,450	£9,450	£14,400	NA
9000	1969-72	£4,400	£7,900	£17,600	£9,900	£12,500	NA
8600	1972-79	£4,600	£7,100	£19,000	£10,500	£29,900	NA
9600	1972-79	£3,780	£8,600	£15,700	£10,800	£26,750	NA
2600	1975-81	£2,100	£4,700	£10,800	£6,600	£11,600	NA
3600	1975-81	£2,400	£6,600	£9,200	£7,850	£8,900	NA
3600 narrow	1975-81	£2,100	£4,900	£3,475	£4,750	£7,250	NA
4100	1975-81	£2,950	£4,300	£5,400	£4,600	£6,850	NA
4600	1975-81	£2,150	£6,800	£6,900	£5,800	£9,600	NA
5600	1975-81	£3,400	£6,600	£19,750	£14,750	£25,900	£18,720
6600-6700 2WD	1975-80	£4,400	£8,800	£23,300	£17,900	£22,700	£15,200
6600 4WD	1975-80	£5,900	£8,950	£25,600	£17,400	£25,500	NA
7600 & 7700 2WD	1975-81	£5,700	£9,300	£27,900	£17,100	£29,800	NA
7600 4WD	1975-81	NA	£9,900	£27,200	£18,100	£34,400	NA
8100 2WD	1977-81	NA	£8,400	£16,800	£12,100	£20,750	NA
FW-30	1979-84	£6,900	£18,900	£39,000	£31,300	£44,200	NA
FW-60	1979-84	£6,400	£21,000	£43,000	£34,600	£46,200	NA
FW-30 New style	1984-87	NA	NA	£42,000	NA	NA	NA
FW-60 New style	1984-87	NA	£15,400	£47,000	£38,000	£49,500	NA
TW-10	1979-83	£4,800	£5,900	£21,400	£19,300	£24,950	NA
TW-10 4WD	1979-83	£4,950	£7,600	£26,800	£16,100	£25,950	NA
TW-20	1979-83	£4,950	£5,800	£22,600	£14,600	£20,300	NA
TW-20 4WD	1979-83	£9,900	£18,700	£21,700	£18,250	£20,300	NA
TW-30	1979-83	£9,900	£8,900	£24,400	£19,500	£29,100	NA
TW-30 4WD	1979-83	£10,500	£14,090	£26,400	£23,700	£36,200	NA
8200 4WD	1980-82	NA	£8,600	£28,200	£16,100	£22,750	NA
TW-5	1983-85	£4,900	£8,500	£18,750	£12,720	£22,600	NA
TW-15	1983-85	£7,600	£12,100	£29,100	£19,400	£22,300	NA
TW-15 4WD	1983-85	£7,950	£11,400	£33,700	£22,275	£41,700	NA
TW-25	1983-85	£7,650	£12,100	£32,500	£22,700	£46,200	NA
TW-25 4WD	1983-85	£9,900	£16,250	£38,500	£26,300	£44,200	NA



1960 Fordson Power Major, in original condition, sold in October for £5,600.



1961 Fordson Dexta was an older restoration and sold for £5,500.



1964 Fordson Super Dexta with Bombardier tracks sold in grade 4.9 condition at £9,000.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
TW-35	1983-85	£9,200	£9,200	£32,600	£11,800	£17,800	NA
TW-35 4WD	1983-85	£11,750	£17,200	£46,500	£26,400	£44,850	£45,600
2610	1981-85	£7,950	£3,800	£7,400	NA	NA	NA
2910	1981-85	£3,900	£3,200	£8,900	NA	NA	NA
3610	1981-85	£3,100	£4,600	£8,900	NA	£9,100	NA
3910	1981-85	£3,400	£5,900	£8,700	£7,450	NA	NA
3910 4WD	1981-85	NA	£6,200	£12,600	£7,600	£12,400	NA
4110	1981-85	£3,900	£3,400	£12,400	£7,700	£14,900	£16,700
4610 2WD	1981-85	£3,100	£4,100	£12,900	£10,200	£16,950	NA
5610	1981-85	£3,400	£6,800	£12,900	£12,400	£12,600	NA
5610 4WD	1983-85	£4,800	£6,900	£21,000	£10,900	£21,300	NA
6610	1981-85	£4,700	£6,400	£16,900	£14,200	£13,200	NA
6610 4WD	1983-85	£7,800	£16,250	£24,200	£17,200	£18,950	NA
7610	1981-85	£6,900	£5,400	£24,800	£18,100	£26,200	NA
7610 4WD	1983-85	£6,900	£6,900	£27,800	£14,900	£28,200	NA
7710	1981-85	£6,800	£6,100	£26,400	£14,700	£27,100	NA
7710 4WD	1983-85	£7,900	£7,900	£29,100	£15,100	£22,500	NA
7910	1984-85	£7,900	£6,500	£24,200	£14,100	£18,200	NA
7910 4WD	1984-85	£7,900	£7,800	£26,200	£16,100	£26,200	NA
8210	1982-85	£7,600	£7,100	£21,200	£16,800	£25,200	NA
8210 4WD	1982-85	£7,900	£8,400	£13,400	£16,950	£27,250	NA
TW-10 Force II/III	1985-90	£7,100	£8,100	£14,200	£16,100	£24,750	NA
TW-10 Force II/III 4WD	1985-90	£8,900	£9,700	£18,400	£17,500	£29,400	NA
TW-25 Force II/III	1985-90	£9,400	£10,750	£15,700	£19,100	£25,200	N/A
TW-25 Force II/III 4WD	1985-90	£10,200	£11,200	£26,000	£21,600	£24,700	£36,400
TW-35 Force II/III	1985-90	£10,100	£8,900	£18,400	£20,900	£16,200	NA
TW-35 Force II/III 4WD	1985-90	£10,100	£12,900	£32,000	£21,100	£27,000	£39,200
2610 Force II	1985-89	£4,900	£5,400	£11,400	£9,200	£14,100	NA
2910 Force II	1985-89	£5,570	£3,700	£12,300	NA	NA	NA
3610 Force II	1985-89	£5,100	£5,900	£12,900	£5,700	£9,200	NA
3610 Force II 4WD	1985-89	£5,400	£5,900	£11,950	£8,900	£10,400	NA
334 Industrial	1985-89	NA	£4,400	£5,200	£4,400	NA	NA
3910 Force II	1985-89	£4,700	£6,900	£11,800	£7,900	£9,500	NA
4110 Force II	1985-91	£3,900	£6,500	£11,300	£6,800	£8,000	NA
4610 Force II	1985-89	£3,800	£6,400	£12,200	£8,100	£9,200	NA
4610 Force II 4WD	1985-89	£4,900	£7,200	£13,900	£9,800	£12,750	NA
5610 Force II	1985-89	£4,600	£7,100	£13,750	£9,100	£11,150	NA
5610 Force II 4WD	1985-89	£5,600	£8,700	£19,900	£10,750	£14,650	£17,800
6610 Force II	1985-89	£4,900	£6,100	£28,400	£10,600	£18,100	£21,200
6710 Force II 4WD	1985-89	£5,400	£8,400	£24,200	£12,600	£19,400	NA
7810 Force II 4WD	1985-89	£5,900	£9,300	£27,800	£16,400	£22,600	NA
7910 Force II	1988-89	£5,150	£8,500	£19,500	£16,500	£23,500	NA
7910 Force II 4WD	1988-89	£5,000	£10,200	£24,000	£21,400	£23,400	NA
8210 Force II	1985-89	£5,900	£8,900	£19,800	£14,200	£17,200	NA
8210 Force II 4WD	1985-89	£5,100	£10,600	£24,600	£16,600	£21,800	NA
2910 Force III	1989-91	£3,900	£5,600	£10,800	£7,900	£10,700	NA
3610 Force III	1989-91	£3,900	£5,400	£11,900	£8,400	£10,100	NA
3910 Force III 4WD	1989-91	£5,100	£8,900	£14,500	£9,600	£10,800	NA
4110 Force III	1989-91	£6,300	£5,800	£11,300	£9,200	£10,600	NA
4610 Force III	1989-91	£6,700	£4,600	£10,800	£6,400	£7,100	NA
4610 Force III 4WD	1989-91	£3,900	£6,200	£16,400	£8,200	£14,700	£18,900
5610 Force III	1989-91	£4,000	£7,100	£13,900	£8,400	£12,700	NA
5610 Force III 4WD	1989-91	£4,500	£8,400	£16,500	£10,400	£16,400	NA
7610 Force III	1989-91	£5,100	£7,900	£14,700	£10,100	£16,700	NA
7610 Force III 4WD	1989-91	£5,900	£9,100	£19,400	£10,500	£15,200	NA
6410 Force III	1989-91	£4,900	£7,400	£12,200	£9,400	£12,700	£14,800
6410 Force III 4WD	1989-91	£5,100	£8,700	£19,750	£10,900	£14,100	NA
6810 Force III	1989-91	£4,600	£8,300	£21,500	£10,400	£16,500	NA
6810 Force III 4WD	1989-91	£4,900	£8,800	£27,700	£14,600	£19,200	£24,300
7810 Force III 4WD	1989-91	£5,900	£13,900	£24,200	£16,100	£23,500	£39,200
7810 Silver Jubilee Force III 4WD	1989	£9,900	£17,800	£39,400	£52,200	£44,700	£52,200
7810 Silver Jubilee Force III 2WD	1989	£12,500	£21,000	NA	£23,700	NA	NA
7910 Force III	1989-91	£4,900	£8,100	£24,200	£11,200	£19,200	£21,700
7910 Force III 4WD	1989-91	£5,800	£9,800	£24,200	£13,200	£21,500	£23,200
8210 Force III 4WD	1989-91	£5,500	£9,100	£27,200	£12,100	£17,400	£18,200
8530 4WD	1989-94	£6,700	£9,100	£18,700	£14,100	£17,500	£19,900
8630 4WD	1989-94	£6,950	£9,900	£19,200	£11,700	£18,200	£19,500
8730 4WD	1989-94	£6,600	£11,200	£19,700	£10,600	£15,600	£17,750
8830 4WD	1989-94	£6,700	£10,300	£22,000	£12,100	£18,900	£21,200
3430	1990-96	£4,800	£9,300	£11,500	£8,700	£11,200	NA
3430 4WD	1990-96	£5,100	£7,100	£12,800	£9,900	£11,900	NA
3930	1990-96	£4,300	£6,600	£10,400	£9,200	£9,400	£12,200
3930 4WD	1990-96	£4,950	£5,600	£12,200	£9,700	£10,200	NA
4130	1990-96	£4,500	£5,100	£14,700	£8,100	£10,900	NA
4630	1990-99	£4,600	£5,280	£14,400	£7,300	£10,900	£12,100
4630 4WD	1990-99	£4,700	£8,250	£17,800	£12,800	£15,900	£16,200
4830 4WD	1990-92	£4,900	£8,500	£16,900	£12,500	£16,100	NA
5030	1992-96	£4,950	£5,600	£14,900	£9,400	£12,500	NA
5030 4WD	1992-96	NA	£5,900	£16,200	£9,800	£12,700	NA
5640 4WD	1991-97	£5,800	£6,900	£25,800	£8,700	£14,100	£18,600



The four-wheel drive, Continental Ford 7000 got to £15,500 but was not sold in October.



