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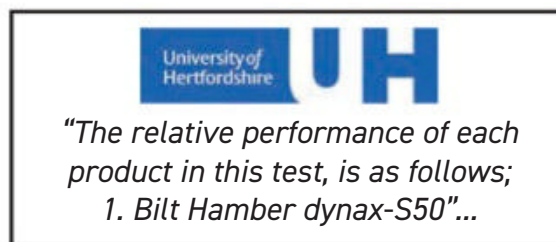
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Competitor - 2



Competitor - 3



Competitor - 4



Competitor - 5



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Welcome!

Hello and welcome to the final issue of 2022. What a year it's been! Now seems like a good time to reflect on how lucky we are – even though it may not always feel that way.

I'd like to think that I've become more appreciative of the smaller things in life and am certainly thankful for the opportunities that I have been afforded and for the people that I get to meet. There are some extremely likeable and knowledgeable people in the preservation fraternity, and I enjoy the moments I have with them immensely.

Time with like-minded people is always pleasant, and as it is precious it's wise to make the most of it. There are occasions when I wish I could turn back the clock and approach things differently, but *Back to the Future* has yet to become reality, so it's all about what's done from hereon in.

With this said, 2023 needs to be a year of getting stuff done! When you own an old tractor there's always something to attend to, and so I need to put aside some time to get those jobs completed, as well as help some friends resurrect an MF 1200.

This machine has great sentimental value to us, and we'd like to get it up to full strength over the course of 2023, to enable it to be operational in 2024. It's a case of being methodical, uncovering the problem(s) and rectifying it/them. The result will certainly be worth it, as the old girl hasn't been run in anger for several years and it will be great to see it emerge from its resting place once again!

The Massey Ferguson 1200 is a true icon, which we're celebrating with a bumper, special section in this issue, and although it may not appeal to all I hope you enjoy the insight and interesting anecdotes from those involved with its inception.

All that's left for me to do is remind you that if you are looking for a last-minute present, why not surprise the tractor fan in your life with a subscription to *T&M*? You can find more information on pages 16-17! Merry Christmas and a Happy New Year!

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

Main cover image:
Colin Cloude with his 1978 MF 1200 and MF 30 drill.
Photo: Somerset Agri Pics.

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GOT A STORY?

THEN WRITE TO THE EDITOR:

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IN BRIEF

Presentation

The Irish County Tractor Club recently presented a cheque for £2,000 to Barclay Bell, Trustee of Air Ambulance Northern Ireland, following a ploughing fundraiser on the Seaforde Estate, writes James Connolly.

The money was raised in September, when the club ploughed 70 acres of stubble, and the Air Ambulance was the chosen recipient as it provides a wonderful service to the people of Northern Ireland and has helped save many lives in rural areas.



A cheque was presented at Noel and Richard Kane's farm in Seaforde.

JCB jobs

More than 150 new jobs for apprentices and graduates are up for grabs at JCB, thanks to the company launching its application process for its Early Careers Programme, on 1 November.

Opportunities for 2023 include graduate careers in Design and Development, Future Technologies, Electrical and Controls, Software Development and Sales and Marketing.

There will also be degree apprenticeships in Business and Engineering, alongside Level 3 apprenticeships in areas such as Manufacturing Engineering, Purchasing, Mechatronics and business-wide technician opportunities.

Anyone interested in applying for the JCB Early Careers Programme should visit the dedicated website: earlycareers.jcb.com

Tractor World

The spectacular Tractor World Spring and Classic Commercial Show, at Malvern's Three Counties Showground, takes place on Saturday 11 and Sunday 12 March 2023.

As well as the veteran, vintage and classic tractors and agricultural machinery, expect to see commercials, Land Rovers, club displays, stationary engines, miniature steam engines, models, and vintage horticultural and garden equipment, along with the event favourites that visitors love.

Saturday's famous H J Pugh & Co. auction is set to have 1,500 lots, with more than 100 tractors expected, while Sunday sees the return of the popular Classic Commercial Drive-In Day.

Filling all three large exhibition halls at the well-connected and equipped Three Counties Showground, comfort is guaranteed, with ample parking and refreshments. There's shopping for every enthusiast, with the UK's largest gathering of specialist, vintage, spares, model, workwear, and gift traders.

Don't miss out! Secure your trade, exhibit, auction, or club place booking, purchase discounted advance day,



weekend, and camping tickets, and see all information on the new website: tractorworldshow.co.uk

Advance online day ticket prices: adult £13.50 (£16 on the gate), weekend adult £20 (£25). Weekend Camping (3 nights, admits 2 adults both days) £65 (£75 at event). Under 15s go free, and dogs on leads are welcome.

The show takes place at the Three Counties Showground, Malvern, Worcestershire WR13 6NW (follow brown signs from all major routes), on 11-12 March 2023. Show open Saturday: 9am-5pm, Sunday: 9am-3pm.

Downloadable entry forms, up-to-date information about attending traders and clubs, and discounted advance tickets can be found on the website or by calling 01697 451882.

For auction entries, please call 01531 631122 or visit the website: hjpugh.co.uk

BOAT raffle winner

THE PRIZE DRAW IN AID OF THE BICTON OVERSEAS AGRICULTURAL TRUST (BOAT) has been won by Phil Wormald of Leicestershire. He was presented with his prize of a Massey Ferguson 35, at the Newark Vintage Tractor & Heritage Show on Saturday 5 November, by BOAT representative Tom Vellacott and T&M editor Scott Lambert.

Having become membership secretary of the Vale of Belvoir Machinery Group, he was considering buying a Ford 3000 as his first tractor, but in the last week of October he got an unexpected call to inform him that the £5 raffle ticket he had purchased as part of a charity fundraiser had come up trumps.

"I just couldn't believe it, I was like a giddy kid," he said. "I've no plans to strip it down and turn it into a showgirl. I'm just going to

cherish it and give it a rolling restoration and enjoy doing some road runs."

As well as presenting Phil with his tractor, show partner Kelsey Media presented a cheque for £6,465 to BOAT, which helps farmers in developing countries to produce more food and improve their livelihoods.

The other prizes were a Granit Black Edition Dynamic Start workshop trolley with tools, which went to C Kennedy, while the third prize of a Multiweld 160M MIG welder went to R Regler, the fourth prize of a Powerduction 10R induction heater went to P Bonar, and the fifth prize of a battery charger went to H Brown.

L-R: BOAT representative Tom Vellacott, winner Phil Wormald, and T&M editor Scott Lambert.



Next Tractor

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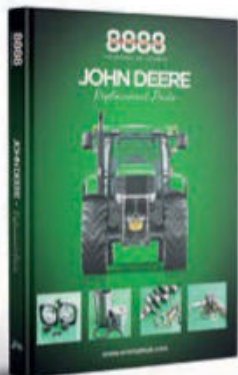
IN BRIEF

Deere catalogue

Parts specialist Emmark UK Ltd. has recently released a new catalogue containing more than 1,200 parts for John Deere tractors.

It covers all the popular ranges from the 1960s, '70s, '80s and '90s, such as the 40 Series and 50 Series, as well as the models produced since the turn of the century.

For more information, please visit the website: emmarkuk.com

**Vale of Glamorgan**

The Vale of Glamorgan Ploughing & Hedging Society held a meeting on 3 November at the Six Bells Inn, Penmark, writes *Basil George*. This was the first meeting since the Annual Ploughing Match that took place on 11 September.

The chairman, John Thomas, reported that, thanks to great support, the 2022 event was another success, with more than 50 tractors and five horse teams competing in the ploughing match.

John also thanked Tudor Harris and his family for supplying a first-class site and their help throughout the event, as well as the Pancross Farm girls for their continued support at the main gate.

Two British champions were welcomed to the meeting: Derek Needham, winner of the high-cut class, and Martin Kerswell, with his team of horses, taking first place in his class. The overall standard of ploughing was good and bodes well for the future.

Next year's Annual Ploughing Match will be held on Sunday 10 September, the venue yet to be decided.

John made the point that the society owed a great deal of thanks to the secretary, Sarah Radcliffe, who worked hard to make the match run smoothly, adding that volunteers were required to help with the running of the society and events.

He also invited supporters to attend meetings, particularly younger enthusiasts. Anyone interested should call the secretary on 07976 950680.

Joy at double milestone

The Countess of Wessex, Patron of the NSPCC, was warmly welcomed to JCB on 15 November for a double engagement – to officially open a new £100 million factory and to receive a £300,000 cheque for the children's charity.

The Countess visited JCB Cab Systems, Uttoxeter, and during a tour, Her Royal Highness was given an insight into the hi-tech manufacturing plant complete with its computer-controlled production line and rainwater harvesting and heat capture systems. Her Royal Highness later received a cheque for £300,000 for the NSPCC after a successful employee fundraising campaign.

JCB Chairman Anthony Bamford and his wife Carole welcomed The Countess to the plant and during the visit Her Royal Highness unveiled a plaque on the shop floor to the applause of hundreds of employees who had gathered to watch the occasion.

Lord Bamford said: "Britain, and Staffordshire, is a great place to manufacture and investing in Britain is something we will continue to do. Investing in this plant has, quite literally, transformed our cab production business, bringing new levels of efficiency to our operations."

Following the official opening, The Countess, attended a celebration to mark the culmination of JCB's latest appeal for the children's charity, which the Bamford Charitable Trust has supported for almost 40 years. Her Royal Highness met more than 50 employees from all over JCB who have played key roles in



Lady Bamford (right) presents a cheque for £300,000 to HRH The Countess of Wessex.

the JCB NSPCC Platinum Jubilee Appeal, which was launched in 2021 with a target of £70,000. Employees smashed through the goal – raising £150,000.

The Countess was presented with a cheque for £300,000 by Lady Bamford – after The Bamford Charitable Trust doubled the amount raised by employees. As she handed over the cheque Lady Bamford paid tribute to everyone involved in the Appeal.

She said: "JCB's roots in Staffordshire are very deep, just like those of the many thousands of families who work here. There is so much more work to do to end child cruelty, which is why it is so important to us to support the work of the NSPCC in a way which directly benefits the children of this county."

JCB has a proud history of raising money for the NSPCC and a highlight came in 2000, when employees raised a staggering £1 million for the charity – a sum which was doubled to £2 million by the Bamford Charitable Trust.

The amazing feat was repeated in 2014 when employees raised £1 million, which was again doubled to £2 million by the Bamford Charitable Trust. The proceeds of that campaign were used to purchase a service centre for the NSPCC in Newcastle-under-Lyme – named Carole House in honour of Lady Bamford and JCB's long-standing support of the NSPCC.

County stalwarts

TWO WELL-KNOWN COUNTY MEN have left us recently, writes *Mike Gormley*. Stan Anderson and Bruce Keech worked for many years as a 'team', looking after the eastern side of the UK and much further afield on County export work. Stan was a County Service Engineer from 1955-83 and Bruce a Regional Sales Manager from 1970-83.

Both were there when County was put into receivership in

1983. Stan was a County man 'for life', after some time in the army. Bruce was part of the Ford Europe Demonstration team and then worked for Roadless for a short period before joining County. Following his time at County, Bruce went on to manage a dealership for Ernest Doe and finally went to Dowdeswell Engineering.

Both Stan and Bruce were very well known around the broader

agricultural industry and will be missed. We send our condolences to their families and friends at this difficult time.



Stan Anderson (left) and Bruce Keech.



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Tall tales

Willie Carson takes in a trio from Neville Porter's extensive collection.

David Brown was one of the leading lights in tractor design in Britain during the 1940s, '50s and into the '60s. Henry Ford may have pioneered mass production when he introduced the Fordson N with its unitary design, and Harry Ferguson definitely took tractor technology to the next level with his three-point linkage, but it was in Yorkshire that these concepts were adapted and developed into a machine that would win the admiration of farmers around the world.

In the late 1930s, David Brown approached his tractor-manufacturing

venture by first canvassing farmers directly to see what potential customers thought was important in a new tractor.

Having conducted his market research, the Yorkshire man concluded that the ideal machine for the forward-thinking farmer would be reliable, versatile, ruggedly built, powerful and with adequate traction characteristics. At the same time, it should offer good fuel economy, be available at a reasonable purchase cost and be capable of working with implements already in use on the farm.

David Brown decided that alongside these essential traits, and with the

overseas market in mind, his team should aim to design a tractor that could be serviced in the field without the need for special tools or equipment; a decision that would shape the foundations of the company's designs for the next 50 years.

By attaching the engine, the transmission and the hydraulics into a cast frame running the length of the tractor, Brown did away with the need to split his tractor should any of the major components have to be separated for repair. At the front, the frame incorporated the lower portion of the crankcase and the bell housing, while the transmission was built into a cast skeleton which was then fitted inside the rear of the tractor frame.



This solid construction, along with the final drive housings attached to the ends of the back axle, ensured that the tractor would have sufficient weight over the rear wheels to provide exceptional traction, a prominent feature of David Brown tractors throughout the life of the brand.

Neville Porter's father noted the qualities of the Meltham-built range and, in 1962, bought a new David Brown 990 Implematic in the company's Currant Red and Primrose Yellow livery.

"It did all the tractor work on the farm, as well as a lot of contract baling work, and he must have been impressed because, in 1973, he bought WBF 347, again a 1962 DB 990 Implematic – although one 990 had a red exhaust, but on the other tractor it was yellow.

"For lighter work there was a red 780 and it was on this that I learned to drive, steering up and down the field at harvest time as the bales were being built onto the trailer. These were the tractors I remember when I was growing up.

"In 1980 he bought a DB 1200 with a Sta-Dri cab, but it wasn't on the farm for long. When the circus came to the town, they pitched their tent beside the farm, and they would borrow the 1200 to move trailers around the field.

"They must have been impressed with it because they bought it and my father then purchased an Orchid White and Chocolate Brown 990 Selectamatic, again with a Sta-Dri cab. We still had the two red 990s, so any tractor could be used for any of the work on the farm.

TOUGH CHOICE

"In 1985, when I was old enough to be useful in a tractor seat, he sold the first red 990 and bought a DB 885 with a 'Q' cab. It was a lot more comfortable than the Sta-Dri cab, which was from the era when cabs were required for roll-over protection, but noise regulations had not been introduced, so it was noisy.

"When I was sent out to do any tractor work, I had two choices, take the 990



Neville Porter owns this trio of DB 990s.

Selectamatic and put up with the din or take the 885 and make do with less power."

By 1989 the old 990s had served the Porter family well and it was time for them to find new homes; WBF 347 was sold to a local man, Eamonn Sweeney, and the Selectamatic made way for a white, two-wheel drive 1394. ➤





9213 VZ was purchased from a local contractor and features a Sta-Dri cab.

The farmer who works on a modest scale with mixed enterprises must wear many hats. He must be a machine operator, a joiner, an odd-job man, a livestock specialist, a vet, an agronomist, a mechanic, a welder, an accountant, an administrator, and a business manager. As he progressed through his teenage years Neville found those hats hanging near the end of the list were the most comfortable. "I bought a bale trailer at a machinery sale, built a cattle body onto it and sold it on my 15th birthday," he explained in his matter-of-fact manner.

Encouraged by his early success, Neville started building car trailers and smaller cattle trailers, so by the time he left school he had built and sold 20 trailers. In 1991 he started to build bigger trailers and four years later began to offer his products with a galvanised finish. Soon it became obvious that he could justify building a

shed for his growing venture and that he should employ staff to boost output.

Balancing the business with work on the farm was tricky and when his father's health deteriorated, Neville decided to let the land to a local farmer and concentrate his efforts on his engineering enterprise.

About 20 years ago Neville found time to attend a few vintage events and before long his thoughts turned joining the local tractor restoration scene. "I knew that Eamonn still owned WBF 347, so when he came into the yard one day to talk to me about a trailer, I asked if he would let me buy the old tractor. The block had been frost damaged, but we agreed a price and he included a spare engine in the deal."

After close inspection it was obvious that WBF 347 was well worn, but Neville wasn't surprised. After all, his father owned it for nearly 30 years and had

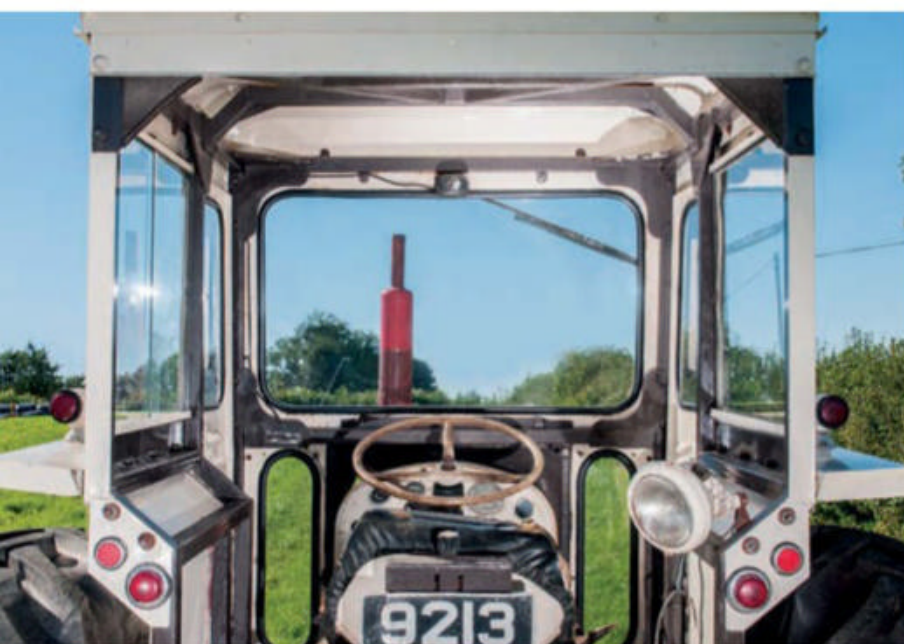
done a lot of contract work with it. When another 990 appeared for sale in the 'spares or repair' category, Neville made the journey to Co. Sligo and had it loaded onto his transporter trailer ready for the trip home, where, although the tinwork was completely rotten, it proved to be a good source of better components, such as brake parts and pedals.

"The front axle needed new bushings, the engine was rebuilt, the injector pump was refurbished, the lift arms needed new ends and it needed new tinwork. The cross member, which goes below the seat and gives rigidity to the mudguards, also serves as a battery box – and so with all the muck from the rear wheels and the corrosive acid vapours from the battery, it doesn't stand a chance. On later models the battery was moved to the front of the tractor, so the grille had to be moved forward four inches and the bonnet had to be made longer."

USEFUL TIP

"If you are looking for an original bonnet, it's easy to buy the wrong one but the secret is to look at the space between the flap for the radiator cap and the front edge of the

WBF 347 was originally supplied by Staffordshire Farmers Ltd., of Cannock, in 1962.



Above: The Sta-Dri cab may have been noisy, but it protected the operator from the elements. Right: The cross member, or cross box, is a vulnerable part of these tractors.

bonnet. On a short bonnet that gap is about two inches, whereas it's about six inches on a later one.

"I tried to use as many original parts from the breaker tractor as I could, rather than buy reproduction parts, and when all the mechanical work had been done I sprayed it myself."

This 990 Implematic became the first tractor in an impressive collection of David Browns.

The Traction Control Unit, or TCU, was designed as part of the David Brown hydraulic system – a complex, but versatile method of controlling rear-mounted implements in the era when Harry Ferguson's patents forced other tractor manufacturers to look at new ways to maximise tractor output in a variety of soil conditions.

First introduced on the 25 and 30 Series tractors in the 1950s, TCU provided a controlled weight transfer system that reduced wheel slip by simple adjustment of the quadrant lever.

The system was incorporated into the design of the Implematic range, but by the early '60s thoughts turned to improving the jerky nature of the response to inputs from the ram shaft and the top link via the Bowden cable. The result was the Selectamatic System.

Hailed by DB marketing as, "Four systems in one, with instantaneous change at the flick of a switch," the new design consolidated the eight valves required to control the system into one casting, which was in the upper right-hand side of the rear casting.

The driver used the Selectamatic dial to choose either Depth control for soil-engaging implements without a depth wheel, Height control for implements such as a fertiliser spreader or mower, which should be operated at a constant height, or Traction control which was necessary for efficient use of soil-engaging implements equipped with a depth wheel.

The Traction control setting was also used to supply external services, such as would be needed to tip a trailer.

All these options were operated through the single quadrant lever on the right of the driver's seat, so further explanation may be necessary if the Selectamatic system is to be fully understood.

The key to the design is a simple rocker which in both Depth and Height control acts in a see-saw fashion. As the Selectamatic dial is moved, the pivot of the rocker is shifted, such that while one end is always in contact with the internal

spool valve, and driver inputs are still made via the quadrant lever, only one of the control rods that act on the other end of the rocker can influence the final route of oil through the various galleries, raising, holding, or lowering the arms. So far, so simple.

It is when TCU is selected that things can become slightly confusing. The principal of TCU, when ploughing, is to reduce wheel slip by transferring weight from the plough onto the rear wheels of the tractor by raising the arms slightly.

The quadrant lever is pushed forward to lower the plough into work and when increased traction is needed it is pushed further forward into the TCU part of the quadrant. But how can the plough be raised when the lever is moved forward?

In TCU mode the dial slides the forward end of the rocker sideways so that it rests on an abutment plate, thus turning it into a simple lever.

Initial forward motion of the quadrant lever lowers the plough by its effect on the internal spool valve and, as the quadrant lever is pushed further forward, a peg positioned halfway along the internal lever acts on the TCU valve, over-riding the spool valve and sending a small shot of oil to the lift ram, causing the plough to lift slightly. ➤





You don't want to drop a wheel into a rabbit hole when you are sitting this high above the ground!



The extended final drive box was fabricated by B&D Engineering of Bedfordshire, and when fitted with 9.5x48 tyres the tractor is two feet taller than a standard 990.

PROUD BOAST

Such was the confidence of the David Brown staff in their redesigned hydraulic system that they told customers that their tractors could now “plough one extra acre for every four ploughed, using the same time and fuel.” At first glance, Selectamatic may look complicated, but once understood it was a real performer.

Neville’s enthusiasm for the David Brown tractor range led to further purchases, including his early 990 Selectamatic. “One day the scrap man was in the yard to collect steel off-cuts and he told me about a Davy Brown that was booked onto his next load. He offered it to me for £150, so I had a look around it and thought that, even as a parts source, it was worth the money.”

Once it had been trailered home, Neville gave it a closer inspection and discovered that, just like the 990 Implematic, the engine block had sustained frost damage. Eamonn was able to supply a solid block and when all the components were assessed Neville

decided to rebuild the engine using all the internals from the cracked block. When this work had been done Neville had a complete skid unit with fully functioning transmission, steering and hydraulics, but without tinwork.

New mudguards came from David Brown Parts Ltd., and the bonnet and its associated panels were sourced locally, already repaired, primed and ready to fit. With another restoration completed, it was time for something different.

“I had seen David Browns converted to high-clearance configurations before. It’s easy to give eight inches of extra clearance to any Davy Brown by rotating the final drive castings on the back axle and replacing the front axle kingpins with specially extended parts,” Neville explained as he introduced his spectacularly tall 990.

“I found this tractor for sale in Co. Meath, where it had been used to spray fruit. It had appeared in a show report in *Tractor & Machinery*, where it had been recognised by its original owner, a

vegetable producer who had used it to spray Brussels sprouts. He wrote to the magazine to inform the readers that the conversion had been carried out by B&D Engineering in Bedfordshire, so although it’s not a local tractor, I know a fair bit of its history.

“I brought it home on a trailer behind my Jeep and on the main roads it wasn’t a problem; but as I came closer to home and turned onto the back roads all that weight so high above the road made the journey a bit too exciting. At one point I felt it lurch and, looking in the mirror, it was leaning so far over that I thought it would tip, but somehow it came back to the vertical again. It hasn’t been on a trailer since that day!

“It had a pair of bowser tanks mounted beside the engine, so I removed them, fixed a few wee problems, and then painted the chassis and the tinwork.

“9213 VZ belonged to a local contractor, who used it to cut hedges and bale hay. I always admired the way that he looked after his machinery so, recently, when I was offered the opportunity to buy his 990, I took it. It is the same as the white 990 which my father bought, and even has the same Sta-Dri cab.

“The David Brown power steering comes from a 995, but that is its only modification. Since I know that my father’s old white 990 doesn’t exist anymore, it’s good to have this one in my shed.”

Neville’s devotion to the David Brown marque stretches back to his formative years, and his shed now houses tractors from each decade of production, but it is the 990 in its various guises which best highlights the development of David Brown tractors. ■



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Pivotal role

2022 marks 50 years of one of the most iconic tractors built in Great Britain entering production. *T&M* acknowledges the Massey Ferguson 1200.



The first Massey Ferguson 1200 prototype, outside the company's Advanced Design Centre in Livonia, Michigan. In this photograph Lee Elfes and Tony Reeve (alighting the tractor) discuss improvements to the cab steps. All photos: courtesy of Tony Reeve (unless stated).

There are few that would argue about the impact that the Ferguson TE-20 had on mechanised agriculture, and although the Massey Ferguson 1200 cannot be held in such high regard, it deserves recognition for the effect it had on the way tractors were perceived in Great Britain.

Where once the Fordson had reigned supreme, the Ferguson System altered the way tractors increased productivity, and it was the interaction between prime mover and implement that changed farming forever.

Naturally, productivity had to increase, and so the need for more power and greater traction led both farmers and tractor manufacturers to come up with innovative solutions to meet the needs of progressive agriculture. The Doe Dual Drive is a great example of such innovation – with Essex farmer George Pryor joining two Fordson Majors together to create a powerful, four-wheel drive ‘tandem’ tractor, before the concept was put into production by dealer Ernest Doe & Sons in the late 1950s.

Specialist conversion companies, like County Commercial Cars, Four Wheel Traction, and Roadless Traction, had a hand in improving productivity by taking existing models and adding driven front axles, but during the 1960s Britain’s tractor manufacturers had refrained from offering a tractor that had been designed to have four driven wheels from the moment pen was put to paper on the drawing board.

Driven front axles with smaller front wheels had illustrated their worth, but the four-wheel drive tractors produced with equal-sized wheels throughout the 1960s had proved their superiority. Conversions to Ford, IH and Nuffield models, by the likes of County and Bray, showed what a difference such technology could make to a four-cylinder tractor, but those using six-cylinder engines took output to new levels, including Muir-Hill.

Massey Ferguson tractors had been equipped with front axle conversion kits, most notably by Four Wheel Traction Ltd. of London, but the marque had largely been left behind in this respect and what it needed was a model to make the agricultural community sit up and take note.

Until this point Massey Ferguson tractors had been relatively light, yet reasonably powerful machines, relying on the weight transferred from mounted implements to provide them with sufficient traction in all conditions. The introduction of Pressure Control enabled the principles to be extended to trailed implements, but weight transfer remained critical as there was a requirement to load the rear wheels of a two-wheel drive tractor when in work.

Since the front wheels were required for steering and stability, rather than traction, it was not necessary to have copious amounts of weight over the front axle and the position of said axle influenced how much weight was transferred to the rear axle when an implement was attached.

Let’s take the MF 165 as an example, as Massey Ferguson did in a publication aimed at explaining traction. Weighing in at around 4,400lb (1,995kg),

roughly 1,800lb (816kg) of weight is on the front axle and 2,600lb (1,179kg) on the rear axle. This static weight distribution changes when an implement is mounted on the three-point linkage, as an 800lb (363kg) four-furrow conventional plough will add 1,400lb (635kg) to the rear of the tractor – with 600lb (272kg) coming from the front of the tractor itself.

Lowering the plough into work purportedly adds another 400lb (181kg) of force to the three-point linkage, whilst taking 300lb (136kg) from the front of the tractor – thus adding 700lb (317lb) to the rear wheels. Once in motion, the weight of the soil passing over the mouldboards and skimmers added a further 350lb (159kg) to the rear wheels.

Wheel weights and/or water ballasting could add additional weight to the rear of the tractor, if required, but it is clear how a two-wheel drive tractor weighing just 4,400lb (1,995kg) could perform well with such a large implement.

ARTICULATED CONCEPT

Naturally, there is a limit to what a two-wheel drive tractor of modest power can do, unless it becomes much larger and heavier. The obvious answer is to increase the number of driven wheels and although creating a four-wheel drive version of a two-wheel drive design had its benefits, there is no substitute for a tractor that has been designed to have four driven, equally-sized wheels from the outset.

Massey Ferguson had plans to bring such a concept to fruition in the United States, where the likes of Steiger, Versatile and Wagner had proved that articulated tractors were viable, but to produce such a tractor for the European market would be a different ball game. In the early 1970s, two-wheel drive was still very much the norm, and persuading farmers that such a concept was worth investing in would be difficult.

Across The Pond, Massey Ferguson engineers had hopes of preparing an articulated design and this would eventually culminate in the 1500 and 1800 models, powered by Caterpillar 3150 and 3160 engines respectively. These V8 motors produced 150hp and 180hp at the drawbar and would drive a 12-speed manual transmission through a 14in single-plate clutch.

The design centred around an articulated frame, with the cab, engine, and transmission on the front ‘half’ of the tractor, while the rear portion was much simpler – essentially home to the rear axle, PTO shaft, drawbar, and a bank of spool valves.

This was an appropriate solution for the tractors’ homeland, where huge, trailed implements were dragged across large acreages, but it was deemed too big and simplistic for the European market, where mounted implements ruled, and fields were not so vast.

Refinements would be needed if it were to meet European farmers’ requirements, not to mention the logistical demands of producing such tractors using suitable components.

As is the case with most engineering projects, there was not a bottomless pit of money available and for a new tractor design to be viable it would have to rely ➤



The Advanced Design Centre facility at Levan Road, Livonia (a suburb of Detroit).



heavily on existing components, in addition to bespoke items that could not be sourced from Massey Ferguson's extensive parts inventory.

Luckily, the head of the company's Advanced Design Centre on the outskirts of Detroit, Lee Elfes, had a good understanding of the tractors sold in Europe, having been involved in the development of the DX line (100 Series) in the 1960s. In addition to this, volume production components and sub-assemblies, particularly engine, transmission, centre housing and axle units, built at Banner Lane, Coventry, were being used in machines built in Detroit and destined for the North American market, so Elfes understood the fundamental elements of what would be available if the new tractor were to be produced in Europe.

Chris Clack was a demonstrator for Massey Ferguson from the latter part of the 1960s and recalls that a former colleague, Tony Reeve, who worked in MF's Engineering Division at Maudsley Road, Coventry, was seconded to Livonia to offer his expertise as a design engineer on the project – which was given the codename RX279 – in the summer of 1969.

UK EXPERIENCE

Tony takes up the story: "I was a young engineer, with itchy feet, needing to gain more experience in design and design management. The director of the new Advanced Design Centre in Livonia, Michigan, Lee Elfes, visited England to outline a project he had agreed with Albert Thornbrough, MF's Worldwide CEO.

"Large, pivot-steer tractors in the 200hp range were becoming popular in the USA, particularly Versatile and Steiger models, and back home he had a team already working on the design of large, competitive machines for MF to produce. He thought Europe and other markets were ready for something similar to be made in England.

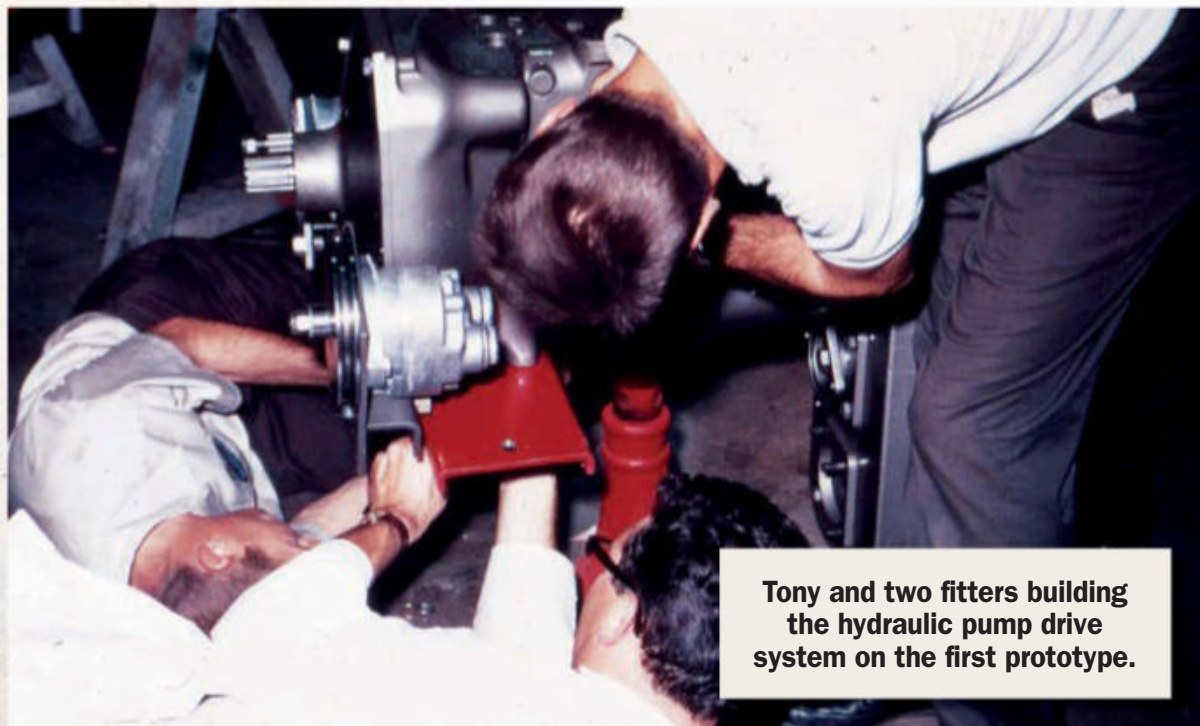
"He needed a design engineer with UK tractor knowledge to participate in the design and development process in the USA before returning home to engineer it into production. The UK Director of Engineering, Gordon Snook, called me in, introduced us, and asked me if I'd like to go to America for a few months to work, learn, and bring the new tractor back home."

Full of enthusiasm to commit to such an opportunity, there was only one

hurdle for Tony to overcome. "You couldn't hold me back!" he said. "But I had to go and find my wife, who was shopping in Coventry with our two-year old daughter, and get her confirmation before the deal was set.

"Five weeks later, on a Friday, we were on a plane with visas and all other things done, house shut up, on the way to Detroit Airport. Lee Elfes met us himself, installed me in my new rental car – a Chevrolet Impala, which I grew to love, then drove to the Advanced Projects Group at Livonia. The car was a nice change from the old Vauxhall Victor Estate car I had at home!

"After introductions around the site, we were sent to Howard Johnson's down the road for the night. The following morning, Saturday, we went to our temporary home, a nice, furnished apartment in Ann Arbor, with some cash



Tony and two fitters building the hydraulic pump drive system on the first prototype.



and two days to buy all the equipment – cutlery, kitchenware, bedding and the like – that that we needed before reporting for work on the Monday. And that’s how it all started!”

Although the Americans had an overall vision for an articulated tractor with equal-sized wheels and four-wheel drive, the finer points were not finalised, and the sub-assemblies would need to be designed to work in harmony with one another to create a machine worthy of the money and effort that would go into producing it.

Principally, the target was an equal-wheel, four-wheel drive tractor with about 60:40 front:rear weight distribution, that would be evened out with an implement in work. Centre pivot steer would ensure that the rear wheels tracked the front wheels exactly and offered great traction.

The various elements of the design would be the responsibility of different engineers and it must be said that Tony had, arguably, the most complex piece of the puzzle.

BIG RESPONSIBILITY

“I was responsible to Senior Engineer Otto Mueller, with the team consisting of a couple of MF design draughtsmen and about six agency draughtsmen, called job shop lads,” Tony explained. “The overall layout of the tractor had been mostly just sketched out by Otto at that stage, with the major engine, transmission, centre housing and axle components positioned so that the main structural frame and components could be visualised and added into a main scheme. Remember that this was well before CAD/CAM was available, although NC (Numerical Control) machining was becoming available.

“I was given responsibility for the pivot and trunnion area, including the steering ram, rear universal-jointed shafts and rear drive shafts for the rear axle and PTO. My scheme eventually became the main assembly drawing of the area, and I am proud to say that, despite the arduous duties it performed, it became one of the most reliable parts of the tractor.”

Before Tony left for the United States, he was responsible for resolving a list of reliability and production problem items and getting them drawn up, prototyped, and tested and released for production. He worked at Maudslay Road, Coventry, alongside his colleagues, for what was generally a 38-hour week, with weekends free. This enabled him to spend evenings and weekends with his wife and young daughter. Life in Livonia, a 30-minute drive from his apartment in Ann Arbor, was somewhat different. ➤



In this shot Tony is seen sitting on the fuel tank, with Lee Elfes at the front of the group, and Leo Lorence behind his right shoulder. Leo was the industrial designer who styled the tractor and the later 200 Series. The others in the photograph were draughtsmen and fitters involved in the build.

"I found the working conditions, in spite of working 12 hours a day, generally 70 hours a week, were ideal," he explained. "We did not have the constraints of trade unionised mechanics and fitters, where designers were never really allowed to touch metal. We worked in the machining and assembly shops, helping with production of prototypes if necessary to help meet targets, which I found very refreshing.

"I had further responsibilities, involving liaising with my UK colleagues to start the initial sourcing of UK and European-made components that would be needed in the future – such as oil pumps, rotary steering pumps, cylinders, a clutch, drive shafts and drive belts. I also ordered all the main transmission components – gearbox, centre housing and axles and hydraulic linkage, some of which had to be unusual build variations – to be packed and sent from England to be used for building prototypes. I was also at the beck and call of the draughtsmen, who were preparing detail drawings from often unfinished schemes. Sunday afternoons were always free!"

By using existing parts, the overall cost of the project could be mitigated, so the whole concept involved utilising as many volume production components from MF manufacturing in the UK as possible. Some of the larger sub-assemblies could be plucked straight from the shelf, and

smaller elements from the parts bin, but others had to be designed from scratch.

Tony told *T&M*: "Perkins, in MF ownership of course, provided their largest engine at the time, the 6.354 in-line six-cylinder unit. We would have liked a bit more horsepower, but their experience at the time demanded controlled fuelling. They were well aware that in a truck, engine power factors are of the order of 40 per cent, whereas in a cultivation tractor the average power factors are more like 70 per cent."

To put this into context, for an internal combustion engine the power factor for an application is the average power used for a period, divided by the maximum power available. So it may be, for a tractor, 85 per cent whilst ploughing and down to only 15 per cent whilst turning at the end of the furrow.

TRANSMISSION

As for the transmission, that was another element deemed suitable with modification. Multi-Power had been developed over the years from the six-speed, dual-range unit initially used in the FE 35 but needed modification to be suitable for the new tractor.

"Although it was originally designed for 26hp, speeding up the layshaft, using a different constant-mesh gear set, allowed considerably more horsepower to be put through it," Tony confirmed. "In

fact, assuming the service life of the gear teeth is the criteria, the spalling life (compressive stress damage to the involute tooth profile) is inversely proportional to the 3.3 power of torque, and the bending life is inversely proportional to the 5.8 power of torque. Consequently, a small reduction in average torque significantly helps the life of the gear teeth, and of course it also reduces the loads on the bearings.

"The downside is a small increase in noise and greater churning losses. Structurally, of course, the transmission case in the MF 1200 is on holiday compared with being a main chassis component on standard tractors!"

Any doubts about the transmission's ability to cope with the increased power generated by the 6.354 engine were quashed with the addition of the drop box – which Massey Ferguson referred to as the transfer box in literature.

"The higher gearbox speed and directions of rotation were easily managed by the design of the drop box, so that both front and rear crown wheel and pinions were properly fed with power," said Tony. "They also, coming from MF tractors with a 'square' axle, were well up to the job, because in the 1200 two of them shared distribution of 105hp (minus losses) – i.e., only 50hp, nominal, each.

Trying out
ploughing in the
furrow with an
MF four-furrow
mounted plough.



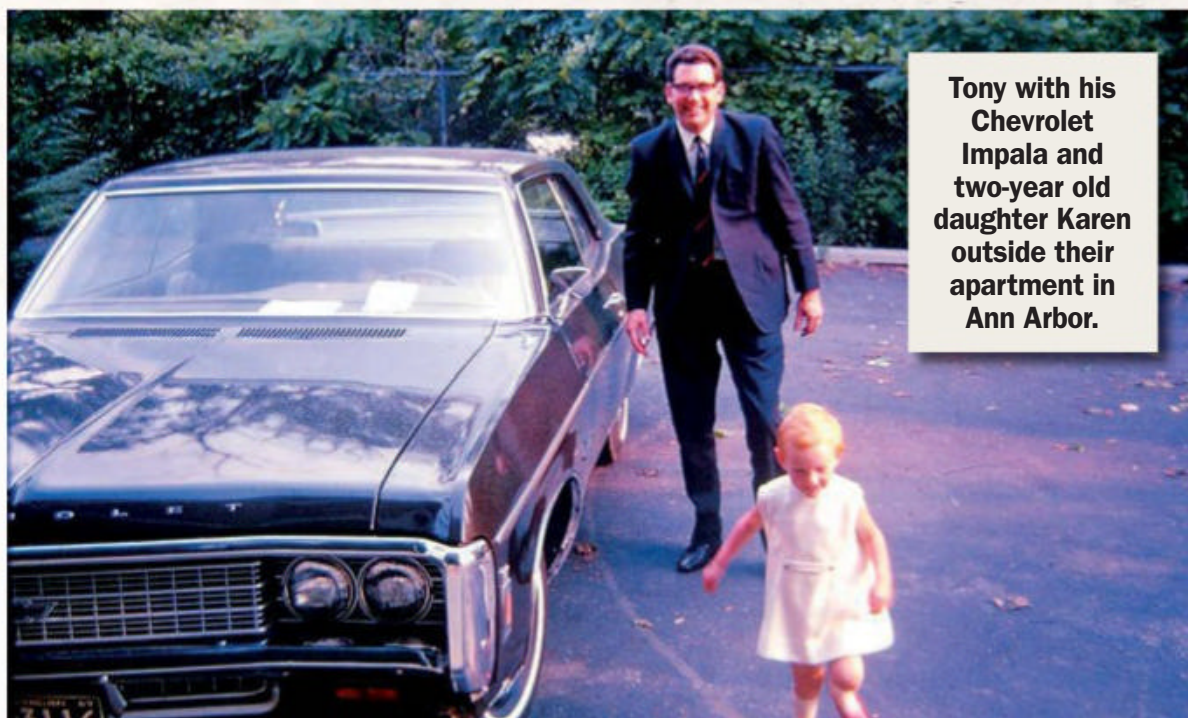
"A new centre housing had to be designed for the front axle, which, like the rear, incorporated dry disc brakes and 3.14:1 ratio epicyclic reduction at the axle ends," Tony explained.

"The drop box bolted to the back of the transmission case and, through several gear sets, corrected the speed and direction of rotation of the drive and lowered it so that the main axle drive shafts were positioned for the front axle below the transmission case, and level with it for the rear axle.

"The oil level, since it shared lubricant with the transmission case, took a bit of thinking about, and trial and error to get proper distribution without an excessive oil level and the associated churning losses and oil temperatures." Tony said.

"The PTO drive exited at the rear of the box and was corrected by a universally-jointed shaft to the standard five-inch centre distance for the rear axle and to drive the Scotch yoke pump, independent power take-off, and PTO shaft at 1,000rpm."

The safety cab was another bespoke item and although the unit fitted to the Massey Ferguson 1200 was like that fitted to the 1500 and 1800, there were differences, but more on this later. For the most part, the Advanced Design Centre could produce the elements that were required to bring a prototype to fruition.



Tony with his Chevrolet Impala and two-year old daughter Karen outside their apartment in Ann Arbor.

QUICK TURNAROUND

For components that could not be produced easily, MF's facility was ideally placed to take advantage of the industry surrounding it, and it was one of these that came to Tony's rescue at an advanced point in the design process.

"It was amazing to me how quickly and easily complex parts could be ordered and supplied in the Detroit area," exclaimed Tony. "The existence of huge car factories and design centres in the area, belonging to Chrysler, Detroit Diesel, Ford, and General Motors, led to a huge need for small batch production of prototype parts, from castings, machining, fabrications, and ancillary equipment.

"Hungry, competent, and responsive small companies existed by the hundred, eager to please and in hope that bigger quantities would come later. Hence, with the aid of a keen, hand-picked team at the Advanced Design Centre, the first prototype quickly grew to completion.

"I did discover, rather late, that as we needed hydraulic brake actuation, because of the complex movement relationship of the front frame to the rear frame, we needed hydraulic actuators for the four sets of brakes. I had the castings and actuators designed in three days, and a week later two sets were made by outside engineering companies and no real time was lost!" ➤



The first MF 1800 prototype followed the 1200 out a few days later.



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The first prototype with an MF 57 four-furrow reversible plough, ready for a day's work at the other MF farm at Thomasville, Georgia. The instrumentation and recording equipment installed enabled data to be analysed later, and featured a 21-channel tape recorder mounted in the rear window, as well as petrol generator on the roof.

Within months the first prototype was ready, but it would only be simple operations that would be undertaken with the new tractor in Livonia. After driving the tractor in the vicinity of the workshop and attaching an implement, minor adjustments were made before the tractor could be readied for the next phase of the project – testing.

Massey Ferguson owned a farm near Tecumseh, about an hour's drive south-west of Livonia, and it would be here that the tractor would undergo more rigorous testing – predominantly with a four-furrow reversible plough and a 14ft cultivator.