The Continental Ford 3600 four-wheel drive conversion got to £7,000 in October.



This 1983 International 1255XL, in grade 4.7 condition, sold for £15,500.

6640 4WD	1991-98	£7,500	£10,200	£17,600	£9,900	£19,600	NA
7740 4WD	1991-93	£8,750	£12,800	£18,200	£16,200	£24,250	NA

INTERNATIONAL HARVESTER CORPORATION							
BTD-8 crawler	1953-68	£1,900	£2,200	£3,900	£3,400	£5,400	NA
TD-8 crawler	1969-78	£1,800	£2,100	£3,400	£3,100	£ 4,300	NA
TD-14 & A crawler	1939-58	£4,900	£5,000	£6,800	£4,900	£6,200	£8,200
TD-18 & A crawler	1938-58	£2,100	£4,800	£7,300	£4,900	£7,400	£8,900
TD-24 crawler	1947-56	£3,900	£5,200	£14,600	£11,900	£30,500	NA
BTD-20	1959-74	£3,900	£4,200	£11,200	£8,100	£12,200	NA
W-4	1940-53	£1,300	£2,600	£4,100	£2,900	£4,800	£6,000
W-4 Perkins P3 conversion	1940-53	NA	NA	NA	£3,900	£4,300	NA
W-6	1940-53	£1,200	£2,900	£4,200	£3,600	£4,600	£6,100
W-9	1940-53	£2,100	£3,500	£5,100	£3,900	£5,900	£6,700
W-9 Panhard diesel engine (French)	1940-53	NA	NA	£2,200	NA	NA	NA
WD-6	1950-53	£1,800	£2,300	£3,100	£2,900	£4,200	NA
WD-9	1940-54	£2,000	£2,400	£4,200	£4,900	£5,200	NA
ASO-6	1953-57	NA	£3,600	NA	NA	NA	NA
Super BWD-6	1954-58	£1,900	£2,400	£4,100	£3,900	£5,500	£6,200
W-400	1955-56	NA	£2,100	NA	NA	£5,600	NA
W-450	1956-58	NA	£2,700	NA	NA	NA	NA
B-250	1956-60	£950	£1,950	£3,400	£2,500	£4,100	£5,800
B-250 Vineyard/Narrow	1956-60	£2,100	NA	NA	NA	NA	NA
D-217 (German)	1958-64	£450	£1,674	£2,700	NA	£2,700	NA
D-324 (German)	1956-62	NA	£1,200	£2,300	NA	NA	NA
B-275	1958-68	£950	£1,900	£3,400	£2,100	£4,900	£5,600
B-275 Hi-Clear	1958-68	£1,650	£2,400	NA	£3,200	NA	NA
B-275 Indust Wain-Roy loader	1958-67	NA	£2,300	£2,900	£4,200	NA	NA
276	1965-71	£950	£1,800	£2,800	£2,400	£5,200	£5,900
B-450	1958-70	£2,900	£3,900	£8,400	£4,900	£9,100	£12,500
B-450RC	1959-70	£1,900	£4,500	£5,100	£4,600	£6,300	NA
660	1959-63	NA	£2,870	£4,200	NA	£6,100	NA
D-514 (German)	1963-65	NA	£2,400	NA	NA	NA	NA
806	1963-67	NA	£9,200	£18,400	£10,600	£12,200	NA
B-414	1962-66	£1,100	£1,750	£3,400	£2,100	£4,400	£5,100
423	1961-75	NA	£1,700	NA	NA	NA	NA
B-614	1963-68	£2,100	£3,900	£6,600	£5,200	£7,800	NA
B-614 Hi-Clear	1963-68	NA	£4,100	NA	NA	NA	NA
706	1963-67	NA	£7,100	£10,900	£7,800	£8,750	NA
1206	1965-67	£5,100	£6,200	£12,400	£6,250	£10,600	NA
523	1965-67	£1,250	£2,800	£7,800	£4,100	£7,800	£8,900
523 4WD	1965-67	NA	NA	NA	NA	£12,200	NA
4100	1966-68	£4,900	£6,900	£12,200	£9,750	£11,200	NA
434	1966-70	£1,800	£3,950	£4,900	£3,900	£6,900	NA
434 Hi-Clear	1966-70	£1,400	£2,000	£3,000	£2,900	£3,600	NA
856	1967-71	NA	£6,400	£7,200	NA	NA	NA
724	1969-74	NA	£3,300	NA	£4,900	£7,200	NA
1456	1969-71	£4,200	£6,900	£10,100	£7,200	£10,700	NA
766	1971-76	£2,100	£3,900	£9,200	£8,200	£10,700	NA
634	1968-72	£2,900	£3,750	£6,400	£4,900	£7,200	NA
634 4WD	1968-72	£4,700	£7,500	£11,750	£9,200	£12,250	NA
946	1971-77	£2,800	£6,800	£12,700	£9,200	£14,200	NA
354	1970-74	£2,100	£3,850	£7,800	£5,600	£8,950	NA
454	1970-75	£2,200	£3,800	£7,900	£5,700	£8,750	NA
444	1972-75	£1,700	£2,900	£5,300	£4,100	£6,400	NA
474	1973-74	£1,900	£3,100	£6,100	£5,300	£8,700	NA
475	1974-75	£1,910	£3,700	£7,200	£4,100	£9,800	NA
574	1970-78	£1,700	£2,600	£7,900	£4,700	£8,250	NA
1066	1971-76	£3,800	£6,200	£14,200	£9,400	£12,700	NA
666	1972-76	NA	£4,900	£8,250	£5,600	£6,900	NA
674	1973-77	£1,900	£3,100	£8,200	£4,600	£8,100	NA
966	1971-76	£3,900	£6,200	£18,800	£9,900	£14,600	£19,250
966 Rowcrop	1971-76	NA	NA	£10,600	NA	NA	NA
1046	1971-78	£3,900	£6,900	£12,950	£8,700	£14,700	NA
1466	1971-76	£4,900	£7,760	£19,200	£14,100	£17,500	£22,250
1246	1972-80	£4,200	£8,900	£17,200	£12,700	£18,750	NA
1468	1971-74	£4,900	£7,850	£24,200	£14,200	£22,500	NA
1566	1974-76	£4,400	£9,400	£18,750	£12,100	£17,200	NA
1568	1974-76	£3,600	£8,450	£16,200	£14,405	£15,200	NA
886	1976-81	£3,200	£5,900	£10,400	£8,750	£11,700	NA
484	1977-85	£1,900	£3,700	£12,200	£6,100	£9,800	NA

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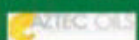
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116336

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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

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

CASE S



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116278

CASE 500



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115967

CASE C



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116841

CASE C



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116842

CASE 5130



1994, £12,950. This is a 30kph gearbox with powershift and left hand shuttle. Fitted with 3 double spools, pick up hitch and on 480/70R24 front tyres and 460/85R38 rears (with 80% tread). Recording 10,400 hours, but has had different engine fitted, and drives well! Typical areas of rust on the fenders but it is otherwise a straight tractor and mechanically in working order. There are a number of cosmetic jobs such as lights to sort, as well as some engine sensors. Serial Number: JJF1027232 £12,950 + VAT. Please call 01763 780440, East of England. (T)

117057

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115755

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116255

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116398

DAVID BROWN 850 IMLEMATIC



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116909

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1967, £3,650. David Brown Tractor. Good condition. 1967. Please call 01292 520430, Scotland.

116926

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115928

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115955

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117052

DAVID BROWN 990



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117064

DAVID BROWN 1200



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

117065

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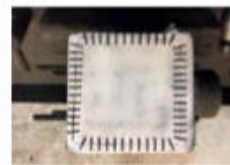
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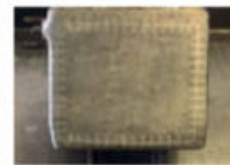
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DAVID BROWN 885



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117066

DAVID BROWN 1490



POA. David Brown 1490 Manual gearbox, pickup hitch, spool valve, loader also has a dung fork, all works not rotted ready for work or restoration. Please call 07821184799, South West. (T)

117067

DAVID BROWN 1390



POA. David Brown 1390, loader only no attachments, mechanically very sound, cab untidy in places for work or for restoration, has not been used for years by previous owner. Please call 07821184799, North West. (T)

117068

DAVID BROWN 990



POA. David Brown 990 Implematic with loader, a good sound working tractor. Please call 07821184799, North West. (T)

117069

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

FERGUSON TE20 DIESEL



1954, £1,500. Part restored and needs finishing with oiling through and electrical wiring. Please call 01695 722219, East of England.

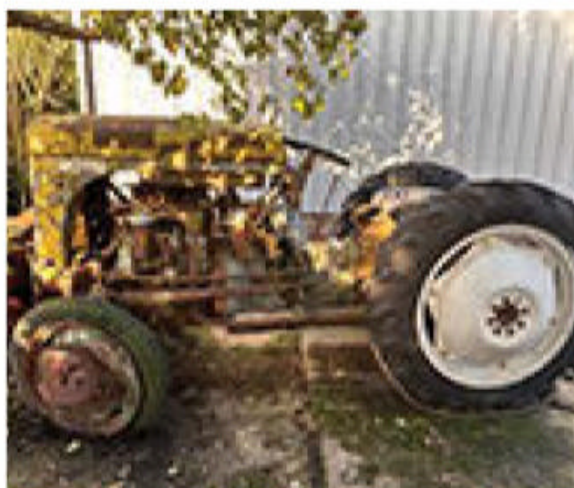
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116354

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116914

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

FIELD MARSHALL MK1 S 2



FIELD MARSHALL mk1 s 2 runs well good strong engine good clutch no frost damage £9500 tel jason daytime 07855399487. Please call 07855 399487, South West.

116275

FIELD MARSHALL SERIES ONE



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

115799

FIELD MARSHALL SERIES 3A



£20,500. Refurbished for saving, including twin seats, lights and V5. Starts easy with a cartridge, always kept in dry storage. In full working order. Please call 01295690254, South East.

116925

FIELD MARSHALL FIELD MARSHAL SERIES 3



POA. Field Marshal series 3 good running original. Please call 01747 828272, South West.

117105

FORD 7610 SERIES 3 SUPER Q



£14,500. Ford 7610 series 3 Super Q, 1992 'J' reg 1 owner. 4wd, Everything works inc radio, 2 spools, new seat, new battery. Front tyres as new, rear sound but treadles. Please call 07407084017, Yorkshire and the Humber.

117137

FORD 4600



£6,000. Ford 4600 1981 Ready for work. New battery. Good tyres. Hydraulics A1. Sound engine. No leaks. Brakes good. Alternator output 13 amp. Registered for road. Many spares available if required. Please call 07894477371, South West.

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 2000



POA. Ford 2000 – good runner. Please call 32 56 61 62 60, Rest of the world. (T)

115959

FORD 8630 4WD



1994, POA. Only 4635 hours and in very original condition! We haven't seen one as good as this before, it really is tidy. A genuine UK tractor, this is a 40kph Powershift gearbox and has 4 spool valves and pick up hitch! A collectors tractor really, but they all need working days! Comes with full set of front weights, the pictures should explain the rest!. Please call 01763 780440, East of England. (T)

117061

FORD 4610 SERIES II



1987, £7,500. Done a genuine 2718 hours! This is a really original tractor with good tinwork. Fitted with column change gearbox, pick up hitch and 1 double spool valve. Starts, runs and drives well. As is typical with these cabs, the wings are quite rusty and the doors don't fit perfectly. Was originally on Grass Tyres but has been fitted on good rear Ag tyres. Please call 01763 780440, East of England. (T)

117062

FORDSON STANDARD



£2,850. Starts and runs well, includes spare mag, mag tester, 25L transmission oil, engine oil and various spares. Please call 01386 833767, West Midlands.

115868

FORDSON



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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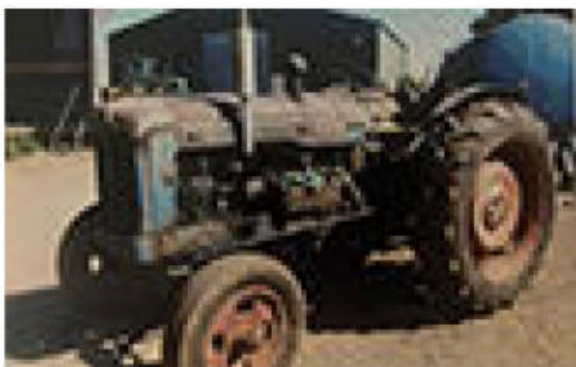
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FORDSON POWER MAJOR



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 DEXA



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 it's life. works as it should and a very sweet engine. All tyres are good. The most resent work it has had is a new duel 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. New tyres 2 years ago. Second auxiliary valve fitted, proof meter, 3 universal front weights. Good battery. Everything works including lights. Starts first time and runs well. Perfect for topping and rolling etc. With V5C. Sadly for sale. Please call 07513331763, West Midlands.

116399

FORDSON MAJOR



1952, £1. 1952 Model Rare Petrol/TVO model for restoration. Recent runner and some recent work undertaken. Good tinwork for age. Fitted with Hydraulics and PTO. Please call 07808 366095, South West.

116879

FORDSON POWER MAJOR



1957, £4,000. Fordson Power Major an earlier restoration. Starts and drives well, everything works. Linkage box not included. Please call 07899 987070, East of England.

116905

FORDSON MAJOR E27N



£3,000. Fordson Major E27N. Please call 01469 530373, Yorkshire and the Humber.

116919

FORDSON F

1924, POA. Fordson f believed 1924 for restoration, Tel Jason daytime. Please call 07855 399487, South West.

116954

FORDSON SUPER DEXA.



£3,300. This is a good example of a 1963 Fordson Super Dexta. Runs well, body work been done. Hydraulics overhauled. Dynamo mot alternator change, price includes link box with seat for events. Please call 07446304032, South West.

116993

FORDSON MAJOR

1952, £3,000. Very good original condition, very reliable working tractor. Please call 07985594354, South East.

116177

GUALDI 30



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

115963

HART PARR 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

INTERNATIONAL B - 275

£3,500. International B-275, all new tyres, stored inside. Price is negotiable. Call anytime up to 10pm. Please call 07925134447, West Midlands.

116864

INTERNATIONAL B275



£4,200. This is a nice example of the very popular B275, featuring a Lambourne weather cab – it would make it an ideal candidate for road runs this winter! The tin work on this tractor is in excellent condition – especially the bonnet and front grille which are areas that often suffer the most. As with most Internationals, this tractor starts easily with some heat and runs and drives very well. Please call 07966881985, South West. (T)

117047

INTERNATIONAL 414



£2,850. This is a useful International, presented for sale in its working clothes! Mechanically, it is in very good working order, it starts well and runs and drives as it should with good working hydraulics and brakes. The tin work is clearly a little tired, the rear wings have suffered the usual rust around the stays but are still intact and the bonnet would benefit from a new grille. Please call 07966881985, South West. (T)

117051

INTERNATIONAL HYDRO 84 2WD



£5,950. Very original tractor c/w pick up hitch and single spool! Well ahead of its time when it was new, this is a great example of the Hydro Internationals. The panel work is very straight and original, and mechanically it is good. A bit of rust starting around the cab pillars and bottom of door, but this even has its original International toolbox! Showing 3577 hours. £5950 + VAT. Please call 01763 780440, East of England. (T)

117058

INTERNATIONAL 684 2WD



1979, £2,250. No cab but runs and drives! Serial Number: 3467 £2250 + VAT. Please call 01763 780440, East of England. (T)

117059

JOHN DEERE 15,27 D



POA. 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

JOHN DEERE 830



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

116843

JOHN DEERE 6520



2006, £26,950. Done just 4831 hours! This is a good sized 120hp tractor with very little to go wrong. Fitted with the standard front axle, front fenders, 3 spools, hydraulic push out hitch, air conditioning and passenger seat, it has all the things you need and none of the ones you don't! This has the 40kph Powerquad gearbox with left hand reverser, and has done only 4831 hours so years of life left yet. The front tyres are 420/85R24 CEAT and the rear tyres are 460/85R38 Continentals. . Please call 01763 780440, East of England. (T)

117056

JOHN DEERE 3050 4WD



1989, £17,500. c/w front linkage, very tidy example! This is a tidy tractor that drives very well, fitted with the 30kph gearbox and High lift, as well as pick up hitch, 2 spool valves and hydraulic trailer brakes. All lights work and this has recently had a new cab roof and interior fitted, making it a lovely cab to sit in! - just needs the lower cab lining fitting to compete it. Typical rust on rear fenders, with the nearside being worse. This is fitted on very good tyres, 360/70R28 fronts and 480/70R8 rears. Recording 8200 hours with plenty of life left in it. Please call 01763 780440, East of England. (T)

117060

KUBOTA KUBOTA B1410X4WD



£4,250. Recently serviced and new battery starts on the button has rear linkage. Please call 07711508200, Yorkshire and the Humber.

116902

LANDINI L55B



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

115957

LANDINI L25



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

115960

LANZ D2416



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

115969

LANZ BULLDOG D2016



POA. 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

LEYLAND 255



£3,500. The Leyland 255 Utility Tractor was produced between 1972 – 1976. This is a very useful 50hp tractor, perfectly suited for yard or paddock work, it is fitted with a cab and benefits from power steering. It is an excellent runner, and has recently been fitted with a new PTO and drive clutch. Please call 07966881985, South West. (T)

117050

MASSEY FERGUSON MF135



1971, £7,000. W/cab and keys. Pick up hitch. External valve. Pedal accelerator. New bonnet, radiator, ex manifold, instruments, brakes, drums, wheels, goodyear diamond tyres. Good oil pressure, first time starter, full tank. Please call 07903 448575, Scotland.

117134

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



POA. 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 135

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

116810

MASSEY-HARRIS 33



POA. massey harris 33 nice electric start tractor very original in working order tel jason daytime 07855399487. Please call 07855 399487, South West.

116269

MASSEY-HARRIS 203



POA. TVO, runs like a clock. Very straight and original. Please call 07855 399487, South West.

116270



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£3,995. The Massey Harris 22 was produced in Wisconsin, USA between 1948-1953. This smaller, lightweight and manoeuvrable tractor was perfect for smaller jobs around the farm. This is a beautifully restored tractor benefiting from full electrics, new tyres and a superb paint finish. Please call 07966881985, South West. (T)

117049

MCCORMICK X5.120



POA. Stage 5, 3.6L, 16 valve, 4-cylinder, 114/84 (hp/kw) FPT diesel engine. 24 x 24 40kph transmission with power shuttle. Rigid 4wd heavy duty front axle with integrated brakes. 62 L/min hydraulic system with twin assistor rams, manual rear lift with ergonomic lift system + draft control. 3 mechanical spool valves. Hydraulic push out pick-up hitch. 540/1000 electronic PTO with external control. CAT2 rear linkag. Please call 01254 854103, North West. (T)

117053

MCCORMICK XTX200



2006, POA. Year 2006, 6800 hours, Iveco 6.7L 6-cylinder diesel engine, 32 speed powershift transmission, 2 speed PTO 540/1000 rpm. 50 kph road speed, Air brakes. Front suspension, Cab suspension, Cat 3 electronic controlled linkage (2 assistor rams). 4 spools - 3 mechanical, 1 electrical, Draft controls. Please call 01254 854103, North West. (T)

117054

MCCORMICK X5.45



POA. 99hp (73kw) T4F 4-cylinder Deutz-AG engine, 24 forward x 24 reverse 40kph transmission, 3 mechanical spool valves, Manual hydraulic arm control with telescopic PUH. 2 speed electronic PTO. Trailer brake ready. Quick attach link arms, Swivel type front fenders. Rear fender extension grips, Weight frame. Please call 01254 854103, North West. (T)

117055

MINNEAPOLIS MOLINE



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116276

MINNEAPOLIS 17,30 B



MINNEAPOLIS 17,30 b starts well nice original tractor new radiator core tel jason daytime 07855399487. Please call 07855 399487, South West.