Despite pushing the tractor hard, in unforgiving ground, it performed well, and the testing was deemed to be successful enough for it to return to Livonia with just minor issues to rectify, and for a process known as instrumentation.

“Lee Elfes had been learning the way that new technologies were being used in the local car design and development companies and set about trying to apply them to our tractors,” Tony explained. “This required equipping the prototype with accelerometers, strain gauges, movement and thermal sensors, and recording equipment to put all the data from arduous field work on tape. This would later be processed and analysed, and then manipulated to produce test specifications for the main active components in the tractor.”

Once the machine had been instrumented it was taken to Thomasville, Georgia, by low-loader, for additional testing and data accumulation work. Despite no need for Tony's input during this stage of the process, he decided to join the team for a short period, with his wife and daughter in tow – pleased to have a change of surroundings.

PROBLEM ARISES

It was during this phase of testing that another problem arose. “One of the lower link attachment lugs, on the rear axle, broke and brought work to a halt,” said Tony. “A clever fitter designed and made a fabricated bracket which, with the help of a bit of welding of the original malleable iron, held the lower link lug in place for the rest of the testing.

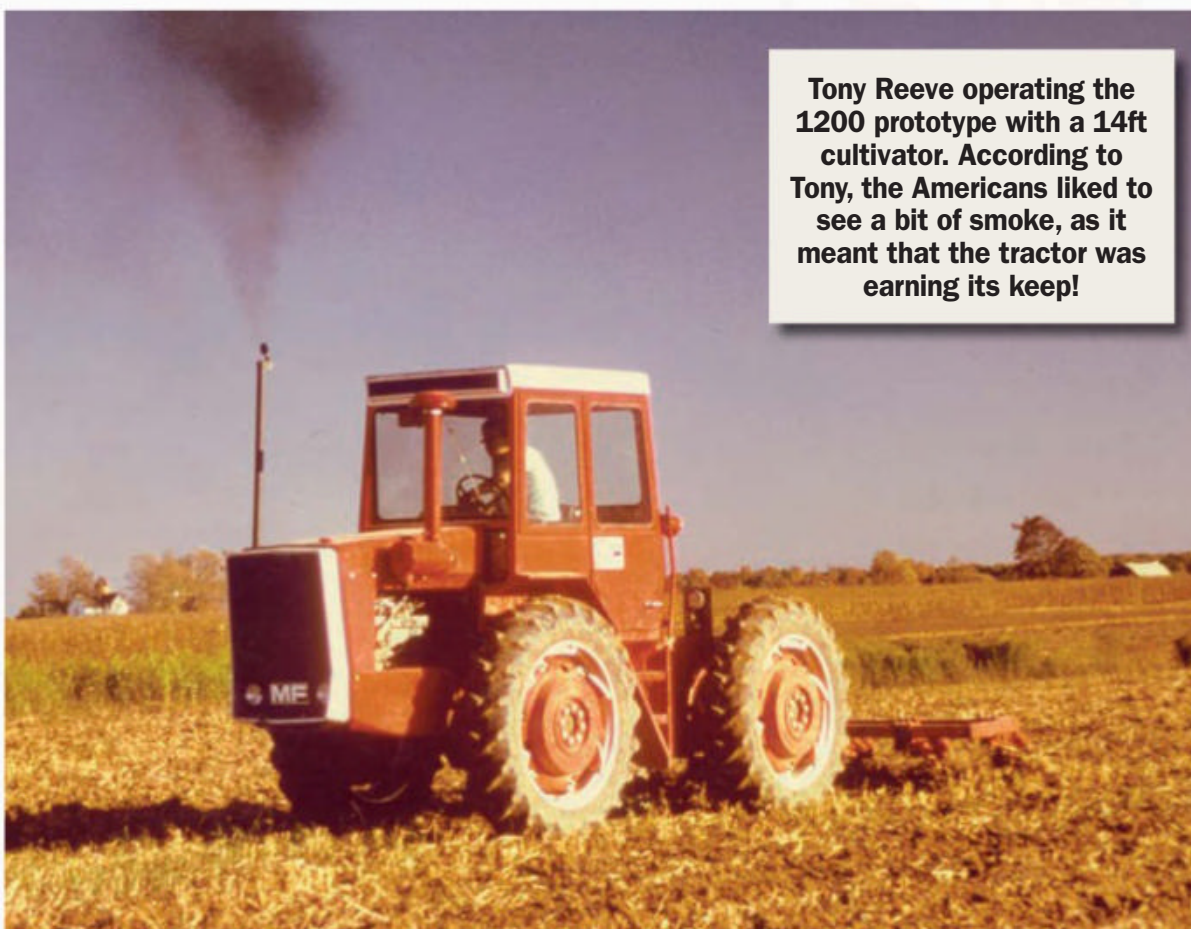
“The smart reader may wonder why we didn't swap the broken trumpet housing for the front opposite one, which was identical. Unfortunately, both were fitted with instrumentation, which could not be re-installed and recalibrated so far from the engineering workshop. Later, as a result, production axle castings for all tractors were strengthened, which solved the problem.”

Tony continued: “While the tractor and team returned to Livonia, the family and I drove on south and covered many scenic miles to New Orleans, along the Gulf of Mexico to Houston, up to Oklahoma, Route 66 to Albuquerque, north to Denver and across the Nebraska Plains back home. It was fantastic!”

With the tractor and team back in Livonia, there were two main threads regarding the work to be undertaken. Firstly, any parts that had been made ‘on the job’ had to be drawn by the draughting team in order that they could be manufactured by companies in the UK once production had been established there.

Changes to the design included modifications to the steps and the cab, which was lacking when it came to visibility of the front wheels. The solution was to provide the small panes of glass, adjacent to the operator's feet, with a rake, improving vision for the driver.

The second strand of work involved the processing of the data accumulated in Thomasville. This was processed by reliability engineer George Mouradian, using the engineering computer, and many hours spent with Otto and Tony to break down the data into load, frequency, and other parameters to set up the test specification requirements. Test specifications are official, engineering-derived, and written descriptions of the loads, speeds, time, and temperature etc. ➤



Tony Reeve operating the 1200 prototype with a 14ft cultivator. According to Tony, the Americans liked to see a bit of smoke, as it meant that the tractor was earning its keep!



A pre-build tractor with a 16ft disc harrow. Note the 'Mastif' decal to disguise the unit.

that sample production components must be subjected to for quality control approval.

This, according to Tony, was going to involve the manufacture of a huge, powered, comprehensive test rig utilising Telma electric retarders. It would test the whole drive line (transmission, drop box and four axles, all on one layout) and be driven by a large electric motor and use the controllability of the Telma retarders to adjust torque/time etc. Retarders, for those that don't know, are used in large vehicles to aid braking effort.

As it transpired, despite Lee Elfes' protests, it did not reach fruition. In UK there was no suitable test house to install it, it would have been hugely expensive for a low-volume derivative, and the labour/expertise would have to be made available.

The retarders were purchased, Tony told *T&M*, with two used on more simple rigs to test parts of the driveline separately, and two used at a much later stage to build a dynamometer test car out of an old MF 1200 for brake and drawbar testing, proving to be extremely useful for that job.

HEADING HOME

With the prototype tested and the numbers analysed, it was time for Tony and the tractor to head for the UK. There are conflicting reports about how many prototype 1200s were produced, but Tony is confident that there were not as many as has been suggested by some. "Here, my memory fails a little!" he joked. "I only

remember one finished prototype being produced, but there was another, half built at Livonia. It may have been finished after I left the US and went straight to MF Marketing for photography, literature, parts book, and general familiarisation.

"The other prototype arrived at UK Engineering soon after me, and the main field test and exposure to development engineers commenced. I took charge of a small team of draughtsmen, and we set about completing a hundred or so detail drawings that were outstanding. Main assembly drawings were completed and liaison with production engineers got underway.

"Many drawings needed to be updated to UK standards, hardware was specified, and first steps taken towards homologation. All the drawings had to be formally released for production and amongst all this there were meetings I had to attend with senior management where various potential reliability and marketing needs were discussed and agreed or otherwise. In general, anything that had significant cost and labour content was thrown out or delayed 'to see how things went'.

"Marketing and Product Planning Departments were generally cold to the whole project. NIH (not invented here) prevailed, although the field experience was generally very positive. The machine was almost impossible to bog down and kept going through the worst of conditions. Due to the centre pivot design the rear wheels followed in the same

tracks (now firmly pressed down) as the front wheels.

"It ploughed well, even with a mounted plough with the side wheels in the furrow, per European practice," Tony explained. "Even on hillsides it was possible to 'crab' the steering a little to keep on line. It was fun ploughing steep inclines with a heavy four-furrow reversible plough up and down hill. On the turns at the top of the incline the outer wheels easily came off the ground, but because the tractor pivot was closed it would not turn over.

"Months later, during road work, returning with a Lemken four-furrow reversible plough in transport, following a tight turn on an island, the plough took over and the whole outfit weaved uncontrollably from one side of the road to the other. Fortunately, no impact occurred, but it led to attempts to repeat the problem on an old airfield, resulting in the Field Test Manager, David Clapp, turning the outfit over and dislocating his shoulder.

"Our Senior Hydraulics Engineer and I were shortly on an aeroplane to Detroit to join attempts by Lee Elfes and his team to replicate the problem on an MF 1500 prototype and learn why it happened and design a solution.



Instrumentation revealed that the violent swing of a heavy implement overcame the power steering cylinder because oil could easily be forced out of it, leaving a vacuum on the other side of the piston, i.e., no damping.

"The solution was to install a pilot-operated check valve on the input line so that oil could not be forced out by external forces. Problem solved and introduced!"

PTO UPGRADE

An early failure of a PTO shaft through overload, during field testing, led to a redesign that proved reliable in all iPTO production tractors. What happened was that when engaging the iPTO with a large rotovator in work and at high engine speed, the iPTO clutch closed and engaged too quickly, causing a shock torque in the shaft.

"The solution was to design the clutch cylinder to incorporate a Belleville spring that took a finite time to be pushed home by the pressurised oil supply, hence smoothing out the take-up of torque," Tony told *Tractor & Machinery*. "This was introduced across all iPTO tractors shortly afterwards."

"We were all aware of the fragility of the hydraulic linkage

in this application, but senior management would not face up to the extra expense if we used the heavy-duty linkage from the French-produced MF 1080.

"The need for legally positioned lighting, engine side covers, and other fitments and fittings had to be designed and prototyped, and amid all this the service department needed help preparing manuals, and the parts department needed assistance preparing parts books, so we were pretty busy.

"Lee Elfes considered that a differential lock was unlikely to be necessary, but accepted that if it was found otherwise, we would design and incorporate the actuation in England. As it happened, the Field Test Department did recommend it after ploughing 'in the furrow' in heavy conditions, so it was designed and tested on first pre-build tractors and introduced across the board."

Eventually, all problems were dealt with one way or another, and feedback from the factory at Barton Dock Road, Manchester, incorporated. The latter went on for many months as production processes were experienced and refined.

Pre-production tractors were built in 1971, with the

MF 1200 officially launched at the Royal Smithfield Show later that year, attracting interest from press and public – but full-scale production was still some way off.

At the show it is purported that no official brochures were ready to inform prospective purchasers, but a single-page specification sheet was available – indicating that the 1200 would be available with the choice of an eight forward, two reverse manual transmission, or the 12 forward, four reverse Multi-Power system. Once production was underway in the latter part of 1972, it would only be the latter that was fitted to the tractor.

Tony reports: "I spent many hours on the road, and many days in the factory over the summer/winter of 1971/72. Dozens and dozens of issues were found, solved, and introduced. One pre-build tractor was prepared and sent to the National College of Agricultural Engineering at Silsoe, Bedfordshire, to suffer the overturning cab impact test – which it passed with flying colours! It also went through a series of official cab interior noise tests, that were also successful.

This had followed considerable testing of different noise barrier and absorption materials to find the best in terms of wear and performance." ➤

The MF 1200 was not without its problems, but it certainly wasn't a flop

This photograph shows a factory pre-build, one of a pair sent to South Africa, at work on tough ground with a five-furrow mounted plough.

LATER, IN '72

Production got underway in the summer of 1972, and this meant that Massey Ferguson eventually had a few tractors in the field, with real life farming experiences starting to come in by the end of the year.

"I had a number of interesting visits to farms, mostly with good experience," Tony laughed. "Many issues that were reported were just because of the strangeness and inexperience of users with this type of tractor. It found its way into many unexpected applications, such as pulling a large pea harvester, having a fifth wheel fitted, and earthmoving on a road-building scheme.

"Even in the early days, some farmers had persuaded their dealers to fit turbochargers and were getting 125hp out of the Perkins 6.354 engine with consequential benefits. As far as I know, there were no major engine problems." OPICO, for instance, offered a turbocharging kit for the 1200 that, according to literature, pushed power at the PTO from 87hp to 126hp.

"In 1973 I was promoted to manage the transmission and axle design group, and the ongoing engineering of the MF 1200 fell into other hands," said Tony. "This had been a hugely responsible, but enjoyable, experience for me and it equipped me admirably for more responsible positions in later life."

Like many other tractors, particularly those that introduce a new concept or radical new way of thinking, the Massey Ferguson 1200 was not without its problems, but it certainly wasn't a flop.

It was designed taking into account the aforementioned principles of weight distribution and had great poise – with a loading of 68 per cent on the front axle, switching to 50:50 once a mounted implement was put into work, thus offering perfect traction. It also had superb manoeuvrability for a tractor of its size and enabled the company to market a machine that few had an answer to.

Sadly, one of the main drawbacks was the expense. By the time the Royal Smithfield Show had arrived in 1972, the list price of the standard MF 1200 was £5,265 – the same as an MF 148 (49hp)

and MF 1080 (90hp) combined.

Large-acreage farms and contractors could justify the expense, but it was beyond the reach and need of most agricultural enterprises. Having said this, it remained in production until 1979, when it was replaced by the 112hp Massey Ferguson 1250 – keeping the concept alive.

Today, the MF 1200 is recognised, not just by MF fans, as an icon of its generation and it is this, coupled with the fact that less than 2,500 were built, that makes it such a desirable machine amongst enthusiasts and collectors of classic tractors.

Tony Reeve summarises the impact of the Massey Ferguson rather nicely: "As a sequel, had we been able to start the original MF 1200 equipped with the enhancements that came with the MF 1250, plus a turbocharged engine, I am sure that the increased cost would have been justified by much of the market. The result may well have been a much longer production run and a lasting reputation of a reliable, high-performance tractor." ■



Dick Dowdeswell at the wheel of a pre-build tractor. Note the early-style decals and lack of indicators in the front light pods. Photo: AGCO.



A factory pre-build outside the Field Test offices at Stoneleigh, Warwickshire.

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STAR LETTER



Ferguson plough

Dear T&M,

I am writing regarding your article on the Ferguson System and the *Experts' Advice* section in the November issue. Whilst I compliment both articles on their detail, I am confused as to why would you want to show a Ferguson two-furrow general-purpose plough with cast iron front wheel weights bolted to the frame.

If the late Harry Ferguson saw that, I have no doubt that he would have something to say about it! Basically, it defeats the whole concept of weight transfer from the plough through the top link and through the hydraulics to the back axle.

If anyone wishes to plough with a TE-20, they should acquaint themselves with the *Ferguson Mouldboard Plough Manual*, printed from 1947-54, which can still be acquired in original and reprinted form from various sources.

At a ploughing match some years ago, a competitor turned up with a length of railway line wired to the plough, which took two men to lift it off. Many give the reason for adding these weights as the problem of 'tramlines' in stubble ploughing. If the hydraulics

on the tractor are working correctly, when approaching the dreaded 'tramline' you should anticipate the distance needed and drop the hydraulic lever, then return it to the original point.

The most important point, however, is to ensure that the plough shares (points) are new when you turn up to compete in a ploughing match. I have seen many which have been almost worn out, and then the top link must be shortened.

The *Ferguson Mouldboard Plough Manual* and the Ferguson Club Rules are almost identical, so if someone wants to plough with the TE-20 and general-purpose plough they should follow the instructions and use it as Harry Ferguson designed it, many years ago.

Basil George, via e-mail

SL: I will make it a priority to remove the 56lb weight from my Ferguson plough! In all seriousness, you are right about what you say, but I suspect that others, like me, have additional weight on their ploughs to eke the most out of the shares they have fitted. Whether it be laziness or tight-fistedness is up for debate, but I can hold my hands up to both!

MF cabs

Dear T&M,

In the article *Figure of '8'*, you and Jonathan Whitlam may be interested to note that cabs for the Massey Ferguson '5' and '8' line tractors were not fitted in their entirety at the factory – the only component of the safety frame to feature on the production line was the under-fender steel supports.

When a tractor of that era was ordered by a distributor/dealer, it consisted of a set of codes, and these would define the final order of either a 'Flexi' cab (Scirocco) or 'Rigid' cab. As such, a cab would then be despatched to the appropriate dealer from the Central Parts Operation (CPO) at Urmston, Manchester, to meet up with the factory-supplied specific tractor model (the cab for the '8' line being longer over the six-inch transmission spacer).

CPO held the stocks from the cab suppliers (as well as cab spare parts) and transported them alongside normal parts deliveries. At the tractor's PDI, before handover to the customer, the cab was fitted by the dealer under a fixed payment method by MF. Similarly, at that time, any items such as a pick-up hitch, or hydraulic remote spool valves, were despatched in the same manner for dealer fitment.

Remember, this was a time of strong Trade Union shop floor employees, and changing factory practices was a



long, drawn-out negotiating procedure! The recent rear axle factory upgrade on all but three-cylinder tractors to 'square' axles at the time, anticipated the imminent safety cab legislation.

Of interest, when the 'Q' cab change to the MF 500 Series models was coming, the Banner Lane factory had some major work to the planned, designated single production line done during the annual factory 'shut down'.

This meant operatives building these new models had to work at below ground level, to fully assemble integrated 'Q' cab tractors. Excavation work in the final production track area facilitated this. The MF Beauvais plant in France, being of post-WW2 construction, did not need such a drastic change to its factory floor.

Chris Clack, via e-mail

SL: Thank you, Chris. It is interesting to note that a rigid cab added an additional £70 to the price of these tractors in December 1972. At the time, a standard-spec MF 148 had a list price of £1,787.

WIN!

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Demo days

Former Massey Ferguson Demonstrator Chris Clack shares his experiences of the 1200.



My first experience driving an MF 1200 tractor was to unload an early pre-build model at Massey Ferguson's Stoneleigh Training Centre, where I was based as a Demonstrator, in 1971. This model had come from Liverpool docks, having been assembled by the company's Advanced Design Centre at Livonia, Michigan.

Once on the ramp, it was quickly collected by the adjacent UK Engineering Field Test Department for 'shakedown' work. To disguise it, both on the road and on farms, it was re-badged as a 'Mastif' so that any pre-launch photos by the public would not reveal the marque or model number.

It would be later that year and into '72, that a pre-production tractor was allocated to the Demonstration Team, which, following recent redundancies, now comprised just Dick Dowdeswell and I. Its first task was to do early photography work and our job was to assist the photographers by setting up and performing working field shots. This

was initially done on heavy land at the Duke of Gloucester's Barnwell Estate, near Oundle.

We were observed at work by both the then aged Duke, from his chauffeured Rolls-Royce, and his eldest son, William, who took a keen interest and was allowed a turn in the tractor seat. He sadly died in an accident in August that year, aged just 30, whilst piloting his own light aircraft.

The photographs taken at the time appear in the launch brochure for the MF 1200 and were also used as part of the press pack pre-launch – somewhat dedicated to the late then Prince William.

Immediately after the public launch, we were tasked with early demonstrations, both for Massey Ferguson and its UK dealers. Both Dick and I received early production tractors from the Barton Dock Road factory near Manchester. At that time, there was a limited number of suitable implements in the MF range to fully exploit the potential of the 1200, but we managed with the largest models available.

These included the MF 52 trailed disc harrow, MF 24 chisel plough, MF 86

six-furrow semi-mounted conventional plough, that had been around for some time, and the new MF 23 pigtail cultivator. Not long afterwards, these were joined by the MF 25 heavy-duty chisel plough, the later MF 520 disc harrow and the latest MF 26 four-furrow mounted reversible plough.

Early production tractors were soon modified to incorporate factory-fitted turn indicators, together with stronger, folding rear light cluster stalks. This eliminated the need for rather incongruous 'in-cab' hand signals at its top speed of 17mph, during road work with our first tractors!

MF 1200 demonstrations took priority over any other models in the range, and we embarked on a heavy workload. The tractor, with its pivot steering, six-cylinder Perkins engine, excellent lift capacity, and superb suspended cab, drew large crowds wherever we went.

The cab was such a revelation to anything previous – not only was it so quiet, but the visibility from the high driving position was excellent. An adjustable armchair seat, all major

As part of Massey Ferguson's Demonstration Team, Chris Clack (above) and Dick Dowdeswell (pictured left) assisted photographers obtaining publicity material for the new tractor. All photos: AGCO (except above, courtesy of Chris Clack).



controls to your right hand and 100cu ft of space, with a heater and fresh filtered air system, meant a working environment far in front of any MF or competitive tractors of the time.

When that solid cab door closed with a resounding note, it was time to 'show off' what the tractor was capable of. Its output for 105 horsepower was top of the class, enhanced massively by its very tight turning circle, even with four equal-sized wheels, making headland turns a joy.

This would show expertly when Roger Dowdeswell, farmer, and owner of Dowdeswell Engineering, built me a six-furrow, 14in semi-mounted, wheel-in-furrow reversible DP6 model painted MF Super Red. A perfect match for the tractor, providing good weight transfer, and with its headland work like a three-furrow plough through the use of the pivoting tail wheel. At a working demonstration of all marques held at Otley College in Suffolk, I gained the honour of best commercial plot with this combination.

TIME TO SHINE

Well into our demonstrating agenda we then matched the new MF 270 'Diamond' reversible plough model with the 1200. Its short overall length and wide furrow bottom combination, suiting wide-profile tyres, provided much publicity. The downside was that you had to be careful not to operate in very heavy land, as it tended to produce 'horse's head' furrow work – the design being part mouldboard and part disc plough profile.



The cab for the MF 1200, built by Cab Craft, was rubber mounted, with a flat floor and pendant pedals. The hydraulic controls were positioned within the arm rest, and in a bid to retain the uncluttered feel, the blower controls were mounted above the operator's head.

One of my most interesting tasks was to operate a huge, single-furrow, trailed plough for the Forestry Commission, deep into the Kielder Forest. This was also repeated in the hills above Lockerbie on the Scottish borders and used as a deep furrow bottom for drainage, plus freshly overturned soil for subsequent tree planting.

Interestingly, against other four-wheel drive tractors they were operating, the MF 1200 showed its prowess by being able to 'walk' out if being stuck in the rough conditions, simply by use of the pivot steering and selecting forward and reverse in quick succession.