116844

MITSUBISHI D1300



£2,850. Very good working tractor perfect for a small holding for topping or using with a small trailer ect Sold in working running condition. Please call 01458 269210 / 250978, South West.

117070

MITSUBISHI MT372D



£3,250. Very well looked after machine all in good working order. Please call 01458 269210 / 250978, South East.

117071

NUFFIELD 4/65



£1,950. Nuffield 4/65 with V5 new engine and hydraulic oil and filters. Brakes and clutch are good PTO and hydraulics working tyres hold pressure but do have cracks. Rear wings are new but not original Somerset TA20 buyer collects. Please call 07745565629, South West.

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

NUFFIELD 10/42



£3,995. This is a remarkably original example of this rare little Nuffield, built in England between 1964-66. The Nuffield 10/42 was introduced to replace the 3/42 featuring an upgraded 10-speed gearbox and 3-cylinder 42hp BMC engine. This Nuffield is presented for sale in its original condition. It has been given a gentle polish which has brought up a beautifully aged patina. The tinwork is straight throughout, there is some superficial rust in the lower section of the rear wings, but they are still very solid. Please call 07966881985, South West. (T)

117048

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

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117106

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117130

MF130 FRENCH SPEC

£2,600. Starts, runs, new mains/ rings. Easy restoration. Please call 07768055990, West Midlands.

117131

MF 545

£6,750. Multi Power R reg, original condition, straight panels. Front Tyres are worn. Probably original, rears 500/0. 6838 hours. Please call 07850 848372, South West.

116835

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117125

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116760

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116268

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116807

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116829

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116869

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117118

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116830

BAMFORD OV 3

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

116736

BAMFORD TROLLEY

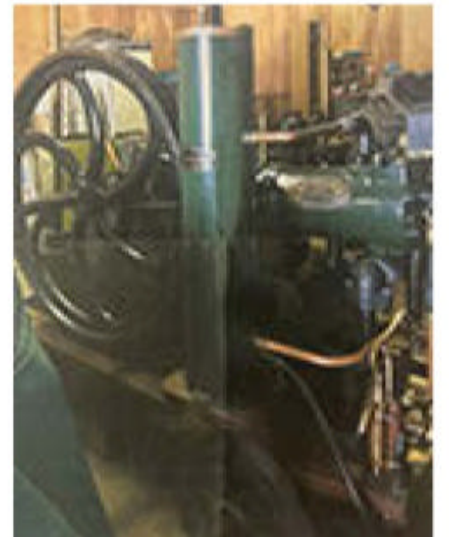
£450. Trolley, it will fit a Bamford OV, SV or a SG engine. Please call 07967 878111, South East.

116737

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

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BAMFORD NO 2 MILL



£120. Bamford No 2 mill, dismantled, cleaned, painted and reassembled. Please call 01986874125, East of England.

117119

WORLD WAR 2 GENERATOR CONTROL PANEL



£150. World war 2 generator control panel- complete with voltage and amp meter clocks. There is also a voltage RIO stat, and on/off switch. Please call 79099 08069, South East.

116831

WICKSTEED POWERED HACKSAW



£375. Heavy 3 phase powered saw with coolant pump, hydraulic counter. in working order. Please call 07850 848372, South West.

116834

RICK KERBY LTD THRESHING MILL

£3,500. 30 inch drum, fully restored, price negotiable. Please call 00353 568 834162, Ireland.

116901

SCAMMER TRUNKER

1968, POA: Good working order, new tyres, brackets, new air bags. 07768276115. Please call 07768276115, South East.

117028

MASSEY HARRIS 701 BALER



£2,400. Good working order, Armstrong Siddeley Diesel engine. Last used in 2016, barn stored. Please call 07775 646007, East Midlands.

117031

MARSHALL TRACTION ENGINE TRAILER



POA. Marshall traction engine trailer, restored has been used, has original owners plate. Please call 01747 828272, South West.

117104

WITTE DRAGSAW



POA. Witte dragsaw ,very original make good working. Please call 01747 828272, South West.

117107

BARNES LIVING VAN



POA. Barnes living van,fully sprung been used this year needs some restoration. Please call 01747 828272, South West.

117108

16FT CHAIN HARROW



POA. chain Harrow 16ft in good working order and good condition and good frame and done little work. Please call 07854 440159, South East.

117111

CULTIVATOR



POA. cultivators in good working order. Please call 07854 440159, South East.

117112

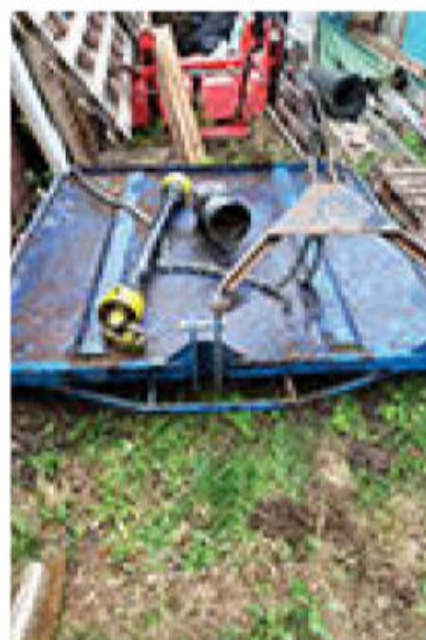
BOMFORD GRADER



£350. Bomford grader. Now surplus to requirements. Near Exeter. Call evenings only. Please call 01647 252730, South West.

117120

FLEMMING 6FT PASTURE TOPPER



£625. flemming 6ft pasture topper with pto shaft and shearolt protection. Please call 07711508200, Yorkshire and the Humber.

117124

PETTER PETTER AVA 1 DIESEL 5HP AND LISTER LR1.



£100. Have been reconditioned, start and run OK. £100 each or offer for both. Please call 01380 870419, South West.

116916

RUSTON HORNSBY RUSTON HORNBY STATIONARY BOILER

£2,000. No. 20 type B. ex. Brewery plant. Complete with fittings but no motion, mounted on ex lorry chassis to facilitate moving around. £2,000 ONO. Please call 01647 441053, South East.

116964

NORDSTEN NODET FERTILIZER SPREADER

£50. Nodet Dp12, fertilizer spreader, wooden tank model, good working and dry stored. Work or unusual classic exhibit. Please call 07909 553650, East of England.

117016

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

STEAM SENTINEL SUPER 1

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

116335

STEAM GARRET ROAD LOCO



£150,000. In need of restoration. Some parts missing. Please call 07716 126227, South East.

117080

TRAILER AXES



£1,200. Trailers Axes, Spare Wheel suitable. For 6" or 4", traction engine, winch ramp. Good Conditions. Please call 07481 606010, South East.

117000

SMALL GARDEN UTILITY TIPPING TRAILER.



£230. Load 350kg. Bed size 33" W, 41" L, 14" high. Tyres 16" Newly built, unused. Please call 07747637022, South East.

117109

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

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 MAMMOTH



1963, POA. AEC Mammoth Major Mark 5 1963. Atkinson View line windscreen. Gardener LX 8-cylinder engine. Please call 01248470277, South East.

116966

AEC MAMMOTH



1953, POA. Mk3 AEC, L.W.B, 8-wheeler. Very rare opportunity, rare kennings CAB. (Sliding Doors) Possibly only one running order. Restoration. Please call 07887752613, South West.

116979

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

ATKINSON 66



1964, £17,000. This is the only survivor left. Only 2 ever built. 150 Gardner engine complete overhaul and rebuild, 10 speed David Brown Gear Box. Kirkstall Axles Power steering. New Tyers all round in 2010 only done 3000 miles, 240 Volt 32KW generator on truck (sell with or without)Recently repainted to high specification. Offers considered. Please call 07483 885528, South East.

116956

AUSTIN FFK

1959, Austin WEK 5ton flatbed 1959 Has V5 Mechanically sound but cab and back bed need work. Loss of storage forces sale. Please call 01142 314413 , Yorkshire and the Humber.

116928

BEDFORD TK



£9,750. Very rare 6x2 version. 28hp, 6-cylinder petrol engine, 4 speed gearbox, all running and driving. Very solid chassis, cab and dropside body. Only selling due to downsizing. Please call 07746185304, East Midlands.

116961

BEDFORD M TYPE

1947, 39000 miles, £17,500. 1947 Bedford M Type, LWB Tipper, 39000 Miles, FSH, One previous owner immaculate, original condition. Please call 07745839979, East Midlands.

117020

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

HIGH LIFT

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

117132

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.

116839

LEYLAND 22.12

1992, £3,500. Alloy Drop side pickup in VGC, Also V - W. Caddy 1997 diesel pick up in VGC. £ 3500 Trojan 1958 van Perkins, P3 engine ex bars drive away, £1000. Please call 07759473380, East Midlands.

117038

OTHER



£8,500. 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.

116947

SCANIA R



1969, 1996 M reg, Ex Esso petroleum, runs drives needs saving 320bhp, All complete. Please call 07885765603, South East.

116908

SEDDON



1976, POA. Seddon 13/4 1976 restored a few years ago. Alloy Dropside tipper not many around. Please call 07788885274, South East.

116976

PARTS AND ACCESSORIES

BEDFORD J TYPE ROOF LINING



£90. New black roof lining, may fit A and D types. Can send for a price. Please call 07749 586757, South East.

116249

FERGUSON SPRING TINE CULTIVATOR



£250. Ferguson spring tine cultivator with 9 tines. Some ware but still useable. Please call 07393 758511, South West.

116299

FERGUSON SIDE CAMP.



£10. Ferguson side Camp bracket with re - in forcing plate. Please call 01539560759, North West.

117024

FORD DASH FOR AP CAB



POA. Ford dash for AP cab. Please call 07711508200, Yorkshire and the Humber.

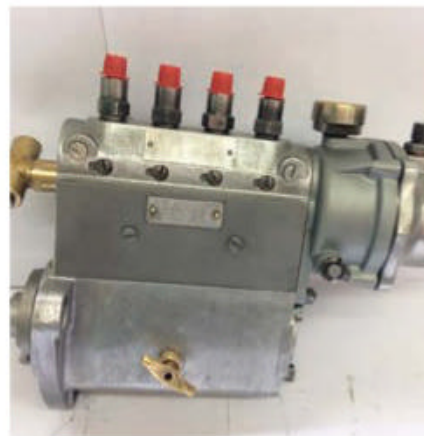
117123

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



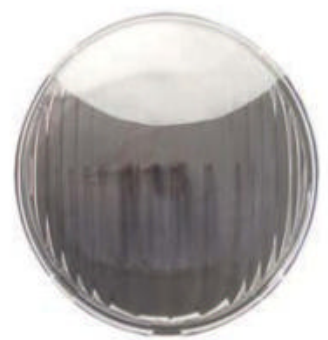
£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORDSON MAJOR INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350

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.

Project finished recently? Let's see how you got on!



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tm.ed@kelsey.co.uk

Tractor & MACHINERY

MASSEY FERGUSON 35 INJECTORS



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MASSEY FERGUSON 35 INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON SEAT COVER KITS



To fit MF 100 Series spring suspension seats, these are an excellent replica of the original and are made from high quality leatherette material. Also now available Oil filled Damper, Pressure Control knob, Nylon Rollers, Slide rails. Please call 07971 290371, West Midlands.

117086

AMOLCO MILLING ATTACHMENT

£250. Amolco milling attachment to fit a boxford lathe, single phase G.W.O. Please call 01438714521, East of England.

116203

TRACTOR PARTS

POA. Tool's Bric-a-bric, Old fashion cart barrow For selling things of it, It's 7ft x 4ft I do have a lot more stuff It must be all sold together, Must be seen to appreciate it Ideal for steam rallies. Please call 07494 763292, East Midlands.

117126

OVER-RUNNING COUPLER



£28. 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.

117129

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

TRACTORS AND MACHINERY RIDE ON MOWER.

£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

ELIGRIFFITHS



£250. 2 original oil lanterns for tractor engines. Complete and believed sound un painted with light rust. All glass undamaged. selling separate combined. Please call 07940877461, South West.

116618

FORDSON MAJOR ENGINE



£650. For Sale Fordson major 4D Engine Mk 1, Good runner. Please call 07732878991, South East.

116786

PERKINS P3.144 ENGINE

£850. Perkins P3.144 engine good running order when recently removed, c/w starter motor, suitable for Fergy conversion. Can be seen running if required. Please call 01788 823943, West Midlands.

116922

STW 4" SCALE SCC 2 SPEED BURRELL



2019, £25,000. STW 4" Scale SCC 2 Speed Burrell Road Locomotive, Vulcanized tyres, Belly tank, Built by experienced steam engineer, Runs beautiful, 2 pac deep olive green. 2021. Please call 07725956126, South East.

116924

OLD BENCH DRILL



£75. Antique Drill in working order, make is union. Please call 07840642362, South East.

116990

PETROL ENGINE/ SEED BROADCASTER



POA. Blanch Seed Broadcaster 12ft HYD-PTO and Petter 1 1/2 HP Petrol engine, both restored. Reasonable offers. Please call 01409 259103, South West.

116996

LISTER PETROL TANK



£50. 19 inches X 9 inches Dia in wooden cradle. Please call 01743884568, West Midlands.

117003

VINTAGE

POA. 8 Mexican hat pig troughs, simplex chaff cutter, pair cartwheels. Please call 01525377361, East of England.

117004

KUBOTA STEERING BOX



£375. Unused Suit Kubota lisol, L175, L185, L245. Part Numbers 34159 - 16091, 35240 - 16100. No VAT. Price Includes fedex delivery. Please call 01637880404, South West.

117008

GARDNER 4LK RECON.

£2,750. Gardner 4LK Recon. Please call 01974 821788, Wales.

117035

LATHE

£1,750. Lathe For sale, Colchester triumph, on a single-phase motor, 3+4 jaw chucks, fixed steady and some tooling. Please call 01944758778, Yorkshire and the Humber.

117036

KUBOTA STEERING BOX



£375. Unused Suit Kubota lisol, L175, L185, L245. Part Numbers 34159 - 16091, 35240 - 16100. No VAT. Price Includes fedex delivery. Please call 01637880404, South West.

117117

MISC

CASE EAGLE EMBLEM



£90. 7 inch high. Please call 07717 127970, East of England.

116904

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

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

MARSHALL HEADLIGHTS



POA. Fair condition. For more information please call. Please call 07946 169001, East of England.

117135

FORDSON N

Fordson N pto. In very good condition. Please call 07546 294528, East Midlands.

116256

FORKLIFT

£2,600. 2 ton forklift diesel Perkins engine fully cab tiny. Please call 01258820699, South West.

116349

JOHN DEERE MODEL 8430



£195. Ertl 1/32 John Deere model 8430 precision series 11 No 4 tractor plus tractor booklet and collectors coin, brand new in box. Please call 07721 530520, South West.

116257

JOHN DEERE MODEL 7020



£65. Ertl /Britains John Deere model 7020 EU spec. Brand new in box. Please call 07721 530520, South West.

116258

CLAAS JAGUAR 690 FORAGE HARVESTER



£150. Britains 1/32 Claas Jaguar 690 Forage Harvester. £105. Claas Silage trailer £45. Both are new and boxed. Please call 07721 530520, South West.

116259

JOHN DEERE MODEL A TRACTOR



£95. Ertl 1/16 John Deere model A tractor produced early 1950's (numbered0058) brand new in box. Please call 07721 530520, South West.

116260

MODEL TRACTOR



£45. Britains J C B 3185 Fastrac model tractor 1/32 scale. Please call 07929 969702, Wales.

116262

J C B ICX SKID STEER



£45. J C B ICX SKID STEER 1/32 scale 40571. Please call 07929 969702, Wales.

116263

ERTL PRECISION CLASSIC 1/16 SCALE 4440 TRACTOR



£175. Ertl precision classic 1/16 scale 4440 tractor. Please call 07929 969702, Wales.

116264



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AVXLIVE ICU

AvaxHome - Your End Place

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

9321 FORD TW35 1/32



£130. Britains powerfarm 9321 Ford TW35 1/32 excellent condition £130 Tel07721 530520 (Dorset). Please call 07721 530520, South West.

116283

WHITE COUNTY 1884 1/32



£225. Britains powerfarm 9324 white County 1884 1/32 in excellent condition this model is unique and rare. £225. Please call 07721 530520, South West.

116284

54 FORDSON POWER MAJOR



£185. Corgi No 54 Fordson power major half trac in excellent condition, more photo's available. £185. Please call 07721 530520, South West.

116285

NAYLOR BUGLEHORN



Large engine wheels 1,250 tones.
Last used 40 years ago. Open to offers.
Please call 01946724642, North West.

116288

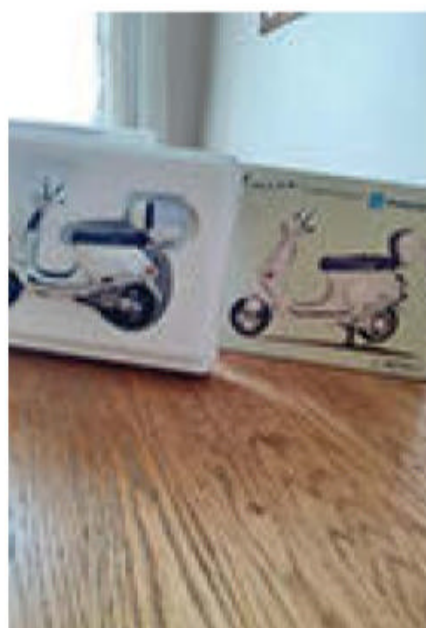
MODEL DIGGER



£75. Model digger, front loader and rear mower. 1/32scale universal hobbies £75.00 phone 07929969702. Please call 07929 969702, Wales.

116289

VESPA PIAGGIO MOTOR CYCLE



£85. Vespa PIAGGIO motor cycle 1/12 scale £85.00 phone 07929969702--- D Wilson. Please call 07929 969702, Wales.

116290

MODEL 8530 TRACTOR



£175. Model 8530 tractor 1/32 scale ertl precision John Deere. Please call 07929 969702, Wales.

116291

CATERPILLAR 245



£125. Caterpillar 245 Hydraulic Excavator 1/50scale. Please call 07929 969702, Wales.

116292

NZG CATERPILLAR



£120. NZG Caterpillar wheel loader 988f 1/50 scale. Please call 07929 969702, Wales.

116293

NZG CAT 245



£150. NZG Cat 245 Frobt Shovel Loader 1/50scale. Please call 07929 969702, Wales.

116294

JERTLE JOHN DEERE MODEL E



£55. Jertle John Deere Model E stationary engine 1/6 scale. Please call 07929 969702, Wales.

116295

ERTL CASE SPECIAL EDITION L TRACTOR



£60. Ertl Case special edition L tractor 1/16. Please call 07929 969702, Wales.

116296

TRANSPORTATION



Tractor and Machinery
transportation
Eurowide, national and
local hiab and winch.

**Please call 07899 822133,
North Midlands.**

MEXICAN HAT" PIG TROUGH

£80. "Mexican hat" pig trough.. make ideal planter. Please call 01480 472315, West Midlands.

116297

TRACTOR AND FARMING HERITAGE MAGAZINE

Magazine clear out. Tractor and Machinery Volume 1 issue 1 to volume 2 issue 10 complete. T and M 13 magazines between V4 issue 5 to V6 issue 4. T and M 66 magazines between 2005 and 2012. Vintage Roadscene issues 1, 2 and 3. Old Glory issues 12 to 31 complete and 8, 10 and 41. Please call 07761827053, South East.