Much later, MF 1200s, joined by the newly launched MF 595, embarked on a tour of the UK, starting from Dunmow in

Essex all the way to Newtown St. Boswells in Scotland.

These culminated in a series of 10 rolling public demos performed by the Demonstration Team and a band of company helpers, with one member going ahead to mark out the field, with a lorry fleet, caterers, and the publicity group following. Dubbed as the 'Big Power Field Days', they drew large crowds, personally invited by the local MF dealers.

Personally, I would demonstrate the Massey Ferguson 1200 from the south of England right up to Peterhead, in the north of Scotland, nearly always on farms, but sometimes at local ploughing matches and public demonstrations, and not always with an MF implement. It was hard work sometimes, with two or ➤



three people in the cab with you and having to straighten up the ploughing after other drivers had been in the operator's seat!

I recall one instance using a mounted Kverneland conventional plough, when I was put up against the farm's driver with his Muir-Hill tractor. This was near Worthing, on the South Downs, where the land was fairly steep and the Muir-Hill spent a good deal of time on three wheels, complete with a grinning operator! One of the problems of pivot steering is a tendency to 'crab' on sidling ground, thus effectively losing your front furrow.

To combat this, I returned to the farm some days later with cast, PAVT rear wheels fitted that were fully water ballasted (not in the price list but available for dealer fitment). This mainly eliminated the problem, by making the tractor 'front' steer by having a lot of weight over the rear axle.

Another interesting recollection was a demo event in north Lincolnshire, jointly with Viccon, which had recently launched its Gehl precision-chop forage harvester. Whilst this had an adjustable delivery spout flap operated from the tractor seat, the chute swivelling mechanism was still the old mechanical turn handle. This was impossible to reach from the cab of an MF 1200, so a few antics in and out of the cab



A 1200 being demonstrated with an MF 26 reversible plough at the Royal Show, Stoneleigh Park, in July 1972.

maintained some sort of professionalism. Implement manufacturers soon introduced in-cab controls for new 'Q' cab legislation.

TEETHING TROUBLE

I recall an occasion where one of my demo 1200s had its cab destroyed by a replacement lorry driver going under a low railway bridge in Warwick, on its way

to Bridgnorth. The tractor and plough subsequently landed unceremoniously on the road, fortunately on all four wheels, and, thankfully, there were not too many other incidents of any embarrassment.

Sometimes, I was asked to visit farms or dealers by the MF Service Department. One such event was on a farm near Doncaster, where a combination of heavy implements and light soils was causing premature wear of the pins that located the linkage lift arms to the lift rod knuckle joints. A solution was found by fitting the lift arm section with greasers.

I also remember a visit to an MF dealer near Exeter and talking to one of the ECC (English China Clay) tractor drivers, about his experiences operating the MF 1200 tractor coupled to a Shawnee Poole dump trailer in quarries, its swan neck coupling being mounted on to the top of the rear axle. In time, farmers adapted their 1200s with mounted sprayers, fertiliser spreaders etc., all utilising fitment to the platform above the rear axle.

Some reliability problems could be caused by poor maintenance, in particular not paying attention to the correct positioning of the belt-driven hydraulic pumps located below the cab area. Feedback from customers, dealers, our own service department, and myself culminated in the major upgrade to the later MF 1250.

Sadly, due to poor company management decisions, this model was to be short lived, but its field and service performance enhanced the concept's



An MF 1200 at work with an MF 25 chisel plough.

reputation. In conversation with a retired Ford dealer's salesman recently, he recounted the era of the MF 1200 tractor. His customers were cancelling orders for County and Roadless models in favour of the Massey Ferguson competitor, much to his annoyance and reduction in commission!

In the main, the MF 1200 was a joy to operate, and I only saw one small problem specific to operating a semi-mounted plough turning at full lock on a headland. Sometimes, you could feel the steering go heavy for a second or two. Tony Reeve, of MF Engineering, and a specialist from Danfoss, the orbitrol steering unit manufacturer, saw me reproduce it.

We concluded that the use of a single steering ram, combined with the orbitrol unit instantly supplying oil in a different direction against a fixed load, may be the cause. It never happened other than occasionally in the field.

A couple of other things that were not problems, but points to note, were that a personal workout was encountered if you decided to remove the tractor's heavy-



A scene from one of MF's Big Power Field Days.

duty swinging drawbar, that stretched all the way to the steering pivot point. Plus, any new driver had to be instructed that the centre pedal was the differential lock and not the brake!

Looking back, I feel privileged to have been given the honour of being a Massey Ferguson Demonstrator for such an iconic

model – a model before its time and all in the days before radial tractor tyres. It was a risky strategy by a major manufacturer to embark on such a project to introduce a four-wheel drive model with equal-sized wheels, very much in the mould of true Ferguson tradition, but I am thankful that the company made such a bold move. ■

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The neighbours

PART TWO

1973

Kim Parks recalls life in East Sussex's agricultural community during the 1970s. Jonathan Whitlam has the story.

In this, the second instalment of our look back through the camera lens of farmer and photographer Kim Parks, we move outside his grandfather's farm in Rotherfield, East Sussex, as Kim records some of his neighbours at work, as well as paying visits to ploughing matches and a steam rally.

As we saw last time, Kim acquired a Kodak Instamatic 35mm camera in the early 1970s. Armed with this, we now follow him as we explore his area of East Sussex in 1973. The sight of what were then often brand-new tractors at work and play is probably the nearest we can get to a time machine, as we return to a golden age of farming in Britain.

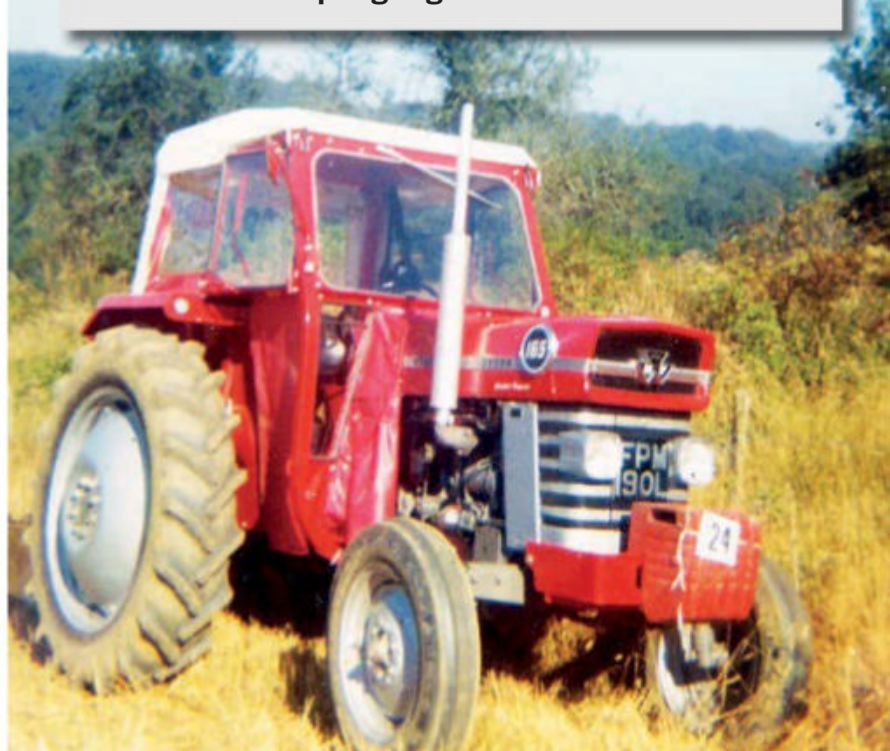
This was an exciting period for agriculture, and despite often difficult financial conditions on a national scale, in 1973 many of the farmers and contractors in East Sussex were investing in new tractors and machinery. It was also an interesting time in respect of the recently introduced safety cab legislation passed in 1970, which saw the landscape of tractor design change forever, and brought a new look to the farming scene.

In the next instalment we shall continue looking at various tractors and machines at work in the vicinity of Kim's family farm, including some brand-new machinery (now all classics) on display at an agricultural show.



We start with this rear view of a Ford 5000 complete with Bomford Turbotiller. The tractor is parked up next to the hedgerow on a neighbouring farm to that of the Parks and was waiting for its contractor owner to begin reseedling the grassland fields. In fact, an excavator was needed to level out a lot of holes and hills in the field and so it took a while before the main cultivations could begin. Note that the Force 5000 is fitted with the Weathershield cab. It is not often that you get such a good view of the rear of a tractor equipped with this type of cab, and it shows how canvas cladding was an important part of the cab design.

Canvas was also an important part of the safety cab for the Massey Ferguson 100 Series tractors introduced in 1970. Here, a very fresh-looking 165 is shown taking a break while competing at a ploughing match held at Wickhurst Farm, in Lamberhurst, during 1973. The tractor belongs to the Eridge Estate, a large mixed farming enterprise owned by the Marquis of Abergavenny. Kim says: "I think the 165 was driven by Bill Gutsell, although his fellow Eridge Estate workmate Brian Taylor may have been the pilot, as both estate workers took estate tractors to ploughing matches – and often won!"



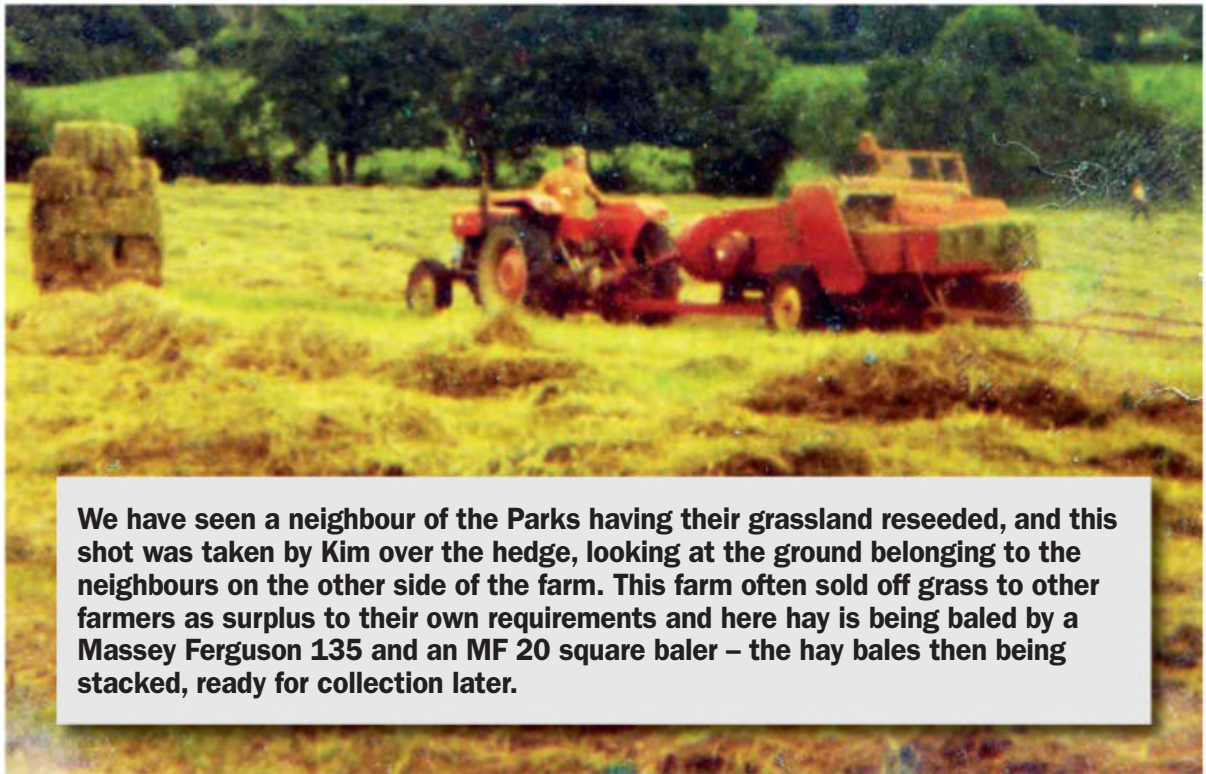
Kim also photographed this David Brown 1212 at the same ploughing match. The tractor, complete with roll-over canopy, rather than fully enclosed safety cab, was a demonstrator being used by dealer Harper & Eede, based at Rushlake Green, and today part of the Ernest Doe empire. The blue implement on the back is a Lister rotavator, a piece of equipment that has since been forgotten amid time, outsold by the much more successful Howard machines.



While the contractors were reseeded grassland on a neighbouring farm to Kim's granddad's own holding, they purchased a brand-new Ford 5000 to replace the older tractor we saw in the first picture. This meant that Kim managed to photograph this 5000 doing its first ever job, cultivating the ground with the Bomford Turbotiller amongst the lovely, rolling East Sussex countryside. The Turbotiller was an interesting machine that used the forward motion of the implement to turn over the soil and, in the right conditions, could be used to form a very acceptable seedbed with a fast forward speed being possible. Note the difference between the safety cab of the Ford 5000 and that used by MF on the 165, although Massey Ferguson did offer a steel-clad version at extra cost.



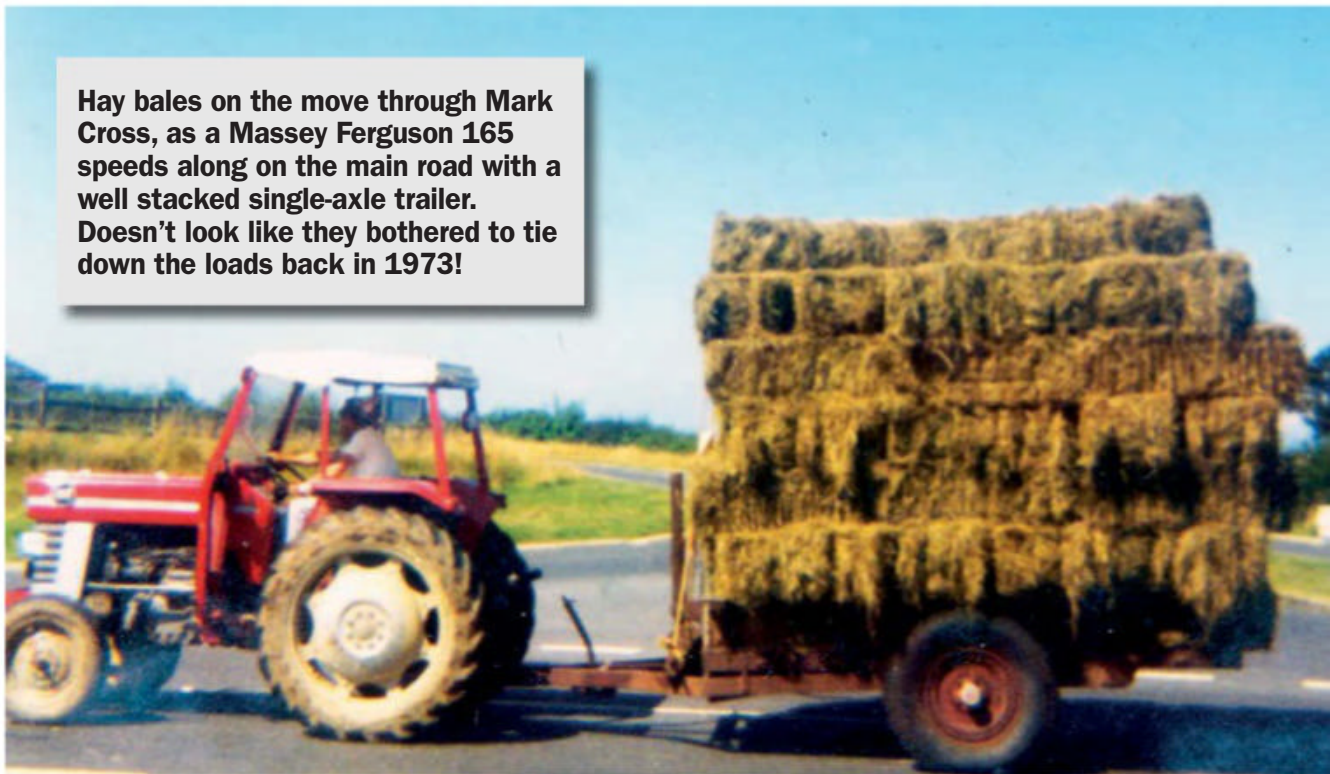
The Parks used to own a Lister trailed fertiliser spreader, just like this example that Kim photographed on the back of a Fordson New Performance Super Dexta at a horse stabling yard in a nearby village. As these spreaders were of all metal construction, this one probably eventually rusted through, just like the Parks' own example had!



We have seen a neighbour of the Parks having their grassland reseeded, and this shot was taken by Kim over the hedge, looking at the ground belonging to the neighbours on the other side of the farm. This farm often sold off grass to other farmers as surplus to their own requirements and here hay is being baled by a Massey Ferguson 135 and an MF 20 square baler – the hay bales then being stacked, ready for collection later.



This picture is a bit of a mystery to Kim, as he did not take it, his mother having taken his camera, catching this harvest scene somewhere in the locality. The scene is a busy harvest shot, as a Ransomes Crusader combine empties its tank into a waiting trailer and a Ford 4000 arrives with another trailer – the sort of scene that would have been very common during the 1970s.



Hay bales on the move through Mark Cross, as a Massey Ferguson 165 speeds along on the main road with a well stacked single-axle trailer. Doesn't look like they bothered to tie down the loads back in 1973!



On a farm near Mark Cross, the village in which Kim was born, a Leyland 255 is busy harvesting grass for silage with a Kidd double-chop forage harvester. With a five-foot cut and a trailer in tow, the 55hp Leyland was performing very well, even on the incline at the other end of the field. Photographed in 1973, the Leyland was a new acquisition, as the 255 only came out the year prior. Although the farm was only small, the enterprise ran a herd of around 70 to 80 milking cows. Kim adds: "As the farmer was a former principle of Plumpton College, there were always plenty of students available to help out at busy times, and this also enabled the farm to run its own kit rather than have to rely on contractors."

New in 1975, this Massey Ferguson 415 is seen busy harvesting in the scenic landscape of Eridge Estate, looking towards Tunbridge Wells, with Bill Gutsell at the wheel. The 415 was quite an upgrade on the earlier combines used by the estate and came complete with the rear-mounted Multi-Flow reseparation system. The estate replaced its combines quite regularly, all being Massey Ferguson models. This one was eventually traded in for a 525 that proved to be the last on the estate but did live on for many years with a local farmer afterwards.

After the Parks' neighbour had successfully reseeded his grassland, it seems that it might have grown rather too well, and the farmer is seen here knocking back the overgrowth and weeds with a Fordson Diesel Major and rotary mower in the same year as it was seeded. Kim says: "They often missed weather opportunities when running the farm, as they were weekend farmers and were not usually able to work during the week."



Another farmer close to the Parks' farm in Rotherfield was Norman White, who, during the 1970s, used this Claas Matador to harvest his cereal crops. This was the only time Kim photographed it and, in fact, he never managed to see it at work!



Now we take a visit with Kim to the Crowborough Ploughing Match, held in 1973 at Groombridge, on the Gibson and Gibson Estate. This is still an annual event. In this shot a very fresh Ford Force 5000 is seen pausing on the headland with a three-furrow reversible plough.



There was also another Ford Force 5000 at the match, also looking brand-new. This one, complete with Ransomes four-furrow conventional plough, belonged to Ken Gutsell, the brother of Bill Gutsell of the Eridge Estate, who was a contractor under the title of Wealden Contractors and did general agricultural work in the area.



This David Brown 1212 was probably brand-new in 1973 and the Bamford-Kverneland plough on the back also looks new. It was being driven by John Capsey, a farmer from Eridge, and the tractor was part of a family farming operation. "The farm often had two entrants at local ploughing matches such as this, supporting the event and also the beer tent afterwards!" said Kim.



A John Deere 2130, complete with safety cab and Ransomes three-furrow plough. John Deere tractors were still not that common a sight in the area, but their presence would gradually increase during the 1970s and '80s.

On an adjacent plot, a Zetor 6745 is also busy turning over the green stubble. Zetor tractor sales were gaining ground in the area in the early to mid-1970s and, thanks to some new dealer coverage, would continue to appeal to local farmers into the 1980s.



A Leyland 344, or possibly a later 255, at work with a Ransomes four-furrow plough and doing a very good job by the looks of the neat furrows and superb trash burial. Leyland tractors were not as common as the leading Ford and MF brands, and played second fiddle to the likes of David Brown, but were still more popular than the John Deere marque at the time.



Once again, the Eridge Estate is present at the ploughing match, with no less than two MF 100 Series tractors taking part. This older machine, complete with PAVT rear wheels and a Ransomes TS90 plough, was being driven by employee Brian Taylor.



As befitting his title as head tractor driver at Eridge Estate, Bill Gutsell was using a much newer 165, most likely the same one that we saw earlier, with its still very clean canvas on the safety cab. The other 165 that Brian was using was probably Bill's before this new one arrived, as the tractors were cascaded down on the estate in order of seniority, as was often the way on these large estates at the time. Once again, a four-furrow Ransomes TS90 was being used, the two outfits of Massey Ferguson 165 and Ransomes ploughs turning over all the 1,000 acres or so of arable land on the estate every year. These were not just ploughing match rigs; these tractors and ploughs were very much working machines taking a break from their normal farm work to attend these ploughing matches. "What is more," added Kim, "Bill probably won the match again – he usually did!"

Reviews

A selection of DVDs for you.

PLANT, GROW & HARVEST

DVD, 70 mins

£15.95

primetimevideo.co.uk

Primetime Video of Boston, Lincolnshire, has just released a 70-minute DVD called *Plant, Grow & Harvest*, featuring farming in The Fens. The action is centred on Cambridgeshire, Lincolnshire, and Norfolk, and the growing of peas, broccoli, Brussels sprouts, and root vegetables, ready to be sold to customers around the United Kingdom.

The programme features a range of modern tractors in action, from the likes of Claas, JCB, John Deere, Fendt, McCormick, and new Holland, as well as self-propelled pea viners and a Tumoba self-propelled, four-row sprout harvester.

All aspects of operations are documented – from ground preparation, and planting/drilling to harvesting, with excellent, informative narration by Alan Stennett.



LANDWIRTSCHAFT IN SKANDINAVIEN

DVD, 210 mins

£42

classictractors.co.uk

Landwirtschaft in Skandinavien, or *Agriculture in Scandinavia* – Denmark, Sweden, Norway & Finland, takes viewers on a journey of discovery through Scandinavia's agricultural landscape. Filmmakers Jörn and Tammo Gläser have studied the length and breadth of Denmark, Sweden, Norway, and Finland to bring you this independent production.

Spread over several visits, from spring through to autumn, *Volume 1*, and *Volume 2*, translated into English, introduce you to dozens of fascinating farm businesses and agricultural contractors. The filming locations stretch from southern Denmark right up to the Arctic Circle in Norway.