116298

LINER WOOD SAW

£400. Liner wood saw with Lister single cylinder engine. Not ran in years. Engine turns freely and so does the saw blade. Please call 07799 333452, Scotland.

116300

PETTER DIESEL OPERATORS HANDBOOKS

£7.95. PETTER DIESEL OPERATORS HANDBOOKS. Please call 07399 359072, South East.

116301

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

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

DORIE COOKER.

Smith wellstood LTD. Bonny bridge scotland with water boiler. May need service before use length 30" Height 2 ft width 18". Please call 01995679384, North West.

116364

HAYTER MOWER

£45. Self propelled hayter has been out of action for sometime now (Project) benefits from having tax disc and reg no issued to this machine. Buyer to collect. Please call 01995679384, North West.

116365

CAST IRON SWIVEL AXLE.

£80. Dimensions axle length 29" height of casting 6" centre bolt, axle dia 1'14", centre collitr dia 3" height,. Please call 01904490574, North East.

116366

PELAPONE DIESEL ENGINE AND GEARBOX

£1,400. In Good Original Condition, needs a little work but shouldn't take much to get going. Complete with Diesel tank etc. Tank mounted but needs piping up. Please call 07970786306, Wales.

116389

IHC TD 18

Serviced, full working order, very tidy. Running gear very good, several new rollers, sprockets and chains excellent. Unserviceable double drum scraper winch included (not fitted). Inspection welcome. Please call 01926 613819, West Midlands.

116390

3 BROWN SALT GLAZED FRED TROUGHS

£75. 3 brown salt glazed Fred troughs. Original £75 for 3. Please call 07790 022823, East of England.

116393

DIAMOND T 981

1943, TFL recovery gear fitted with Rolls Eagle 335 and Eaton twin splitter overdrive gearbox. Good working order throughout. lots of spares. Serious enquiries only please. Please call 07542885707, Wales.

116578

MASSEY FERGUSON 34 SEED DRILL

£110. Massey ferguson 34 seed drill 15 Coulter, in good working order but might need 4 new seed pipes but could repair split ones. Please call 01945773200, East of England.

116621

WILSON LONG BED LATHE



£650. Wilson long bed lathe. Will take 8ft. in centres, 15inch swing in the gap. 3 and 4 jaw chucks, face plate headstock centre and fixed steady. Please call 01159634154, East Midlands.

116642

TE-F 20 AND#039;LITTLE GREY FERGIEAND#039; DIESEL



1954, £4,200. Very original condition, everything is working as it should be, new tyres, new rear mudguards, two furrow plough. In very good condition, won many ploughing matches. Please call 07751 236230, Yorkshire and the Humber.

116647

MCCORMICK FWGER BAR MOVER



£150. Mc Cormick 7B Mower has claa lexion Fingers fitted, we have the original fingers that came with it. New oak draw bar two years ago when we used it for fun. Please call 07823338904, East of England.

116780

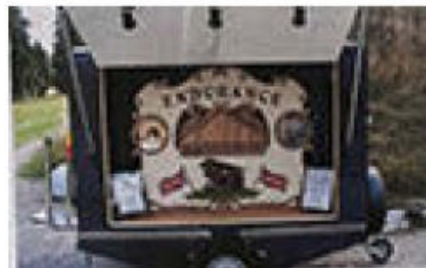
PICKUP TYRES



£400. 8 brand new pickup tyres. Please call 07981 213648, West Midlands.

116682

FAIR GROUND ORGAN.



£6,000. 22 Keyless built 2013, 50 plus books of music IKW honda generator mounted in custom built trailer. Please call 02380576246, South East.

116782

ANCIENT RATCHET JACK



£50. Ancient Ratchet jack found in garage. Also car creeper (unused) £20 also 2 brand new bosch heater plugs, £30 the pair. Buyer to collect. Please call 01204397033, South East.

116789

JEEP TRAILER TYRES

£35. 700 x 16 unused ,£20 vintage the tortoise , round stove 12 inch wide 20 inch high. £15 various steam engine books list. Please call 01522 754321, South East.

116790

RENAULT MASTER

2014, £2,500. New Timina Chain "water Pump" 54 plate, 2014. Curtain Sider. Air suspension on rear. Ring for more information. Please call 07501718735, Yorkshire and the Humber.

116791

JONES PICK UP BAILER

£600. Jones minor mark in original condition on original condition tyres. Some Spares. Please call 02894463292, Ireland.

116792

WELDER

Lincoln mable arc welder mode, preferably with diesel engine, anything considered. Please call 07557237140, East of England.

116795

TWO FORDSON MAJOR ENGINES



POA. One Diesel Major Engine and N.P Major engine completely refurbished. Lots of accessories collected over many years. Please call 01848330855, Scotland.

116804

MAGNETO



£145. Lucas 4 Cylinder Magneto will fit most Engines. Please call 01289305457, Yorkshire and the Humber.

116808

STUART TURNER ENGINE



£385. Stuart Turner Engine With gear box this is a marring engine/gearbox all complete. Please call 01289305457, Yorkshire and the Humber.

116809

3 TON TIPPING TRAILER

£400. New Tyres, New floor lights. Please call 07434781697, West Midlands.

116813

MILITARY TRAILER



£650. Military Trailer, good condition and good tyres. 10 ft 6 inches. Long ideal for steam engine trailer or fuel. Please call 07946 344324, East Midlands.

116819

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

REPAIRS BODY WORK.



POA; Repairs body work alterations. Pick up truck shooting brakes missing parts made. Please call 01442831319, South East.

116824

ARROW HAMMER BREAKER



£2,500. £2500 ono Arrow Hammer Breaker. Please call 07746688277, South East.

116826

ALLMAN SPRAYER



1957, £125. Allman sprayer for restoration year approx. 1957 (arms are available and the pto pump. Please call 07889114743, West Midlands.

116832

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WEIGHING EQUIPMENT



£125. Weigh Master IT crane weigher. Automatic mag weigher H17. X 2 Salter hanging scales £25 each. Please call 07850 848372, South East.

116837

POYPHON MUSICAL BOX

£1. Circa 1890. Plays 24.5" discs. Coin operated or key start. Walnut cabinet and disc storage unit. Please call 01942 510806, North West.

116867

PERKINS L4 ENGINE



£225. Turns over, no frost damage. £225 ONO no VAT. Please call 07817400647, East of England.

116877

DINKY LIMITED EDITION



£85. A code three example of a dinky limited edition of 500 excellent tyres and screen previously owned very collectable and sought after. Please call 07903904199, North West.

116896

FLEXITOW ANTI SHOCK TOWBALL



£150. Flexitow anti shock towball. Please call 07521 184123, East Midlands.

116897

TRACTOR ENGINE

£400. It is a unfinished project by my late father, it was going into a 1959 Fordson diesel major E1A it comes with loads of parts. Please call 07539283582, South East.

116900

HONDA AND BRIGGES STRATTON ENGINES



£60. Honda gx240 8 hp £80.00 2 Hondas g200 £60.00 each Briggs and Stratton industrial plus £50.00 plus two other Briggs and Stratton. Please call 01452 728340, South West.

116906

RANSOMES ROBIN PLOUGH



£750. Epic boards, completely original in excellent condition. Polished and ready to go. Please call 07776210671, North West.

116912

CAST IRON PATIO LOG BURNER



£160. heater good condition £160 ono buyer collect can deliver local. Please call 07766 402089, South East.

116913

TWO FLEXI COIL ROLLERS



£200. Unused, been standing, each roll approx two and a half feet wide. Please call 07766117207, East of England.

116915

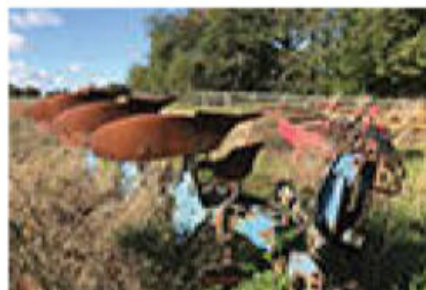
AVELING AND PORTER 8-TON C TYPE ROLLER



1926, £42,000. Steam test 10/23 hydraulic 10/26 good boiler and box new fire bars, steering chains, canopy. Please call 07771694755, South East.

116917

RANSOMES 3 FURROW REVERSIBLE PLOUGH



£450. Ransomes 3 furrow reversible plough for sale, good working order with lots of wear left. Please call 07909 553650, East of England.

116918

THREE TIPPING TRAILERS



£400. Three tipping trailers from Horse Farm. All in working order but need TLC. Call evenings only. Please call 01647 252730, South West.

116921

MORRIS AMBULANCE



1954, £7,000. 1953 morris ambulance, fully restored in 1984, loads of history, New ash frame, historic vehicle .Mot and tax exempt,Diesel, drives, lovely condition shes called florence. Please call 01268423945, East of England.

116960

TYRES



£70. 4 all terrain Tyres make Hankook 195/80 R15 8/9 MM tread, no cracks or sidewall damage. £70 each or £240 all 4. Please call 07840642362, South East.

116988

STEAM TRACTOR RIDING WAGON



£1,200. Steam Traction World riding wagon with water tank and seat used once. Please call 07895671194, East Midlands.

116994

TEST PUMP



£60. Old Type with wire wound hose and new old stock, 300PSI Guage. Please call 01743884568, West Midlands.

117002

BMC DRIVER CLUB

£45. BMC Driver Club Enamel Badge bar fixing badge, excellent condition, size 4.5, 2.75 inches. Post Free. Please call 02083 997541, South East.

117012

ALUMINUM 10TON TRAILER

This was the original trailer for 299 F.W.C. Please call 01245231219, South East.

117015

OIL CANS

£20. Buyer collects. Super Visco has plastic dover spoilt. 5 gall circular has point outline of Mobil winged horse. Please call 01539560759, North West.

117023

TINS

£5. Tins, £5 + Post or collect. Please call 01539560759, North West.

117025

LISTER

£700. Lister 30 horsepower, stationary engine, Electric Start, good condition. Please call 07515939801, South East.