You'll see more than 50 astonishing farm machinery deployments featuring various makes of tractor, such as Fendt, John Deere, Claas and Valtra, with power ratings from 80hp to more than 650 hp. Among them are several 'exotic' and classic machines. This unique documentary is rounded off by a wealth of background information on farm machinery and local farming practices.



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Crowds flock to Newark

With more than 1,100 veteran, vintage and classic machinery exhibits at Newark Showground, on 5-6 November, visitors to the Newark Vintage Tractor & Heritage Show were not disappointed, says Peter Love.



Neil Reid & Sons' 1962 Nuffield 4/60 took the concours award. Photo: Scott Lambert.

Moving the Newark Vintage Tractor & Heritage Show by a week, to give the showground more time to organise the very successful and growing Midlands Machinery Show, on 16-17 November, appeared to benefit the event in terms of visitor numbers. As for the weather, it was rather up and down, and when the heavens opened on the Sunday afternoon it did not stop, but at least the temperature was reasonably warm.

This year's special theme of '70 years of the Fordson E1A Major' came out well in the George Stephenson Exhibition Hall, with much help from New Holland dealer Russell's (Kirbymoorside) Ltd. James Hardstaff exhibited a fine selection of tractors from his collection, as did others with exhibits from Scotland. The one that stood out was John Hayward's 1952 E1A DDN – a delightful, original example, like so many in this section.

As for the restored Majors in this section that caught the eye, Nick

Kitchen's E1A DKN, built on 8 May 1952 and supplied by Fryer's of Uttoxeter, certainly stood out. It was supplied without a hydraulic lift and was used mostly with a pick-up baler. The tractor was well detailed in every respect, down to its original exhaust system.

The second theme, based in the same building, was '75 years of the David Brown Cropmaster'. There were some great examples present, including John Barnes' 1949 example and Peter Williams' 1951 vineyard example. Vaughan Astbury's tractor took two ➤



Left: Nick Kitchen's 1952 Fordson E1A DKN was supplied new without hydraulics. Middle: Peter Williams, of David Brown Parts Ltd., with his 70-year old Super Cropmaster. Right: Oliver Gilbert cleans his original 1949 David Brown Cropmaster.

awards and, like the aforementioned examples, was a delight to behold.

Having its own marquee for the first time was The Marshall Club, celebrating '75 years of the Field-Marshall Series II.' The club's stand did a roaring trade and signed up 21 new members by the end of the show. Ian Palmer, from the club, has a new book out on the early pioneering Marshall oil engine tractors, which is well worth purchasing.

A variety of approximately 40 Series II tractors were joined in the marquee by around 20 other tractors, including a 1960 Fowler Challenger 3 owned by Carl Davis from Gainsborough, a JWD Fieldmaster 494, and several Harvest Gold-coloured Marshalls too. The stand-out tractor for me was Bob Shaw's 1946 Field-Marshall Series I on steel wheels, that was purchased from Lincolnshire earlier this year.

MF1200

Next to the entrance to the George Stephenson Exhibition Hall stood a selection of Massey Ferguson 1200s in

all conditions, from original to restored, celebrating the model's 50th anniversary. One that drew a great deal of attention was Robert Smith's 1978 example, registered XCE 463T. The tractor worked in the Peak District and was converted to a self-propelled sprayer at one point. The restoration project was started in 2009 and completed in 2019. It had been to the show before, but still stood out from the crowd.

Placed in front of the Ford and Fordson marquee was a County 1884 belonging to John Brown and a 1977 Muir-Hill 171 owned by Richard Mason. Inside were many gems, including an original pre-Force 3000 with a sprayer on the back, and Jack Ogram's well-restored 1965 example. John Brown's prize-winning County 1184, complete with Hara cab, also caught the eye.

Outside, with an impressive array of tractors, was the Case IH Club UK stand, dominated by a Case IH 9370. The club is on a high at the moment, after welcoming more than 70 new members since the Great Dorset Steam Fair.

Standing out in this section, thanks to its industrial livery and wide tyres, was a 1970 IH 634 All-wheel Drive, owned by Barry Garfoot, but it was also nice to see club chairman Bill Shaw's four-wheel drive IH 674 with KIMCO front axle.

The two other IH clubs, the International Harvester Club of Great Britain, and the International Harvester Heritage Association, were exhibiting some fabulous machinery in the Stanley Sheldon Hall, both original and restored, and I was surprised that none of their exhibits picked up awards.

Also in the Stanley Sheldon Hall, on the NVTEC East Anglia stand, was a prize-winning Fordson Major E27N Roadless DG half-track. It was debuting after an extensive four-year restoration and entered by Austin West's wife Tara, but most of the work had been done by Oliver and David West. It looked stunning and was at least a deserved winner of 'Best Ford & Fordson Derivative', but was my choice for best concours tractor too. Unfortunately, it had not been entered in that section.

Part of the 50 years of Massey Ferguson 1200 celebration.

It was a great end to the show season for everyone



RESULTS (ABRIDGED)

70 YEARS OF FORDSON MAJOR E1A

Richard Birkbeck: 1952 Fordson Major E1A DKN

75 YEARS OF THE DAVID BROWN CROPMASTER

Vaughan Astbury: 1948 David Brown Cropmaster

75 YEARS OF THE FIELD-MARSHALL SERIES II

Jack Price: 1947 Field-Marshall Series II Contractors MkII

50 YEARS OF MF 1200

Robert Smith: 1978 MF 1200

BEST CLUB STAND

NVTEC Notts Group

BEST MASSEY FERGUSON

John Plowright: 1960 MF 821 with trailer (original)

BEST GREY FERGUSON: THE FERGUSON CLUB TROPHY

J Haire: 1953 Ferguson TE-F 20 & banana loader

BEST GREY FERGUSON & IMPLEMENT: THE FERGUSON CLUB TROPHY

C Taylor: Ferguson-Brown A & Belfast tipping trailer

BEST MASSEY FERGUSON 135: THE FERGUSON CLUB TROPHY

G McDonald: 1965 MF 135 Multi-Power

BEST FERGUSON TE-20 CONTINENTAL: THE SWINDELLS TROPHY

S Longstaff: 1947 Ferguson TE-20

BEST FORD & FORDSON IN SHOW

Linda Brumpton: 1959 Fordson Power Major

BEST FORD & FORDSON DERIVATIVE

Tara West: 1948 Fordson E27N Roadless DG4 half-track

BEST DAVID BROWN

Vaughan Astbury: 1948 David Brown Cropmaster

BEST JOHN DEERE

Ben Webb: 1981 John Deere 3140

BEST INTERNATIONAL

Eric Milsted: 1935 International W-12

BEST EUROPEAN MAKE/MODEL

John Sheppard: 1982 Unimog U1700

BEST NUFFIELD

Karl Fox: 1961 Nuffield 342

BEST LEYLAND

Neil Reid & Sons: 1972 Leyland 253

BEST MARSHALL IN SHOW

Paul & Eileen Ducksbury: 1934 Marshall 18/30

CONCOURS D'ELEGANCE

Neil Reid & Sons: 1962 Nuffield 460

BEST COLLECTION OF FIVE OR MORE EXHIBITS IN SHOW

John Plowright Collection

BEST IMPLEMENT

Mike Lawrence: 1954 Jones Baler SP Minor

BEST NVTEC MEMBERS VINTAGE EXHIBIT IN SHOW

Stuart Bailey: 1946 Fordson Major E27N

BEST UN-RESTORED VINTAGE TRACTOR IN SHOW

John Jones: 1954 Ferguson TE-D 20

BEST TRACTOR & IMPLEMENT IN SHOW

John Plowright: 1960 Massey Ferguson 821 & trailer

BEST STEEL WHEEL

James Hardstaff: 1950 Fordson E27N Roadless DG4 skeleton half-track

BEST TRACKED

Tom Turnham: 1943 Cletrac BDH

BEST VINTAGE EXHIBIT OWNED BY A PERSON UNDER 30

Benjamin Knowles: 1955 David Brown Taskmaster

BEST TRACTOR UNDERGOING RESTORATION BY A PERSON UNDER 30

Bradley Janney: 1951 Ferguson TE-D 20

BEST FEATURED HORTICULTURAL EXHIBIT

Kenneth Mark: 1960 Barford Atom 30

The Allis-Chalmers Owners Club was in the Crocker Halls, with a lovely display of the marque. The highlight was a 1941 Allis-Chalmers WC row-crop, owned by Alan Sale from Staffordshire. It had not been rallied for 30 years and is a genuine UK-used tractor, having started its life in Beccles, Suffolk.

LONG-DISTANCE EXHIBIT

Walking into the Sir John Eastwood building, one received a warm greeting at the Friends of Ferguson Heritage stand before taking in the stunning machinery on display. From Co. Kildare, Republic of Ireland, Mark Doyle had travelled with his original Ferguson TE-20, no. 153. He owns more than 30 examples of the marque, including a Ferguson-Brown A.

One of the highlights was an original, Beauvais-built, 1960 Massey Ferguson 835, from the Plowright collection, but the one that stood out for me was a petrol/TVO- ➤

Above: The deserved winner of the 50 years of MF 1200 award went to Robert Smith and his 1978 example.

Below: The Fordson E1A 1952-58 theme was very good and featured many original machines.



John Plowright with his 1956 Ferguson 35 and tulip head cutter.



Barry Garfoot's IH 634 All-Wheel Drive caught the eye!

powered 1956 Ferguson 35, complete with restored F Crawford of Sleaford tulip head cutter. A tremendous amount of work had gone into the combination, but it was sadly overlooked by the judges.

John Plowright went on to win the 'Best Tractor & Implement in Show' with his French-built, 1960 Massey Ferguson 821 and trailer, again in original condition. He also went on to take the collection award, which he thoroughly deserved.

Amongst the classics was a four-wheel drive, 1983 MF 698 belonging to Duncan McColl from Stirling, Scotland. It looked extremely good and was complemented

by the winner of the MF 135 class – which was George McDonald's 1965 Multi-Power example – a winner at Tractor World Spring, in May, too.

At 2pm on the Saturday afternoon, at the Kelsey Media stand in the George Stephenson Exhibition Hall, the winner of the *Tractor & Machinery* BOAT raffle received his prize. Phil Wormald was delighted with his very first tractor, a three-cylinder MF 35, and was able to take it home on the Sunday.

BOAT, the Bicton Overseas Agricultural Trust, was represented by Tom Vellacott, and T&M editor Scott

Lambert presented the charity with a cheque for £6,465 that was the result of entries received for the competition. I would personally like to thank Andy Boyle, of Ledbury, for transporting the prize tractor to the show for us on the Friday.

It was a great end to the show season for everyone, but now attention turns to getting exhibits ready for events in 2023. Entry forms are available for Tractor World Spring at the Three Counties Showground, Malvern, on 11-12 March. Please visit the website for further information: tractorworldshow.co.uk ■



Winner of the Ford & Fordson derivative award was the Wests' 1948 Roadless DG4 half-track – the subject of a four-year restoration.



Bob Shaw, from Derbyshire, with his recent purchase from Lincolnshire – a restored 1946 Field-Marshall Series I.



It was good to see a few more classics appearing at the show, including the Reids' 1986 Valmet 705.



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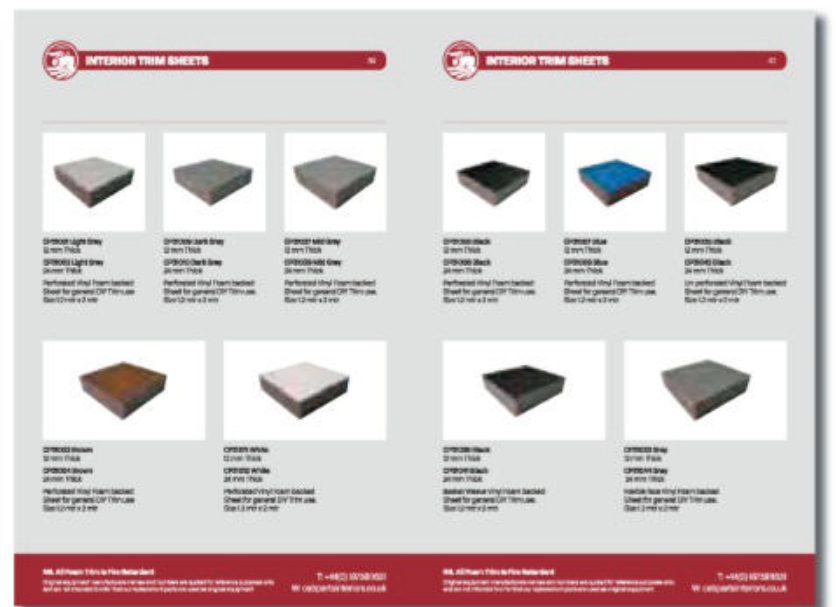
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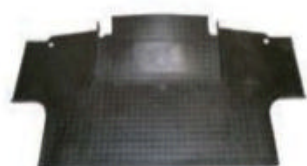
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Ford TW-35

Force II

SPEC
CHECK

PRODUCTION

Ford's Series TW Force II rounded off the company's high-horsepower, rigid-frame tractor offering for the 1980s – giving customers a choice of three turbocharged six-cylinder models producing more than 130hp.

The TW-15 was rated at 132hp (DIN), while the TW-25 produced 154hp (DIN), and the top-of-the-range TW-35 pushed out a mammoth 186hp (DIN). These were tractors for the large-acreage farmer and contractor – at home with a heavy-draft implement, mounted or semi-mounted, or using their significant output to drive a power harrow or forage harvester.

Proven components, simplicity and an enviable lineage combined to make these some of the most desirable tractors of a generation – but it was the range-topping TW-35 that captured the hearts and minds of most.

CLUTCH, TRANSMISSION & BRAKES

Unlike many other tractors, there were no transmission options for Series TW Force II – just the 16 forward, four reverse Dual Power unit that Ford owners had become accustomed to. There were certainly no bells and whistles with the constant mesh system, but it was dependable and fit for purpose. Dual Power was controlled by a foot-operated switch, enabling a clutch-less change between Direct Drive and Power Drive – with the latter providing a 28 per cent increase in torque and a 22 reduction in ground speed.

As you might expect, the clutch was a robust, 14in-diameter (356mm) unit, capable of transmitting the extensive power generated by the engine to the transmission.

Forward speeds ranged from 1.9-19.6mph (3-31kph), with 11 ratios in the field range of 2-9mph (3-14.5kph), and four reverse ratios offering speeds of 2-8.1mph (3.2-13kph).

The TW-35 was the only tractor in the range not to be offered in two-wheel drive form and was fitted with a centre-drive ZF front axle, complete with on-the-go engagement via a dash-mounted switch.

It was a big tractor, with a long wheelbase of 110.7in (2,813mm), but, thanks to a 50-degree steering angle, the turning radius was a modest 212in (5,385mm) – just 11in (280mm) more than the TW-15 with its shorter wheelbase.

Heavy-duty disc brakes were mounted within each axle housing, adjacent to the double-reduction final drive, and the TW-35 had the luxury of power assistance and multiple discs, rather than the single discs and manual actuation of the TW-15 and TW-25.



Photo: Scott Lambert.

HYDRAULICS & PTO

Series TW tractors were built for heavy work and consequently great hydraulic power was needed to lift the implements required. The tractor's primary hydraulic pump, supplying oil to the three-point linkage, was rated at 16.7gpm (76 litres per minute), and as a four-wheel drive model the TW-35 was automatically equipped with the new auxiliary hydraulic pump – with an output of 7gpm (32 litres per minute). This engine-driven pump sent oil to the remote control valves, via a combining valve that sensed pressure and flow requirements at each closed-centre spool, of which four could be fitted.

The TW-35 was fitted with two assistor rams as standard, boosting lift capacity by 46 per cent. Category II tractors had a lift capacity at the hitch point of 14,991lb (6,800kg) and tractors fitted with the optional Category III linkage could lift an additional 133lb (60kg). Aiding the lift capacity

were improvements over the outgoing models that included beefed up linkage components, with lift rods that were purported to have 120 per cent more tensile strength than earlier Series TW models.

Series TW models featured lower link sensing, which automatically regulated the depth of tillage implements to maintain a constant draft load. This could be adjusted easily, with position control used to change the height of above-ground implements and intermediate settings allowing the operator to adopt a flexible approach to match the operating conditions.

As the largest model in the range, the TW-35 was only fitted with a 1,000rpm iPTO, with the clutch packs permitting feathering of engagement, via a hand-operated lever. Maximum output at the shaft was 170hp, with the engine spinning at 1,920rpm when PTO speed was reached. With the engine off, the PTO shaft was easily rotated to aid implement attachment.

ENGINE

As had become a trademark of Ford's engines, the 401cu in unit was built around a 'square' design – with a short stroke matching the bore's dimension which, Ford said, reduced wear, cut oil consumption, minimised combustion lag, and made for quieter running.

The TW-35's party piece was the inclusion of an air-to-air intercooler in addition to the turbocharger, to cool the air and increase its density and optimise combustion. The result was 186hp (DIN) and 512lb/ft (694.2Nm) of torque at 1,600rpm.

Fitting a viscous fan enabled a further three to five horsepower gain, as less power was required than driving a fixed-speed fan.

With a cross-flow cylinder head, oversized valves, large intake and exhaust passages, and dual-element air cleaner, the engine had all the ingredients to burn diesel efficiently and maximise output, whilst remaining durable.

Decent water-cooling capability, coupled with an oil cooler, pressurised lubrication (including the fuel injection pump), a low rated speed of 2,200rpm, seven-bearing crank, and a thick-walled, ribbed block, meant that the engine was not over stressed and able to build a reputation for reliability.

CAB

As with any tractor, it is the cab that is arguably the most important element. Without a safe and comfortable working environment, the operator is not productive and making the most of the machine he/she is in.

Luckily, the TW-35 was fitted with one of the best cabs on the market – the Super-Q. Derived from the 'bubble cab', built by Sankey, the Super-Q was fitted to many Force II models, including Series TW, and offered an attractive design, halogen worklights, improved ventilation, better access to filters, and a reduction in noise levels.

At the driver's ear, noise levels were reduced to just 78dBA, with improved materials helping to insulate the interior from unwanted noise. This worked in unison with other elements to reduce vibration and noise – such as rubber cab mounts and a laminated engine valve cover to absorb noise at source.

Features included a flat floor, two rear-hinged doors, roof hatch, tinted safety glass, deluxe seat, pendant pedals, and air conditioning. The dash incorporated a digital display, but otherwise controls were very much analogue – with a series of chunky rocker switches and levers providing a very hands-on experience.

Other standard equipment included radio, wiper/washer, interior lights, sun visor, coat hook, toolbox, and a power point for flashing beacons and the like.

In February 1988, the list price for a basic Ford TW-35 was £45,958, while a fourth spool added a further £351. Front fenders increased the price by £226.



Junior's picture gallery

SHOW OFF YOUR SKILLS

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



PICK OF THE CROP

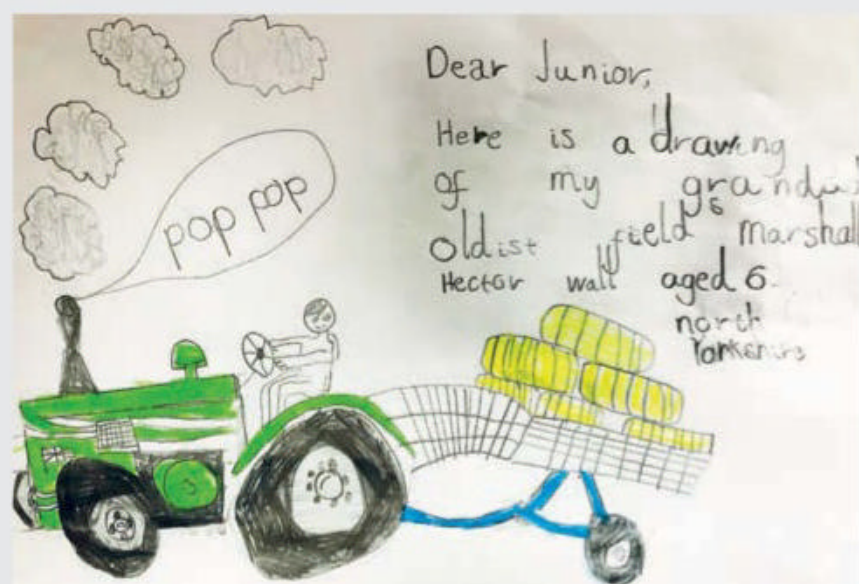
PAINTING PRO

I love a painting!

Dear Junior,

I painted this John Deere, as they look the best and green is my favourite colour. I like the flashing light on top too!

Charlie Smith (aged 5), North Yorkshire



POP POP

That's exactly the sound a Field-Marshall makes!

Dear Junior,

Here is a drawing of my granddad's oldest Field-Marshall.

Hector Wall (aged 6), North Yorkshire



HARD AT WORK

What a lovely drawing!

Dear Junior,

I would be delighted if you could print my picture of a Massey Ferguson. It's my favourite tractor.

Casey McGrath (aged 7), Co. Galway



CHECKING SHEEP

It's great! Thank you!

Dear Junior,

I hope you like my drawing of my favourite tractor, a Massey Ferguson. In this picture the Massey is driving through the fields to check on the sheep. I really enjoy reading *Tractor & Machinery* and would like to be a tractor engineer when I grow up.

Jenson Courty (aged 7), Cumbria

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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DB Cropmaster hydraulic system

In part three of this series, Andrew Hall looks at the hydraulic system fitted to the David Brown Cropmaster.

In parts one and two I discussed the development and workings of the Ferguson System, and the Smith hydraulic lift fitted to the Fordson Major E27N tractor, in response to the Ferguson System.

During the development of the Ferguson System, Harry Ferguson approached gear manufacturer David Brown, which supplied many of the parts of the prototype 'black tractor', and then went on to produce the Ferguson-Brown tractor (Ferguson Model A), of which

there were around 1,200 examples built in the late 1930s.

The Model A was a lightweight tractor and operated at its best using implements specifically designed for it, and at the time many farmers were put off by this fact, as they liked to use their existing implements. The extra expense was also a limiting factor in the sales figures too!

David Brown had ideas to build a heavier tractor, which would cope equally well with existing implements,

as well as mounted equipment, and it was at this point that Ferguson and David Brown separated, with Ferguson joining forces with Henry Ford, resulting in the 9N and 2N tractors.

Meanwhile, David Brown forged ahead with its own design, which appeared in 1939 as the David Brown VAK 1 tractor. Despite a lot of interest, WW2 got in the way of sales and development, and agricultural tractor production was rather curtailed. However, David Brown managed to secure contracts for tractors ➤



The Cropmaster is perhaps the best known of David Brown's models and was the company's first tractor to have a built-in hydraulic system. It was in production from 1947 to 1953.



This is an early example of a David Brown Cropmaster, with the Mk1 hydraulic system, and it features the square-framed linkage drawbar that was popular on these tractors. Note the lift lever and external cross-shaft – a feature of David Brown tractors.

FIGURE 1

Illustration of the hydraulic power lift showing disposition of valves, control lever, and oil circulation when lift is fully raised. Illustrations as featured in *David Brown Workshop Manual*.

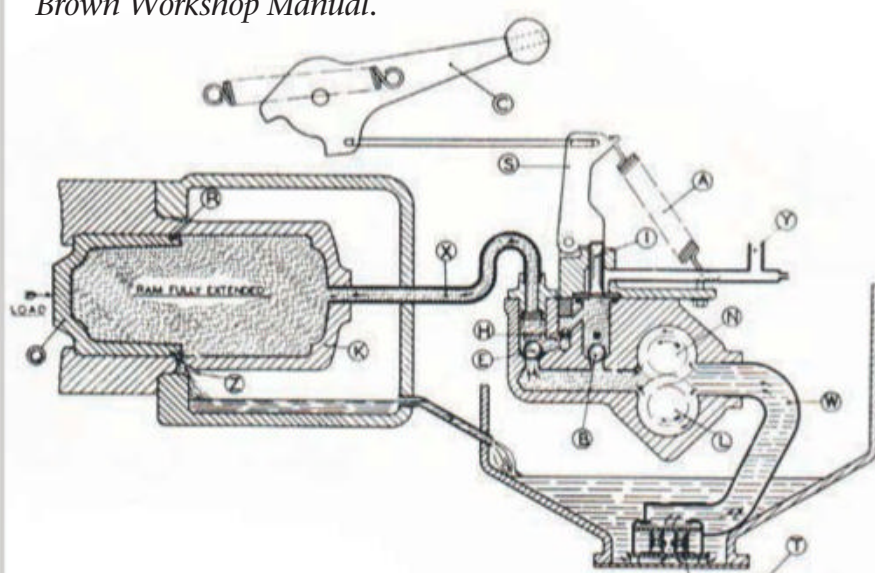
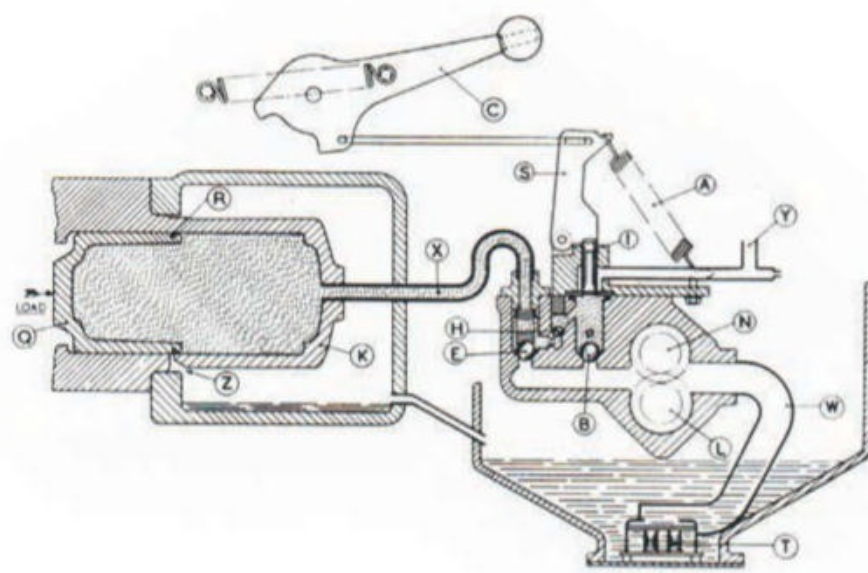


FIGURE 2

Illustration of the hydraulic power lift showing disposition of control lever and valves when lift is fully raised, with the pump non-operative.



KEY

A: Tension spring B: Non-return valve C: Lift control lever E: Balance valve H: Restrictor valve I: Pressure release/control valve L: Pump rotor N: Pump rotor Q: Internal ram piston,

for use on airfields, and this allowed it to remain focussed on tractor production.

The VAK 1 was well received and an improved model, the VAK 1A, followed. Both the VAK 1 and the 1A could be fitted with a bolt-on hydraulic system, which incorporated a power take-off, but tractors thus fitted were low in numbers.

THE CROPMASTER

Further development of the VAK arrived in April 1947, in the form of the David Brown Cropmaster tractor VAK 1C, which turned into a best seller for David Brown. The Cropmaster was sold in both petrol/TVO and diesel form and remained in production until 1953.

Unlike the VAK 1 and 1A, the Cropmaster had a built-in hydraulic system employing a category one three-point linkage. At this point the draft control of the Ferguson System was covered by patents, which restricted other manufacturers' designs. As a result, the working depth of soil-engaging implements had to be controlled by depth wheels.

Also, the converging design of the lower links was also protected, so the link arms were in a parallel configuration. The early version of hydraulic lift fitted to the DB Cropmaster was a simple lift-lower system with no intermediate height control and was either fully raised or lowered using a lever mounted on the right-hand mudguard. A facility for external



The drawbar is removed, and link arms fitted for three-point linkage operation, as seen here. This is a Super Cropmaster, which has the later MkII hydraulic system and lift lever.

hydraulic services, such as tipping trailers, was available as an optional extra and featured a screw tap mounted on the left-hand side of the rear axle housing to open and close and divert oil as required.

MATCHED IMPLEMENTS

The trend for matched implements, which was started with the Ferguson System, was taken up by David Brown and a comprehensive range of implements, including mowers, transport boxes, trailers, and cultivation equipment, became available. Many of these implements were manufactured by David Brown, with others purchased from other

manufacturers and approved for use with the David Brown Cropmaster.

HYDRAULIC PUMP

The heart of the Cropmaster's hydraulic system, the pump and control valves, were mounted at the front of the gearbox and the unit was driven by the input shaft of the gearbox. The pump remained engaged whilst the clutch was engaged – dual clutches still a way off at that time!

Unlike the Ferguson pump, which was a four-cylinder pump, and the Fordson E27N pump, which was an impellor design, the David Brown pump took the form of a gear pump, which was logical given the company's expertise. ➤

FIGURE 3

Illustration of the hydraulic power lift showing disposition of valves, control lever, and oil circulation when lift is being lowered.

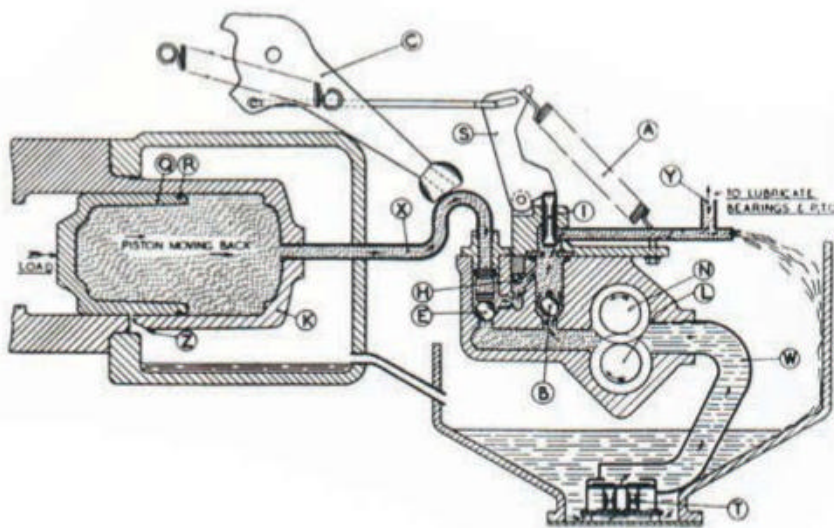
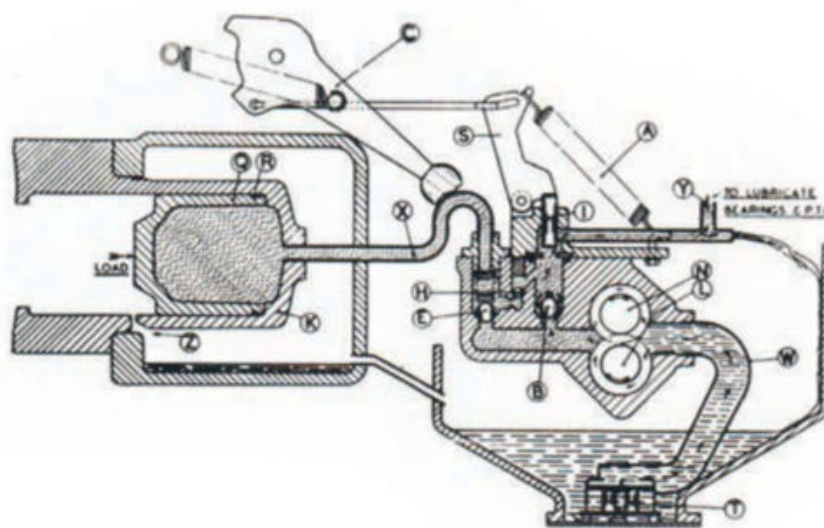


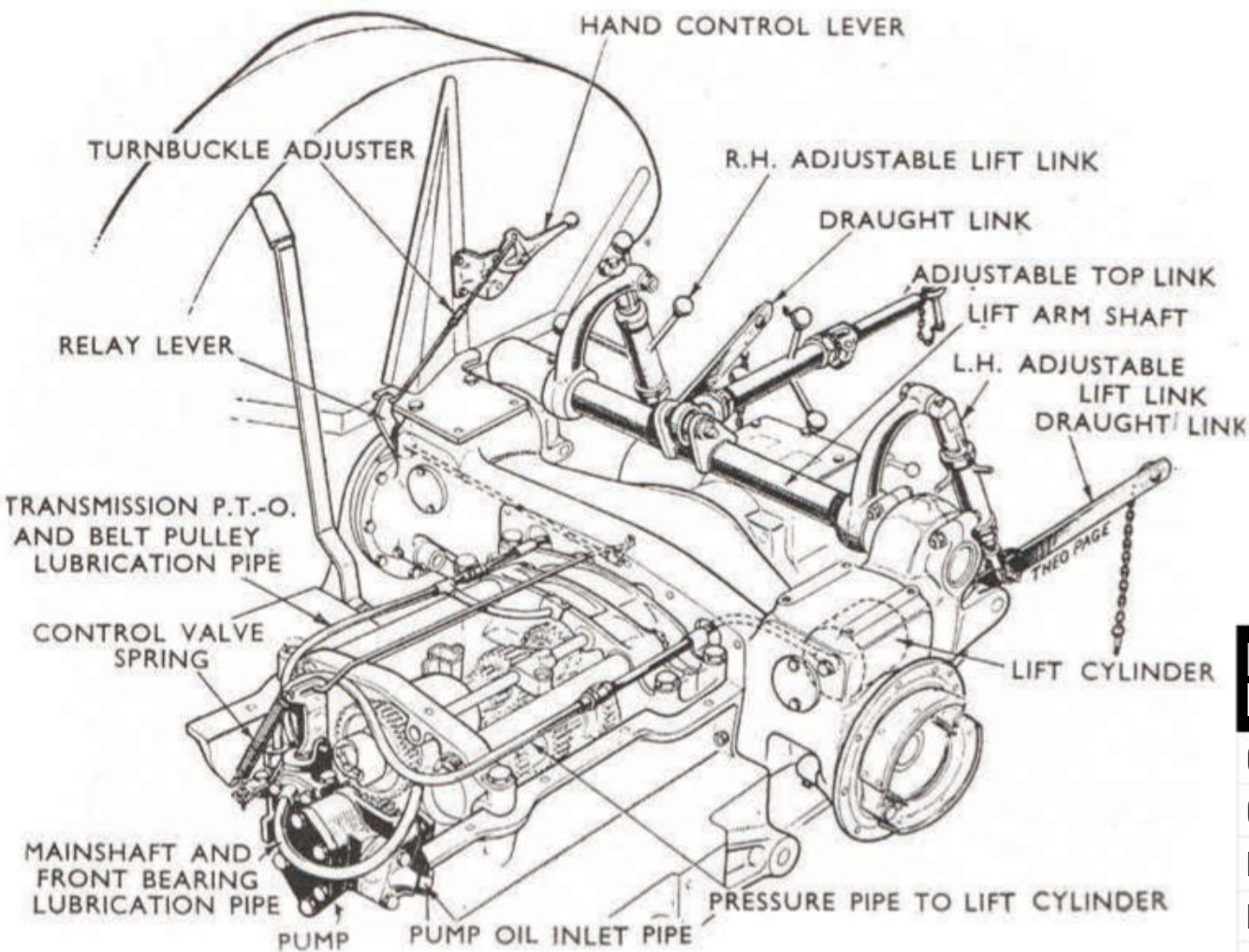
FIGURE 4

Illustration of the hydraulic power lift with the lift fully lowered and the pump operating with no load.



R: Piston sealing ring S: Relay lever T: Magnetic gauze filter W: Suction delivery pipe X: Pressure delivery pipe Y: Gearbox lubrication line Z: Pressure relief ports

The major components of the DB Cropmaster hydraulic system. Illustration as featured in *Farm Mechanization Handbook*.



The early Cropmaster system had its limitations, due to the simple raise/lower - with no facility to hold or suspend an implement at any height

**BASIC SPECIFICATION:
DB Cropmaster hydraulic system**

Oil capacity	3.5 gallons (15.75 litres)
Oil grade	SAE-50
Pump oil flow	5.5 gallons (24.75 litres) @1,600rpm
Pressure release valve	Lifts @950psi
Lift cylinder pressure	850psi
Lift cylinder bore/stroke	3.5in/3 $\frac{1}{2}$ in
Lift effort at end of draft links	1,250lb

HOW IT WORKS

IMPLEMENT LOWERED

The gear pump draws oil from the tractor transmission via a magnetic gauze filter. When the linkage is in the lowered position, the pressure release/control valve, which is controlled by the lift/lower lever, is held off its seat against a tension spring. Oil passes via a non-return valve and is pumped to lubricate the gears and bearings of the tractor gearbox. Oil drains from the internal lift cylinder, via a restrictor valve, into the lubrication pipes and the implement remains lowered.

IMPLEMENT BEING RAISED

To raise an implement, the lever is lifted fully, and the pressure release valve is held on its seat by the tension spring pressure. Oil is then diverted via a balance valve, then through a delivery pipe to the internal lift cylinder and the implement is raised. When the piston of the lift cylinder reaches its maximum stroke, it uncovers oil ports in the cylinder, which allows oil to flow back to the transmission housing and to recirculate.

NON-RETURN VALVE

The non-return valve prevents oil from flowing from the lift cylinder whilst an implement is raised and takes the form of a ball valve located in the oil passage.

RESTRICTOR VALVE

The restrictor valve is a second ball valve of smaller dimensions, located in the same oil passage, the purpose of which is to restrict the oil flow when an implement is being lowered and prevent an implement crashing to the ground.

THREE-POINT LINKAGE

The linkage of the Cropmaster, and subsequent DB models, differs from other tractor marques because the cross-shaft is open and runs in bushes either side of the tractor axle, and carries the top link bracket, which revolves with the cross-shaft. The internal lift cylinder is in the left-hand side of the rear axle housing and acts on the left-hand end of the cross-shaft. Both left- and right-hand drop arms can be adjusted to suit specific implements, and when in the fully raised position, the linkage can be locked by means of a sliding bolt. A further sliding bolt is located on the right-hand side to control the working depth of a potato spinner when in work.

MKII SYSTEM

The early Cropmaster system, as discussed in this feature, had its limitations, due to the simple raise/lower – with no facility to hold or suspend an implement at any height. To overcome this, non-soil engaging implements, such as mowers or mounted hay turners etc., were suspended at their working heights by means of a chain attached to the implement and secured to the tractor. A further development of the system brought the MkII system, which embodied a second valve in the system and enabled the linkage to be held at the desired height. The working principles of the MkII system are not within the scope of this feature, but may be covered in a later issue. ■



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Model corner

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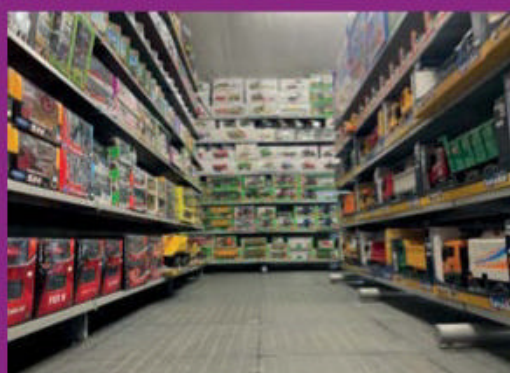
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Sowing success

International Harvester offered a range of drills throughout the 1970s and '80s, but it was its cultivator drills, like the 511, that were renowned for their ability.

Few would doubt that the Massey Ferguson 30 is, perhaps, the most iconic seed drill ever produced – built in various widths and configurations to suit different applications and soil types – but it did not have it all its own way.

Derived from the IH 6-2, built in Australia, the International 511 was described by the company as a multi-purpose cultivator combine drill and was built to withstand the rigours of the most difficult farming conditions. It could be used for conventional sowing, into a pre-prepared seedbed, as part of minimum cultivations, or for direct drilling.

The 511 was designed to be dragged across huge acreages in Australia and, as such, was more than up to the job in other parts of the world. It was built around a bank of spring-release tines,

mounted on spring floats, that could vibrate vigorously to ensure a constant seed depth and promote quick germination, thanks to good coverage provided by the excellent tilth created.

With a seed-to-fertiliser ratio of approximately 1:1.13, the 511 could carry between 245-425kg of seed and 272-470kg of fertiliser, depending on working width, and was liked for its simplicity. Convoluted rubber tubes were used to place the seed and fertiliser, with the latter placed in a band along the seed rows, and, thanks to the action of the tines, blockages were minimised.

Some 511s were altered over the years to change them from a combine drill to a seed-only implement. This entailed combining the front seed hopper with the rear fertiliser hopper and the fitting of plates to blank off the fertiliser mechanism.

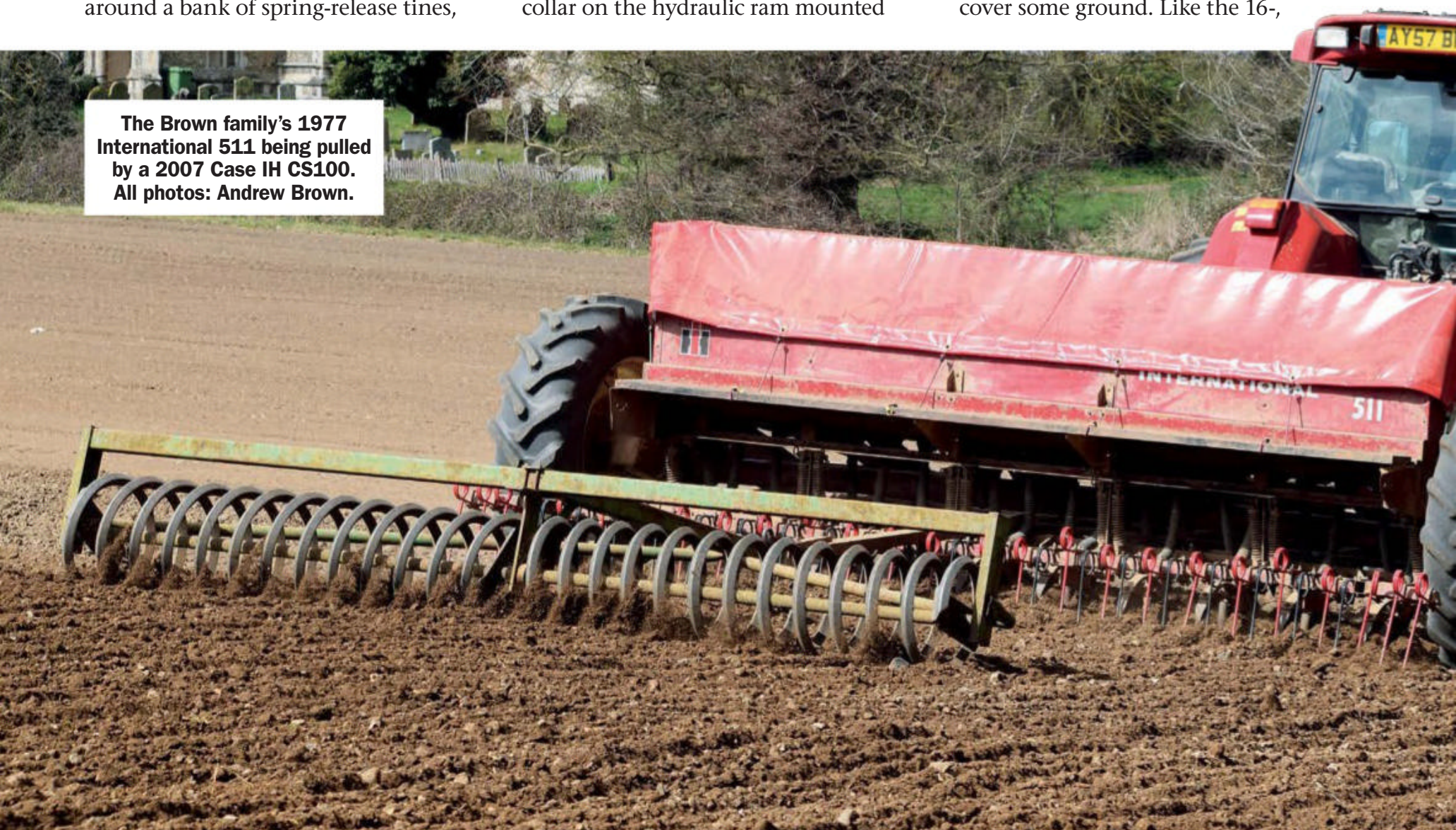
Drilling depth was set via an adjustable collar on the hydraulic ram mounted

above the drawbar, which lifted the drill in and out of work. The application rate, of both seed and fertiliser, was adjusted on the gearbox positioned in front of the seed hopper – with 21 speeds to select from. Drive to the gearbox came from both rear wheels, equipped with 11.2/10-24 tyres, via chain.

Like any trailed drill, the overall width made transportation, at best, tricky. Even the smallest IH 511, the 16-row model, had an overall width of 12ft 5in (3,790mm) and this meant that a trailer was needed to move it on the road. A hinged drawbar option was available for this purpose and purchasers were advised to ask their local dealer about the recommended flatbed trailer for road movements.

The largest 511, the 28-row model, was a beast of a machine at 20ft 8in (6,300mm) wide, but it could certainly cover some ground. Like the 16-,

The Brown family's 1977 International 511 being pulled by a 2007 Case IH CS100. All photos: Andrew Brown.





20-, and 24-row models, the 28-row 511 could be fitted with the following options: seed agitator, lower footboard, disc marker, levelling harrow, tramlining kit, bout markers, and pre-emergent markers, as well as the hinged drawbar kit, produced for IHGB by East Anglian IH dealer Rustons.