117026

WEIGH LOADER

2001, POA. Aluminum buck body for 8-wheeler V.G.C. No ramp with it 23ft long - 8ft 2ins wide 6ft Hish. Please call 07768276115, South East.

117030

STEAM BOAT

£1,500. Steamboat, For restoration. On galvanized trailer. Please call 07716 126227, South East.

117081

HEAVY DUTY CULTIVATOR

Ransomes cits heavy duty cultivator 100hp crawler, good condition. Please call 01728723387, South East.

117087

81 DISC HARROWS

Ransomes 81 Disc harrows, good complete with wheels, good condition. Please call 01728723387, South East.

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INTERNATIONAL 4 FURROW CRAWLER

drag plough for restoration. Please call 01728723387, South East.

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DYNAMOMETER 100HP ELECTRIC

Dynamometer 100 HP Electric complete on wheels with ptos, to test tractor HP. Please call 01728723387, East of England.

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14' Seed Harrows with wheeled, pulmeltree. All too good to scrap. Please call 01728723387, East of England.

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CCTV CAMERA

£80. cctv camera in good working order. Please call 07854 440159, South East.

117114

BELLING ALL ELECTRIC FARMHOUSE RANGE COOKER TWO OVENS

£250. Belling all electric farmhouse range cooker two ovens, 5 rings, grill. The numbers on the switches are worn off, the cooker works okay but I am not sure if a thermostat on one ring is faulty or I cannot see the number. £250. Cash. Buyer collects from Dn85tg. Please call 07798872221, Yorkshire and the Humber.

117115

POYPHON MUSICAL BOX

£1. Circa 1890. Plays 24.5" discs. Coin operated or key start. Walnut cabinet and disc storage unit. Please call 01942 510806, North West.

107156

WILSON LONG BED LATHE

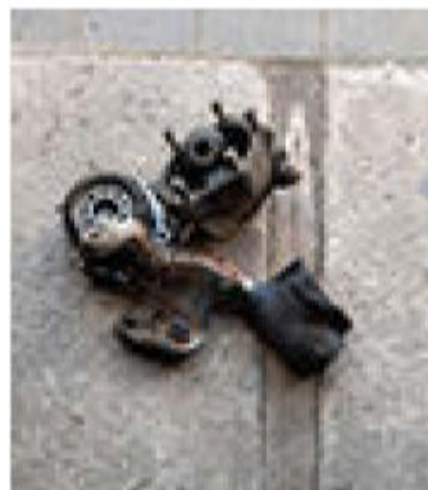
£650. Wilson long bed lathe. Will take 8ft. in centres, 15inch swing in the gap. 3 and 4 jaw chucks, face plate headstock centre and fixed steady. Please call 01159634154, East Midlands.

117121

PETROL TANKERS

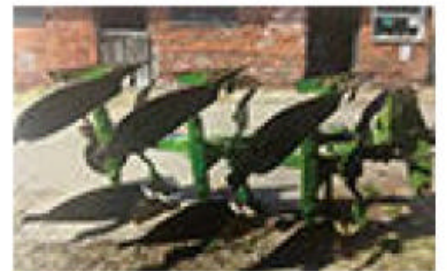
POA. Diecast model petrol tanker wagons advertising BP, Castrol, Esso, Fina, Shell, etc. Over 50 models, every one is different, all in original boxes. Please call 01909 721464, West Midlands.

108647

JOHN DEERE 855 FRONT AXLE DRIVE

POA. John Deere 855 front axle drive unit please phone for details. Please call 07711508200, Yorkshire and the Humber.

117122

DOWDESWELL PLOUGH

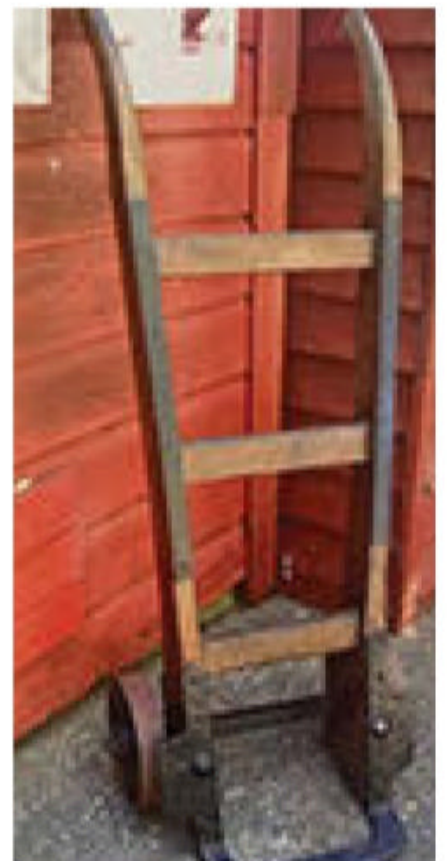
£1,200. 2 plus 1. 3 furrow. Complete and in good working condition. Please call 07754486274, West Midlands.

116179

MANUALS

£18. Fordson,ford and new holland tractors 1917-2017.hardback.528 unmarked pages,new condition. Please call 07399359072, South East.

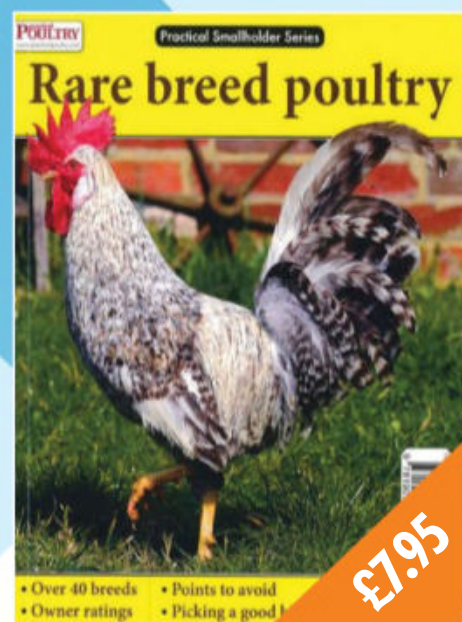
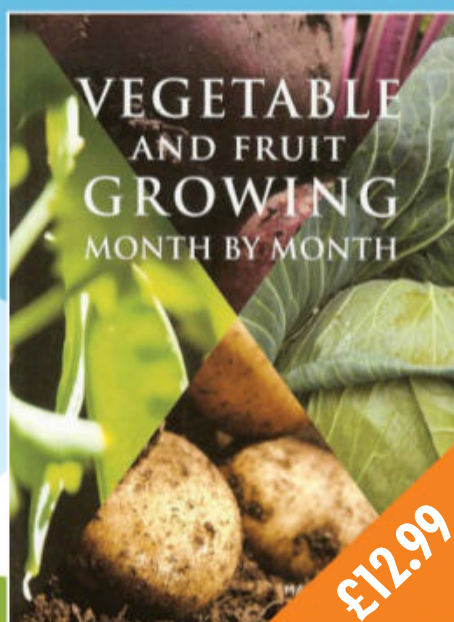
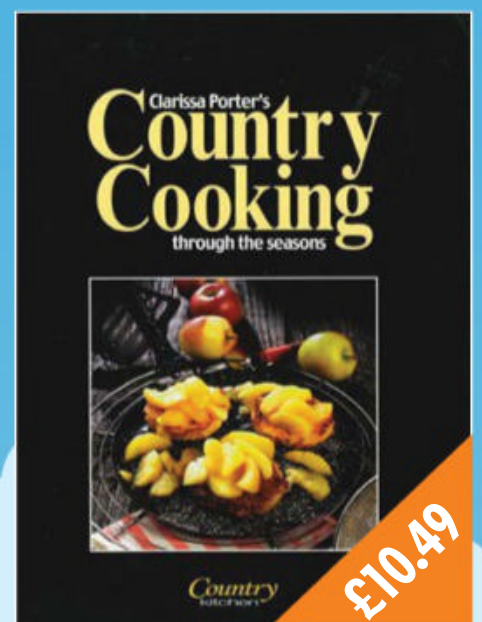
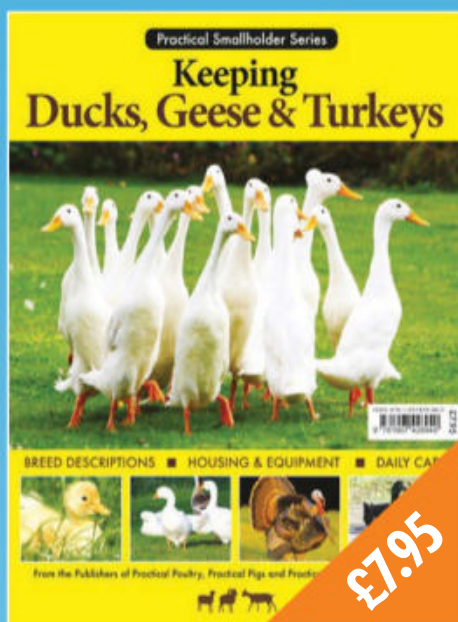
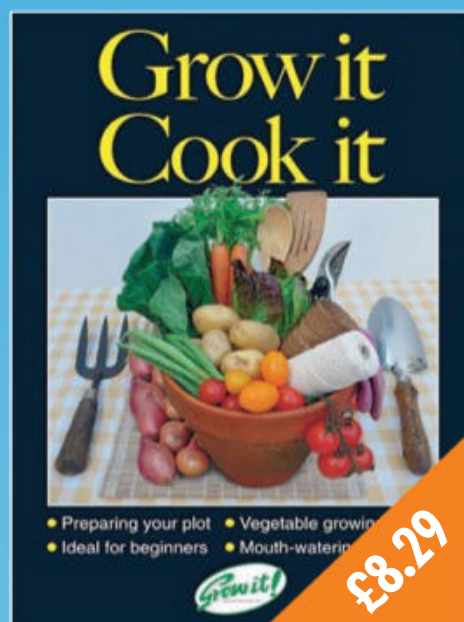
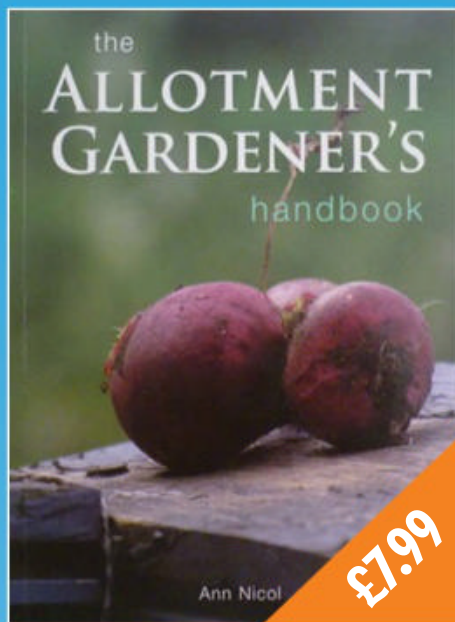
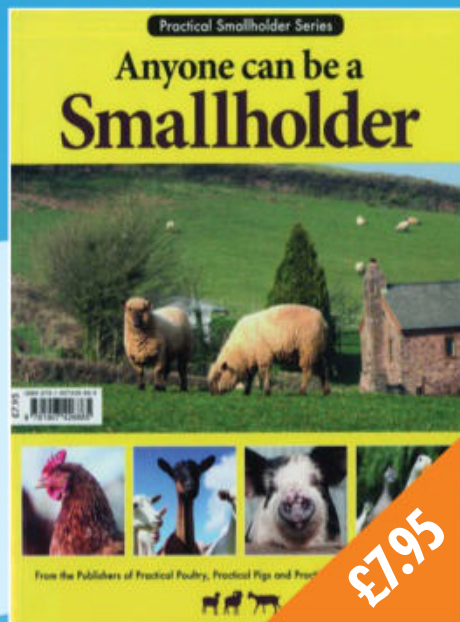
117133