Built like the proverbial tank, and capable of withstanding abuse, the four models in the range enjoyed a fearsome reputation and some are still at work today – such was their build quality.

Unfortunately for International Harvester, the Massey Ferguson 30 reigned supreme and there was little that it or any other drill manufacturer could do to stop its popularity, for some time. ■



Here we see the hydraulic ram that puts the tines in/out of work, and the 21-speed gearbox.

BASIC SPECIFICATION: International 511				
Number of rows	16	20	24	28
Row spacing	7in (180mm)			
Sowing width	112in (2,840mm)	140in (3,550mm)	168in (4,270mm)	196in (4,980mm)
Overall width	149in (3,790mm)	177in (4,490mm)	207in (5,260mm)	248in (6,300mm)
Seed capacity	540lb (245kg)*	661lb (300kg)*	793lb (360kg)*	936lb (425kg)*
Fertiliser capacity	599lb (272kg)**	749lb (340kg)**	888lb (403kg)**	1,036lb (470kg)**
Hopper filling height	50in (1,260mm)			
Ground clearance	9in (230mm)			
Tyres	11.2/10-24		13.6/12-24	18.4/15-26
Weight	2,900lb (1,315kg)	3,200lb (1,451kg)	3,500lb (1,588kg)	3,850lb (1,746kg)
Price (Nov 1982)	£5,700***	£6,240***	£6,780***	£7,320***

* Wheat approx.
** Granular approx.
*** Retail price UK

This 1970 Leyland 344 belongs to Les Wild, from Whitchurch, and was put through its paces with a mounted plough.



An unusual 1944 Otto, imported from Spain, was shown by Geoff Lamb of Whitchurch.



Back to the Park

Following a long absence, it was great to get back to the Shrewsbury Steam Rally in August 2022, at Onslow Park, writes Howard Sherren.

Visitors were welcomed by extremely dry ground conditions that saw the working field soon turn to dust, making very easy work for the tractors – veteran, vintage, and classic. This year's event also featured a special display of Nuffield, Leyland, and Marshall tractors, with the oldest tractor now more than 70 years old, as well as marking 60 years since production of all Nuffield tractors was moved from Ward End, Birmingham, to a new BMC factory at Bathgate, in Scotland.

The selection started with a 1949 Nuffield Universal M4 belonging to E Hughes, followed by a selection of DM4 models, 460 and 10/60, plus a selection of 4/65 and associated models from the late '60s. Leyland tractors included 344s, several 245s, plus a 154 and 462, whilst Marshall 702s dominated the display, with a rare, 1989 Marshall 132 model, built in Yugoslavia by IMT, that had travelled from Lancaster to complete the line-up. ■

One of the more exciting classics was exhibited by Matthew Bishop of Shrewsbury. He put his 1977 Fiat 780 to work with an MF cultivator.



Chris Conod's 1964 IH 806 is seen here with a BTD-6, belonging to Tom Vaughan, from Powys.



This 1965 Claas Columbus combine, owned and operated by Rob Ball from Shrewsbury, drew many admiring glances.



There was a good selection of crawlers in action at the event, including Will Gethin's original, 1964 County crawler with cultivator.

Dean Lawson with his 1957 Major being tested on the dynamometer.



Brian Millar with a 1964 Cockshutt 1900.



CDTEC rally

Following a three-year break, due to adverse weather conditions in 2019, and two years of the Covid-19 pandemic, the County Down Traction Engine Club (CDTEC) ran a vintage rally on Saturday 13 August 2022 at a new venue in Ballygowan, Co. Down, writes James Connolly.

Club members were delighted to welcome everyone to the rally day and the weather was perfect. The event was a scaled-back rally compared to previous events and the format proved to be very successful. The two special themes for the day were Muir-Hill machines and the Fordson E1A Major tractor.

Club member Brian Dempster organised a very good display of

Muir-Hill tractors, with no less than 27 on display. These included every model from the 101 to the 171, including a rare Myth-Holm 131, built by Lloyd Loaders (M.H.) Ltd. It was wonderful to see Muir-Hill enthusiasts enjoying the display, which included visitors from the Republic of Ireland that were also displaying their tractors at the event.

Muir-Hill tractors were often used in industrial applications, and it was interesting to see them teamed up with dump trailers and front-mounted blades. As part of the display there were also Muir-Hill dumpers and loading shovels, as well as a shunter tractor.

There was also a very good turnout of Fordson E1A Majors and the various models built during the tractor's

production run, including County and Roadless versions. It is hard to believe that 70 years have passed since these popular tractors were first produced at Dagenham in Essex. This range of tractors would be the last to bear the Fordson name and in 1964 the new Ford 6X range, built at Basildon, was introduced.

Ken Cooke brought along his dynamometer for tractor horsepower testing. This proved very popular, and a lot of tractors had their cobwebs well and truly blown away during the test, with lots of black smoke being produced. There was also a threshing demonstration at the event and a short tractor road run took place around the outskirts of Ballygowan.

The public could also enjoy the classic cars, lorries, steam, and stationary engines, which made it a very good event.

The club would like to thank Brian Scott, from Ballygowan, for hosting the event and to all those that helped make the rally a success. ■



Kenny Martin, from Crossgar, with his Bray Four 384.



This picture shows the many different Muir-Hill tractors, dumpers and equipment on display at Ballygowan.

Ploughing day

James Connolly visits Seaforde Estate, Co. Down.

TRACTORS AT SEAFORDE

1884 (x2)

1454

1254

1474 (x2)

1174 (x3)

1164 (x2)

974

6600-FOUR

1184 (x3)



On Saturday 24 September, the Irish County Tractor Club held a ploughing day at the Seaforde Estate in Co. Down, where Noel and Richard Kane set aside 70 acres of land for 16 County tractors. The large field provided ample ground to plough, and the weather was excellent, with all participants thoroughly enjoying the day in this picturesque part of Co. Down.

It was great to see two County 1884s at work in one field, alongside two short-nosed 1474s. Three 1184s were also in action, two of which were long-wheelbase models. Kverneland ploughs were the most popular choice to be used by the club members, but it was also good to see Ransomes, Fiskars and Dowdeswell ploughs in action.

One of the most interesting tractors was a 1980 County 6600-Four with a Ford 'Q' cab, that featured Dual Power

and a creeper gearbox. This tractor was owned by Larry Cooke from Co. Cavan, but it was once owned by ESB, the Republic of Ireland's electrical supplier. Given time, the County will be restored, but now the priority is to have it working and mechanically sound. When this tractor was purchased, it had a winch fitted, but it was removed to make the tractor a more agricultural-spec machine.

2022 was the 50th anniversary year of the launch of the 1254 and 1454 tractors.



Ken Cooke with his mighty County 1884 and Kverneland semi-mounted, nine-furrow, spring-release plough.



Larry Cooke, from Co. Cavan, with his 1980 County 6600-Four. This tractor has Dual Power and a creeper gearbox fitted.



Melvin Thom, from Cookstown, with his 1975 County 1164 and Fiskars three-furrow plough.



Richard McDonald driving Ken Cooke's 1974 County 1454 with a Kverneland nine-furrow spring-release plough. Ken has made sure that this tractor has plenty of nose weights fitted, to aid traction when going uphill with a large plough.



Noel Kane, from Seaforde in Co. Down, makes his way up the field with his short-nosed County 1474. Noel kindly organised the day's ploughing for the Irish County Tractor Club members. 70 acres were ploughed and £2,000 was raised for the Air Ambulance.



Richard Kane, from Seaforde, leads the County tractors up the field at the Irish County Tractor Club's ploughing day at Seaforde Estate in Co Down. Richard's short-nosed County 1474 is followed by Colin Doherty in another County 1474.

nose cone and grille fitted. Although not standard equipment on a 1174, I thought the tractor looked good.

A tidy County 974, belonging to Mark Stewart from Loughbrickland, also looked and performed very well, with a Ransomes three-furrow reversible.

After a three-year break, the club members were very happy to return to one of their annual working days. They are looking forward to holding more events in the future as things start to return to normal after Covid-19.

Noel and Richard Kane kindly donated £2,000 to the Air Ambulance service to compensate for the ground that was ploughed by members of the Irish County Tractor Club. The Air Ambulance is such a worthy cause, and this fantastic service helps save many lives in rural communities throughout Northern Ireland. It is not until you see the dedicated staff of the ambulance service in action that you fully appreciate the wonderful job that they do in emergency situations. ■

It was good to see two examples at work – one with a Kverneland nine-furrow plough and the other with a Kverneland five-furrow plough. Both tractors are owned by Ken Cooke from Newtownards.

1164s and 1174s were also in action at Seaforde. These tractors were once the best sellers in the company's range of tractors and were popular with farmers and plant hire owners. David Wilson, from Co. Longford, was using a County 1174 tractor at the event, with a Series 10



Sydney Scott, from Moneymore, with his 1972 County 1164 and Kverneland four-furrow plough.

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**FEB
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GREY GOES GREEN

Keith Atkinson is no stranger to engine conversions, but his latest project followed a very different path, as David Reed discovered when he travelled to Lancashire.



SPLIT PERSONALITY

Jonathan Whitlam gets to grips with Ford's decision to produce what was effectively the same tractor in two different guises, whilst comparing their features.



EVOLUTION, NOT REVOLUTION

IH's 85 Series was launched in 1981 and, following critical acclaim, it continued into the Case IH era. Our guide provides an insight into what these models offer.

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68 STEERING BOX REPAIR

Work concludes on the pair of David Brown 950s that have united in a bid to make one good steering box for the operational tractor.

71 STRAIGHT & NARROW

The French-built Massey Ferguson 135 MkIII is taking shape,

with Ben Phillips concentrating on the bonnet this time.

75 E27N REVISITED

It's all about fuel in this instalment, with the E27N's mixing chamber and manifold coming under Andrew Hall's scrutiny.

78 EXPERTS' ADVICE

Questions for our panel of experts to answer regarding your tractors – with Fordsons popular in this issue.

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New products

Items of interest for your tractor and the workshop.

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To find your nearest Laser Tools stockist, please visit the website.

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CCIW160: £119.98 inc. VAT
Machine Mart
Tel: 0115 956 5555
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Clarke's impact wrench range provides the power and efficiency to tackle a variety of applications. It includes two powerful battery-powered models – the Clarke CIR18LIC (pictured) is a ½in-drive impact wrench that is supplied with two 2Ah batteries and a charger. It has a maximum torque of 450Nm and comes with three LED work lights, allowing you to clearly see where you're working.

The Clarke CCIW160 is a lightweight, compact, and powerful tool, and the latest addition to the range. Another ½in-drive impact wrench, the CCIW160 is also supplied with two 2Ah batteries and a charger. It offers a maximum torque of 160Nm and a no-load speed of 0-2,200rpm.

CLARKE TROLLEY JACKS

CTJ3000GB: £131.98 inc. VAT
CTJ2250LP: £63.59 inc. VAT
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- **Saddle height:**
minimum 136mm, maximum 465mm
- **Dimensions (L x W x H):**
572 x 328 x 175mm
- **Weight:**
28.3kg

The Clarke CTJ2250LP 2.25-tonne low-profile trolley jack features swivel castors, a simple-to-operate lock/unlock valve for raising and lowering the unit, a rubber contact pad to prevent chassis damage, and extra-wide wheels for safe, stable use. This model also comes supplied with two double-ended sockets (17/19mm & 21/23mm) and useful dual-purpose handle/wheel brace.

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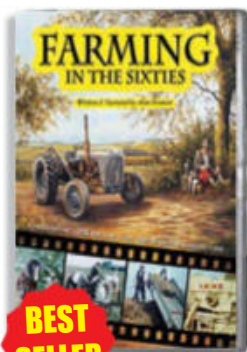
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For this new DVD we've been out in the fields of Lincolnshire, Norfolk and Cambridgeshire, where they Plant, Grow and Harvest crops like peas, broccoli, brussel sprouts and root veg as well as that other staple of the British diet, potatoes, ready to be sold to customers all over the country. This programme features a range of tractors in action including John Deere, New Holland, Fendt, JCB, Claas and McCormic, all using a range of equipment for ground preparation, de-stoning, planting, drilling, harvesting and handling. Also features four PMC 979-CT pea viners and a Tumoba self-propelled 4-row sprout harvester. Approx 70 mins. Narrated by Alan Stennett.

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Steering box repair

The second of a two-part feature sees Andrew Hall conclude the repair of his DB 950 steering box.

What began as a simple swap of steering boxes between my running 950 and a donor tractor took a slight twist. This was due to the difference between the steering column shafts of the two boxes.

My running tractor had received a box from a later 990 at some time in the past, and this had the steering wheel secured on a taper and keyway. The donor tractor had its original box fitted, and during removal of the steering wheel I discovered that the wheel is splined onto the shaft.

An enquiry to Peter Williams of David Brown Parts Ltd. confirmed the difference and the fact that parts aren't available for the splined steering column shaft. This changed my course of action into removing both boxes, comparing them, and resulting in the decision to swap the cross-shafts.

RECIRCULATING BALL

The 950 steering boxes are of the recirculating ball design, which makes for a lighter steering than the older worm and worm wheel designs. However, with the potential for ball bearings to fall out, I took great care not to allow either of the steering column shafts to exit the ball tracks whilst I was comparing and assessing the condition of them.

CROSS-SHAFTS

An examination of both cross-shafts showed them to be located onto the



My '59 David Brown 950 is basically a sound machine, but a few jobs are required to improve it, such as this steering box repair and a future re-line of the brakes.

forks by means of long split pins, which were easily accessible with a pair of strong, pointed pliers to straighten them before removal.

With both split pins removed it was a simple case of gripping and withdrawing both shafts. The difference in condition was quite apparent when they were placed side by side. The donor shaft was still perfect regarding its spline, and the surfaces that run in the bushes were also very good, so this was good news to me!

One thought was that the disposition of the split pin holes may vary between the shafts regarding the splines, but a careful study of them proved them to be identical. I thoroughly cleaned both shafts up before refitting them into the boxes again, using the better one in the box to go back onto my running tractor.

ALIGNMENT

Although each shaft slides in and out easily, on reassembly the splines had to line up exactly for the split pins to fit through the shafts. A careful positioning of each shaft soon had them back in place and the split pins refitted. At this stage

both boxes were refitted to the respective tractors.

A while ago I made a new gasket for the join between the steering box and the gearbox top cover, and this was still in good condition, so was retained. However, I did experience a problem when bolting up. More on this later!

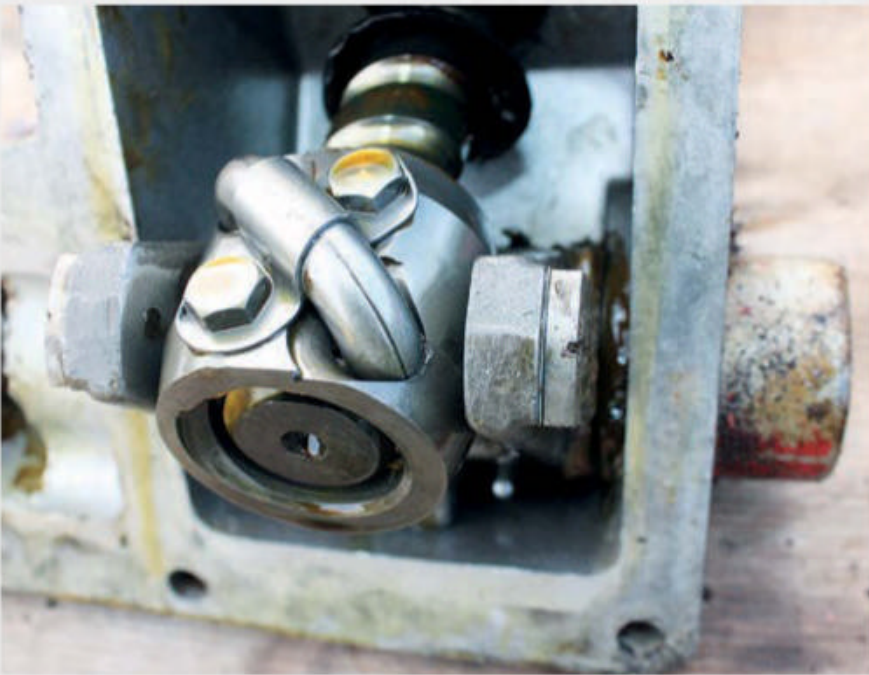
DROP ARM & DRAG LINK

As the cross-shaft was good from the donor tractor, I decided to use the drop arm and drag link from the donor tractor too. This was removed and swapped over, using a ball joint splitter to facilitate the job. The ball joints were also better too, so this was a good move.

The drop arm must align correctly with the cross-shaft, and to assist with this there are dot punch marks and a line scribed onto the end of the cross-shaft. These were lined up and the drop arm bolted tightly up before moving on to the next task.

TOP BEARING

The top steering column bearings of both boxes had excessive play in them,



Recirculating ball

1 No apparent wear was present in either steering box in this respect, but care was taken not to lose the balls by unscrewing the column too far whilst inspecting them!



Condemned cross-shaft

2 This is the old cross-shaft with the worn splines and pitting on its bearing surfaces too. It will, for now, be refitted into the donor box to keep things together.



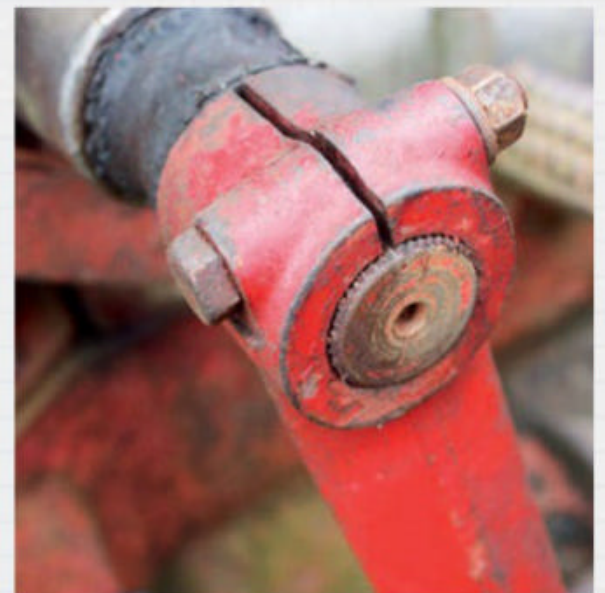
Comparison

3 One can clearly see the difference between the two cross-shafts. The bearing surface of the better one was polished up before reassembly.



Drop arm

4 The drop arm and drag link from the donor tractor was used too, as it's much better regarding the splines and the ball joints.



Lined up

5 The dot punch marks and scribed lines were aligned before tapping the drop arm into place on the cross-shaft and bolting it up tight. ➤

allowing the columns to rise and fall as the steering wheels were turned. With this in mind I purchased a top bearing repair kit and a replacement steering wheel from David Brown Parts Ltd. (tel: 01989 562743 or visit the website: davidbrownparts.co.uk).

There is a flat locknut that secures the top bearing, and this was removed after freeing the locking washer, followed by the upper track nut. The 12 ball bearings were removed from the housing, together with the lower track and insert, and the whole area was thoroughly cleaned.

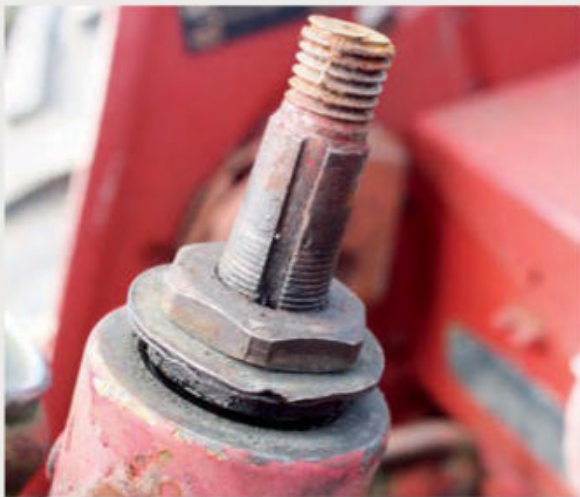
Reassembly involved refitting the parts in the correct order, beginning with the insert, then the lower track and new balls. The upper track was next, and this was screwed up until any play was removed from the shaft as it was revolved. Care was taken not to over tighten, as this would impose strain on the bearing.

A new lock washer was fitted, followed by the locknut, and bent over to lock it into place. A new steering wheel finished the job off nicely and the whole job has been worthwhile, as there is now no unwanted play in the steering!

BOLTS

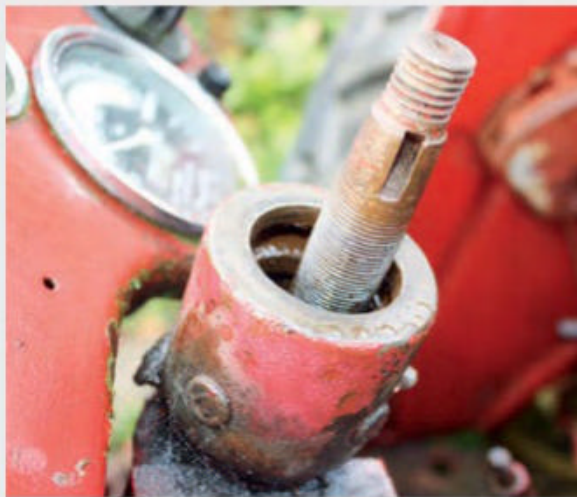
As previously mentioned, I was unfortunate to experience a problem as I bolted the steering box back into place on the tractor. Two of the 3/8 BSF setscrews were too short and being threaded into aluminium had stripped their threads, so wouldn't tighten securely.

I overcame the problem by tapping out to M10 x 1.5mm and using some new M10 setscrews, which tightened up nicely, thus preventing any further issues. ■



Top column bearing

6 Wear in the top bearing allowed up and down movement of the column when the steering wheel was revolved.



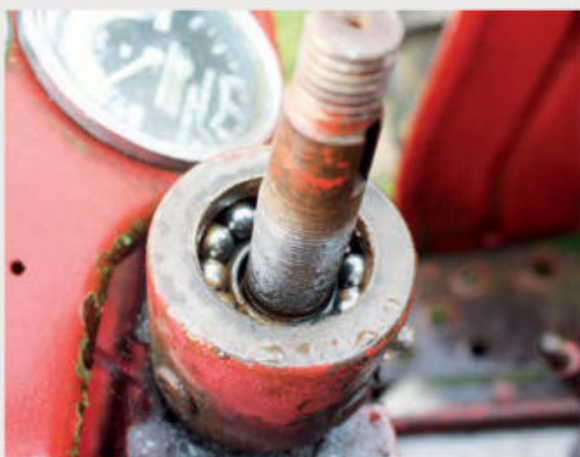
Out with the old

7 After releasing the lock washer, the locknut, top track nut, ball bearings, lower track and insert were removed.



Bearing kit

8 Parts of the top bearing repair kit were laid out in order before fitting into the column. Note the O-ring for the groove of the upper track nut.