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115862

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116641

N. Z.G CATERPILLAR WHEEL LOADER

£120. 1/50scale 988F N. Z.G Caterpillar Wheel loader, German engineered. Please call 07929 969702, Wales.

115795

TWO FORDSON MAJOR ENGINES



POA. One Diesel Major Engine and N.P Major engine completely refurbished. Lots of accessories collected over many years. Please call 01848330855, Scotland.

116804

WATER CART



£400. Horse drawn water cart. Converted for towing behind steam vehicle. Chassis in need of restoration. Sound tank. Buyer collects. Please call 07754 637460, East of England.

116096

MASSEY FERGUSON GEARBOX



2020, £750. Massey Ferguson 1200/1250 PTO gearbox to reduce the PTO speed from 1000 rpm down to 540 rpm original fitment price £750. Please call 07831 665757, West Midlands.

116051

HEAVY WOOD WORKERS BENCH VICE



£20. Heavy wood workers bench vice. Please call 01787 371618, East of England.

115863

L.N.E.R CHINA TELEPHONE WIRE INSULATOR



£20. L.N.E.R China telephone wire insulator. Please call 01787 371618, East of England.

115864

VANS

FORD TRANSIT

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

116341

WANTED

LEYLAND CONSTRUCTOR

Wanted. Leyland Constructor 30.26/DAF80 260. 8x4 or 6x4 in running condition. Also want any cab parts, interior or exterior, etc. Please call 07860 872719, South West.

117136

OTHER

POA. Classic or nearly, small FWD. Control Van e.g., Daihatsu hiset, bedford rascal or similar. Within 30 miles radius of Lingfield surrey. Please call 01342832072, South East.

117019

MEDIUM DUMPER

WANTED. medium sized dumper must be electric start. Nothing fancy it is just for odd jobs around my yard. will pay cash on collection. Please call 07798872221, Yorkshire and the Humber.

117116

PETTER CONTROL BOX FOR PETTER LIGHT SET



£3,500. Loughborough College Engine, as removed from collage, 98% complete. It has none of the test gear with it. There s also the remains of a second engine that goes with it. The engine is located in Hampshire. Please call 01420 587 478. Please call 01892661518, South East.

116266

WOLSELEY WD11

part nos, W.D.54A/11 Camshaft and gear (for left-hand engine), W.D.61/11 Governor Lever. Please call 07842414888, South West.

116911

BAMFORDS NOY R.T.C ROYAL.

POA. Trailing Tractor Drawn Mower - Looking for makers booklet and also cutter barrod. Please call 01295690254, South East.

116927

NUFFIELD FORD THAMES TRADER NC

1962, Does anybody have front wings and panels to front of cab either for sale or can loan me to refabricate mine. I have a decent metal repairer that just needs the templates, better still if we can purchase complete panels? My panels have rusted and lost shape at the joining sections and difficult to fabricate without a template. Please call 07786 134268, East Midlands.

116583

WHEAT REED COMBER

Wheat Reed Comber. Please call 07808954124, Ireland.

116338

LUCAS GA4 MAGNETO

Wanted, Lucas GA4 Magneto, any condition considered. Please call 07766 136136, Scotland.

116623

FRACTIONAL ENGINE

Fractional engine, not model, must be complete and excellent condition. Please call 07923970533, South West.

116811

MOBILITY SCOOTER

Wanted. Small mobility scooter for retired engineer. Dead batteries okay. Can collect. Please call 01789778174, East of England.

116872

2 SKIMMERS AND 2 DROP ARMS

2 skimmers and 2 drop arms for a David Brown plough. Please call 07817909048, North West.

116881

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116898

MASSEY FERGUSON 550

Cab in reasonable condition for Massey Ferguson 550. Please call 07842777408, East Midlands.

116899

OLD SHERPA PICK UP OR CHASSIS CAB

POA. Old Sherpa pick up or chassis cab, petrol or diesel for restoration. Everything considered. Please call 01788 823943, West Midlands.

116923

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The last word

In each issue our Editor-at-large, Peter Love, takes a look at what has been going on in the world concerned with heritage preservation.

The season has finally come to an end and the main theme has been the glorious weather we have all enjoyed through most of it.

It was too hot to rally at times in July and the first weeks of August were the same. The Great Dorset Steam Fair was certainly dry, although somewhat overcast. Sadly, as we all now know, this show will not be taking place in 2023, due to rising costs. When you are staging the largest show of its kind, it's not difficult for this situation to happen and maybe a slight change in the show's direction will be needed, to help it survive.

Although the tractor displays are excellent, there is certainly a slackening of attendees staying in this area after the late morning parade. I walked around on the Friday afternoon of this year's event, and it was like a ghost town. The show has introduced a classic bike and car section, which proved immensely popular, and perhaps the same needs to be done with a proper classic tractor section in the future.

Record gate attendances are not always the answer, as high infrastructure costs can cancel out ticket sales. Even small charity events, like the one I staged in East Sussex, rely on the help of sponsors and kind individuals to make them viable.

I will be staging the event again on 23 April 2023, FBHVC 'Drive It Day', and all exhibitors will be given a free refreshment voucher and a piece of cake as a bonus for coming. Without your tractor, vehicle, stationary engine and steam engine, this event wouldn't be able to take place and I appreciate the effort that goes into exhibiting at such events. Please put the date in your diary and come along with a vehicle if you can. You will be made very welcome.

One show that understands the value of the exhibitor is the Blakesley Show Vintage Working Weekend, near Northampton. The organisers take on

board the fact that without the exhibitors there would be no show and provide them with a free Saturday evening meal, which goes down very well indeed. I have to say I thought this was very much an up-and-coming event and it's well worth attending with your machinery in 2023.

I'd like to take this opportunity to apologise to Sam Chapman, co-organiser of the excellent Roadless anniversary celebration at the aforementioned event, and a Roadless Ploughmaster 6/4 owner. I incorrectly stated that his tractor was owned by another individual and I understand the frustration this must have caused.

I am also sorry that the article was not as detailed as Sam would have liked either, but it was meant to be an introduction to the Roadless marque, educating people about the anniversary and encouraging more people to consider Roadless ownership, and that I feel we achieved.

On to other matters now, and I keep hearing that, since the pandemic, fewer people are volunteering and offering their help and services and many clubs are on the floor unfortunately. One of these is the Coventry branch of the Friends of Ferguson Heritage, which is down to a trickle of people. If you can help, please get in touch.

The Jersey Classic Vehicle Club held a road run on Sunday 11 September, dedicated to the late Lyndon Pallot of the Pallot Steam & Motor Museum in Jersey, who had sadly passed away on 10 April.

A turnout of 46 classic tractors of varying makes, models and ages participated in this special event in the sunshine. One tractor that Lyndon had driven on runs in more recent years, an Ursus C335, was proudly driven by his nephew, and new owner, Matthew Slous.



The late Lyndon Pallot on a special Ferguson conversion.

As I have said before, Lyndon was respected for his knowledge of all things mechanical, together with his unrushed, gentle manner and willingness to help solve problems.

As is always the case at the club's tractor runs, a collection was made in aid of Jersey Hospice Care, which was particularly fitting as Lyndon had spent his final days in their wonderful care.

This was followed by a barbeque and a sociable afternoon relaxing in the field at the museum, which was enjoyed by more than 70 members, including Lyndon's family, in warm sunshine.

Despite all that's going on in the political scene, the preservation sales scene has been very strong in all quarters all though the autumn, which has been excellent to see – with the Cheffins Vintage Collective being very strong. It bodes well for the movement as a whole.

All that is left for me to do is to thank you for your continued support. It is greatly appreciated by the T&M team.

See you soon,

Group Editor-at-large, Kelsey Media

Readers' Gallery

Send your pictures for this feature to Readers' Gallery, T&M, The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL or e-mail them to tm.ed@kelsey.co.uk

Keith Hustings, of Dorset, writes:

"Here's my two-year old grandson, Rupert, loving my *Tractor & Machinery* magazine."



Neil Burnside writes:

"Here is a picture of my nephew, Ralph Patterson, on my 1965 BMC Mini tractor. At only five years old he has already had a 'drive' and has now well and truly got the tractor bug. He would be over the moon to appear in your magazine!"



Richard Britton writes:

"Would it be possible to have this picture of my daughter printed in the Readers' Gallery section of *Tractor & Machinery*, please? My daughter, Kia, recently passed her tractor test in the family's classic Ford 6610, first time. She managed to master the column-change manual gearbox, as opposed to the more modern Varios that I suspect most pass their tests in these days!"



Charlie Wilkinson writes:

"Here is Bertie, aged one, 'reading' the magazine!"

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