Ball bearings

9 The insert and lower track were fitted, followed by the 12 ball bearings, taking care not to drop them in the process.



Upper track & locknut

10 The new upper track and locknut were tried on the thread before fitting the lock washer between them.



Adjustment

11 All free play was eliminated before tightening the locknut against the upper track nut and bending over the lock washer.



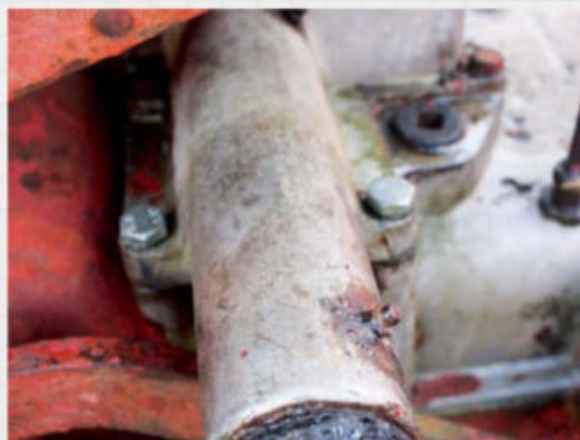
New steering wheel

12 The new steering wheel was fitted after cleaning up the woodruff key, making for more driver comfort when steering in the future.



Batter ball joints

13 Using the drop arm and drag link from the donor tractor means the ball joints are now better, with little or no play in them, eliminating unwanted play in the steering.



Final task

14 The two outer setscrews were stripping the 3/8 BSF threads, due to being too short, so a pair of M10 x 1.5mm of a longer length were fitted, after tapping out the threads.

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

The restoration of a Massey Ferguson 135 MkIII continues with work on the bonnet. Ben Phillips explains what was done.

DIFFICULTY
RATING

When Tim Edwards' Massey Ferguson 135 MkIII arrived, the bonnet was covered in green lichen. A quick glance revealed that it appeared to be in good shape, and this was confirmed when I pressure washed it – as there were remnants of the original paint and decals still visible.

The main decal differed from the one found on the original, British-built 135, as it was now in the same style as the rest of the MF range of that era. The bonnet on this narrow version was the same size as on the standard-width model, but I soon found out that the grille assembly bolted to it was smaller.

To allow this smaller grille to fit a standard-sized bonnet, a section of metal had been welded underneath the front, where it bolted on. A lot of the bolts were seized, and this area of the bonnet was extremely rusty. Looking at where the rust was, it appeared that rainwater had run down from the top of the bonnet and settled between the two sections of metal.

When sandblasting took place, it did exactly what I wanted it to do, which was blast all the rust out of the bonnet. As there were many holes and not much metal connecting them together, I decided that it would be better to cut the lot away and weld in a new section of metal. Although this would be a simple section to manufacture, I still made a cardboard template – which made getting the exact shape easier.

Sandblasting the bonnet not only blasted a hole in the rust, but it also blasted away any sign of the original decals. I had already asked Dave 'Titch' Sanders at Machinery Decals about the main bonnet decals, that realistically couldn't be preserved, and he said that he could provide replacements easily, but under the centre flap was a lovely French decal that I wanted to preserve.

It basically said do not drain, as there was anti-freeze in the coolant system, and with this decal being underneath the flap it meant that I could just have the top of it carefully sandblasted and the decal could be masked up when I painted it.

Apart from the areas mentioned on the bonnet, and around by the upper grille, the rest of it was in quite good condition. A few small areas did need a little filler applied to level out a few dents and ripples. While the bonnet was the same size as the standard-width models, this one differed to its British counterpart. Most notably, the hole that gives you access to the fuel filler cap and fuel gauge sender was one, long, shaped cut-out, instead of one large and one small hole.

The grille section, which I had already ascertained was smaller, was in good condition, although the lower section wasn't. Realising that I wouldn't get a new one this size, and knowing the original one was beyond repair, I came up with an idea. This would see me buy a standard one and cut a section out and weld it back together!

Once I had got a new panel, I put it by the old one and the size difference was around an inch or two. As the old, ➤



The MF 135 MkIII Vineyard before work began.

WORKSHOP

lower panel was quite damaged, it was hard to work out the exact size from it, so I restored and assembled the grille first.

In the first part of this series, I said that the front had been protected by quite a substantial guard, so the grille had been protected. If it wasn't and was unrepairable, the same could have been done to it that I was going to do on the lower panel. Cutting a section out of the centre portion of the grille and welding it back together, smaller, could be done with ease and wouldn't be seen.

If you're familiar with the MF 135 grille, you'll know that it's black and silver ribs all the way down, but when it came to this later model the silver had been dropped for an all-black finish, so it was much easier to paint. I expect that

this is why the colour scheme system had changed when the tractor was built.

The grille was now bolted together, so the size couldn't be wrong. I had already cut the new section in half, so I bolted the two sections in place under the grille and marked with a pen the part I had to cut out next. Once I was happy, I unbolted it and cut and between one to two inches out before clamping the two sections together and welding. I tack welded the top and bottom to hold it firmly together, then put a further six welds down the length of it. This gave it strength and would stop it bending.

With all the welds on the inside there was hardly any grinding on the outside to be done, but there was just a bit where the globs of weld had melted

through. A quick flash with the grinder and all that was needed now was a thin skimming of body filler and I had a suitable panel to use.

When parts for these slightly unusual tractors aren't readily available you have to work out a different way. Often cannibalising new or used parts is the only way to get these types of tractors restored.

I was really pleased with how this bonnet and grille assembly turned out. Seeing the lot painted up in MF Super Red, Silver Mist and black, and being ready to fit with a new set of headlamps and surrounds, made it all worthwhile. Also, apart from the lower section, the metal work in the bonnet assembly was all original. ■



First glance

1 The bonnet from Tim Edwards' 1977 MF 135 MkIII appeared to be in good condition, especially after all the green had been pressure washed off.



Hidden rust

2 Looking closely revealed a different story. There was a lot of rot on this band of metal.



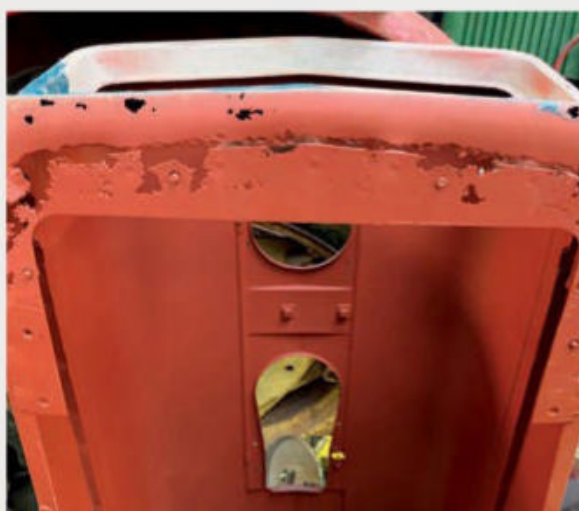
French decal

3 'Ne pas vidanger' translates as 'Do not drain', and 'Radiateur protégé par anti-gel' as 'Radiator protected by anti-freeze'.



Different shape

4 Once the bonnet was sandblasted, there were a few areas to fill. Note the shape of the holes in the bonnet, compared to the British version.



Blasting power

5 There's nothing like the power of a sand blaster to blow holes in a rotten panel! This is what I wanted though.



Template

6 I had decided that the rotten area would be cut away, so I made a cardboard template that I could easily trim to size.



Different lengths

7 Believe it or not, these two lower panels are different lengths. The top one is for a standard-width MF 135, meaning it's an inch or two longer.



Past its best

8 Looking at the rear of these two panels, you can see why the original one couldn't be used or even repaired.



Cut & shut

9 To shorten the length of the new lower panel, I simply cut it in half and fitted it to the original grille to get the size I wanted.



Clamped

10 Now I knew the size and had cut it accordingly, I clamped it up to weld it back together to the length I required.



Belt & braces

11 I welded the section I had cut out across the seam, to make sure it wouldn't bend.



Filler

12 Looking from the front, it had gone together as well as I could have expected and now just need a small skim of filler to smooth things out.



Final colour

13 The first coat of the final colour was applied, and once dry this would be flattened back with fine wet and dry paper before another coat.



Useful boxes

14 The bonnet being assembled. It's amazing how boxes can be used for propping parts in the correct position to work on them.



Seam?

15 Seam? What seam? I was extremely pleased with how this lower section turned out once it had been painted in Silver Mist.

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

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Fordson E27N revisited



Determined to get the tractor to start easily, and run well, Andrew Hall strips, cleans, and rebuilds the manifold and fuel-mixing chamber.

When I first purchased my '47 Fordson E27N, way back in 1986, it sported its original, early-pattern manifold.

Early attempts at starting the tractor, which was done whilst it still stood in the wood where it had been powering a saw bench, proved difficult, despite a good spark from the magneto, and it wouldn't run without the choke fully closed.

Once home the problem was soon discovered and turned out to be a corroded air pipe that runs behind the manifold, causing an air leak and consequent weak fuel/air mixture. Also, the manifold was cracked too, which would have also contributed to the issue!

LATER VAPORISER

As a result, I replaced the original manifold with one of the later type, which was fitted to new tractors from 15 May 1950 and supplied as an 'upgrade' for existing tractors, hence the high number thus fitted currently.

I had further issues with this manifold too, and it was replaced with the last manifold Haynes of Maidstone had in stock, sometime in the 1990s. This manifold now resides on my '49 tractor, which is equipped with a Hesford winch.

BACK TO ORIGINAL

About 10 years ago I purchased a spare manifold of the early pattern, with the intention of fitting it to my earlier tractor, and this is the one I've been working on currently. Starting and running difficulties with petrol/TVO Fordsons have been well documented over the years, and I've had my share of



Much water has passed under the bridge since this shot was taken of the E27N, which must have been a good 10 years ago!

issues along the way, resulting in a bit of a 'love-hate' relationship with the machines. However, my enthusiasm exceeds my frustrations and I intend to set the tractor up to start and run to the best of my ability!

In the December issue I had started stripping and cleaning the manifold, which had been covered in grease to preserve it whilst in storage – done by the previous owner. This grease was hard to remove, but needed to be to set it up correctly.

The vaporiser plate had been removed and stored separately, so work began by removing the mixing chamber from the manifold to be inspected and worked on later.

With the chamber out of the way, I cleaned the surface of the manifold where the vaporiser plate locates, and the back of the plate too, as I needed to

ensure it's a flat, air-tight fit on the manifold. A straight edge was used to check the surfaces of both the plate and the manifold and proved to be good enough without the need for any machining flat!

The next task was to clean out all the threads of the manifold, to ensure all setscrews tightened fully. With this done the vaporiser plate was refitted to the manifold to keep it together.

MIXING CHAMBER

I then focussed on the mixing chamber, which houses the throttle and choke flaps. The upper section is die-cast aluminium and was removed from the lower cast iron portion. The upper section, near to the choke flap, features an economy valve in the form of a spring-loaded diaphragm. This was dismantled, taking care not to damage ➤

WORKSHOP

the aluminium housing. The gaskets and diaphragm were rotten and in need of replacement, so a shopping list was started for replacement gaskets etc.

SEIZED CHOKE FLAP

The choke flap was completely seized in the housing and gummed up with traces of old grease, so a complete strip and clean up was on the cards! Behind the choke flap lays another air valve, which is a heavy, cast iron, weighted flap.

This was removed, along with the choke flap, and all parts were thoroughly cleaned up. The choke flap is secured to its spindle by means of a wire threaded through the flap and spindle, and bent

over to secure it. This was carefully removed, and the flap withdrawn, followed by the spindle and the air valve assembly behind.

FLOAT CHAMBER

Next was the cleaning up of the float chamber and its associated components. The float chamber cover had been secured by some non-standard screws, so these will have to be replaced with some of the correct type.

The adjustable jet needle was removed along with its housing and cleaned up, together with the float assembly and the fuel galleries that supply the fuel to the vaporiser. They

were then blown through to clear any debris.

PARTS ORDERED

The list of required parts was completed, and an order placed with Cotswold Tractor Spares, and at the time of writing I await their arrival. They include a full set of gaskets and a replacement economy valve assembly.

In the meantime, I treated the manifold casting to some coats of heatproof black enamel, and the other prepared parts some E27N blue to tidy them up. Hopefully, in the next issue I'll be able to reassemble the vaporiser and fit it back in place on the tractor. ■



Straight edge

1 After cleaning it up, a straight edge was used to check the flatness of the manifold where the vaporiser plate locates.



Vaporiser plate

2 The same procedure was used on the plate, as it needs to be completely airtight when fitted to the manifold, to prevent any air leaks and weak fuel/air mixture.



Clean threads

3 Vaporiser plate threads were cleaned using a suitable tap to ensure the setscrews tighten fully and don't bind when tightened.



Same again

4 The same procedure was used on the threads of the mixing chamber, for the same reason, as air leaks need to be eliminated to promote easy starting and good running.



Plate fitted

5 The vaporiser plate was temporarily fitted to the manifold to keep things together whilst working on the unit.



Mixing chamber

6 Next was some attention to the mixing chamber, which was in dire need of cleaning up and freeing of the choke flap.



Stuck fast

7 A view inside shows the choke flap to be completely stuck in its housing and in need of removing, to clean and free it up properly.



Throttle housing

8 The lower cast iron section houses the throttle flap. This is a view of the idle speed adjuster screw. All is well here, with just a clean-up necessary!



Clean surfaces

9 Both the upper and lower surfaces of the throttle housing were cleaned up to present a flat surface for the new gaskets when they arrive.



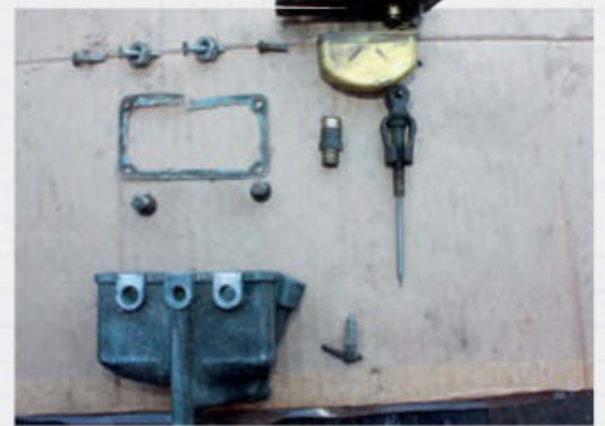
Partially cleaned

10 Cleaning of the removed choke flap is under way. The parts on the top right of the view are the weighted air valve assembly, which locates behind the choke flap on the engine side.



Reassembled

11 The choke flap and air valve are both now reassembled. Note the locating wire for the choke flap, which passes through the flap and the spindle to lock the flap in place.



Float chamber

12 Next was the float chamber, which was dismantled to enable cleaning. Note the non-standard screws and nuts present. These will be replaced with the correct type.



Heatproof enamel

13 A couple of coats of heatproof black enamel were applied to the manifold casting to tidy and preserve it.



Blue enamel

14 Other parts were finished in E27N blue enamel, which will enhance and protect them once back on the tractor.

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.



David Brown 990

Q Last year I replaced my old Ferguson TE-D 20 with a larger, more powerful tractor, in the form of a David Brown 990 Implematic. Generally, the DB is in good order and runs very well, but its stopping power falls short of expectations. The brake pedals virtually go down to the footplate when the brakes are applied, and the adjustment is now at the end of its travel.

Years ago, I replaced the brake linings in the old Ferguson with no problems, but looking at the David Brown the procedure looks rather more involved, as the brakes are concealed inside the rear axle. I hope to replace the linings myself and would appreciate any advice or tips to enable me to undertake the task. Many thanks in anticipation.
Gregory Smith, via e-mail

As you say, the brakes are less accessible than the drum brakes of a Ferguson tractor, but nevertheless they aren't particularly difficult to replace. Ideally the tractor should be parked on level, firm ground, jacked up and supported adequately with both rear wheels removed.

The brake operating rods should be disconnected at the brake ends and dropped clear. The DB 990 is equipped with a differential lock, so the pedal should be engaged and held down securely whilst doing the job, to prevent the internal differential lock engagement rings from falling out of line while the final drive unit is removed.

An engine crane can be used to take the strain of lifting each of the final drive units whilst the ring of securing nuts is removed, after which the units can be pulled away

from the tractor and out of the way. The final drive units come away complete with the brake drums, which are keyed onto the axle shafts, and the brake shoes are attached to the axle housings and are readily accessible once the final drive units are clear.

It is wise to replace the oil seals between the transmission housing and the brakes whilst the units are off the tractor. There are two seals per side, and they sit in a housing that has two threaded holes to facilitate pulling the housing out to enable the seals to be replaced. The brake shoes are heavy cast iron and once the rivets are drilled out new linings can be re-riveted in place.

Reassembly is basically the reverse of dismantling. The length of each operating rod will need to be adjusted to allow for the new linings and the brakes will require balancing once the task is complete.

International 434

Q Can anyone advise me regarding my International 434 tractor? I have a problem with the rear tyres wearing unevenly. I have the pressure at 12psi. Any help or advice will be greatly appreciated.
Vicky Cotter, via e-mail

A Uneven wear of tractor tyres is usually caused by running them with the pressure too low. The parameters for rear

tyre pressures are generally between 10psi and 15psi. To increase traction in soft field conditions the pressures are generally lowered, and for road work they should be increased to the higher limit. Bear in mind that agricultural tyres are designed to grip in soft ground conditions, and roadwork is secondary.

Running on too low a pressure on the road accelerates wear on the tread, resulting in the uneven wear you are experiencing. You don't state, but if you are undertaking road runs you need to operate at the higher pressures. Also, if the tractor is heavily loaded, i.e., with wheel weights or towing a heavy trailer, the pressures need to be raised. The cost of tractor tyres is high, so correct pressures are important!



Fordson Dexta

Q I bought a Fordson Dexta last year and have enjoyed using it for some mowing and the odd road run. Recently I noticed one of the rear tyres was looking a bit low, so I pumped it up. At the time it appeared wet around the valve when I applied the airline. Recently, the tyre was low again, so I set about finding a puncture.

When I removed the valve core from the rim, a stream of water came out of the tyre, and caught me out somewhat. Can you provide me with an explanation about this?

I have since removed the inner tube and replaced it with a new one, as the old one was soaking wet inside and made it difficult to fix a repair patch to the outside!
G Bournier, Warwickshire



A Your Dexta tyre appears to have been water ballasted to add weight and improve traction. This was once a common routine to add weight, without the expense of adding wheel weights.

You were lucky you hadn't attempted to remove the tractor wheel before realising it was full of water, as they are very heavy, and it could have fallen on you. Our advice to anyone contemplating wheel removal is to check for this first on an unknown tractor by rotating the wheel until the valve is low down and expelling air before taking a chance on handling the wheel!

Fordson Major Diesel

Q I have an early Fordson Major Diesel tractor, and recently the engine was stripped with the idea of rebuilding it, as the cylinders were well worn, and it had a big appetite for engine oil due to the wear.

A rebuild kit was obtained from one of the aftermarket parts suppliers, but after extracting the old, worn cylinder liners and cleaning the cylinder block, I discovered some severe cracking between the centre cylinders, and some metal has broken away from the block at the base of liners where they seal.

My question is whether it's worth forging ahead and rebuilding the block, or should I scrap the block and obtain a fresh one to rebuild? The reason I'd like to retain the original block is purely on originality, as it is the original engine block as fitted when new.

John Pullman, via e-mail

A It sounds as if your engine cylinder block may have suffered from some frost damage at

an earlier date, but an early Diesel Major engine block is now approaching 70 years old, and if it hasn't had the benefit of a good anti-freeze solution it may have accelerated the erosion of the waterways and resulted in the cracking you are experiencing.

If you have bought an engine kit at considerable expense it would be rather a gamble to rebuild the original block. The disturbance of the cylinder liners will have aggravated the weakness of the block, particularly around the base of the liners, which could result in coolant passing into the engine sump and contaminating the engine oil.

We think a replacement block would be a safer bet. When seeking one you need to ensure it's one of the early-pattern blocks to match your original, as there were more internal changes than generally known, which may create issues using your original internal engine parts, such as the camshaft and timing gears.

Another alternative would be to look for a complete, running engine of the correct period and fit it, rather than rebuild what you have.



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!

The season has finally ended, after a run of successful sales for many auctioneers throughout the UK and North America when it comes to

veteran, vintage, and classic tractors.

Prices in mainland Europe have not seen many significant increases, but in the UK we have seen many

new records created along the way – which I will discuss in detail in the next issue.

Until then, I hope you have a great Christmas and a happy New Year!

This MF 135 had been the subject of a thorough restoration and sold for a record £16,500 at Cheffins' Harrogate sale on 20 August 2022.



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

Science Museum sells treasures

What are your thoughts on the Science Museum selling off another batch of heritage tractors?

The collection is kept at the museum's Wroughton Airfield site, near Swindon, which could be a wonderful museum for the nation, but there has not been much effort made to resolve the situation there.

The site houses some excellent machines, including early combines and a 1933 Ford BB travelling library, which features a Muir-Hill six-wheel, chain-drive conversion, as well as other interesting artefacts.

Plans for the site have come and gone over the years and it is worrying that the museum has decided to sell off yet another batch of tractors, all of which were significant types used in the UK in their day – none are so-called preservation imports. I wonder what else the museum plans to sell off from our British cultural heritage.

Four tractors were consigned to the recent Cheffins Vintage Collective on Saturday 22 October, which we have the details for. The 1929 Massey-Harris 12-20 (no.105800) was a very nice example, featuring a PTO, and sold for

£4,800 (grade 2/4). A 1942 Lend-Lease Farmall A (no. 84748), with PTO and optional belt pulley, raised £1,100 in grade 2/4 condition and a big, British-used 1941 Minneapolis-Moline GTS (no. 1612365), which was typical of a Lend-Lease threshing tractor of its time and in very complete order, sold for £3,100 (grade 2/4).

A Nuffield M3, that started life as a three-wheeler, and fitted with the excellent fuel-mixing carburettor system that was the best in the world at the time, went on to sell for just £1,800 +VAT.



This lovely Massey-Harris 12-20 is a very complete example, selling for £4,800 +VAT.



Nuffield M3 started life as a three-wheeler, and changed hands for £1,800 +VAT.



£1,100 +VAT got you this grade 2/4 Farmall A, which is a genuine, British-used tractor.

Clean machinery at Stratford

On Saturday 1 October, Bletsoes held a retirement sale at Stratford-upon-Avon, for John North, with a huge crowd in attendance on a glorious, sunny day.

The major lot was a 25,000-hour, two-wheel drive Renault 65-32 with Quicke 340 loader. It was in exceptional condition, having been looked after so

well, and went on to sell for a very good £9,600 +VAT.

A Renault 651S, again looking nearly new, sold for £4,400 and a New Holland TX32 combine was yours for £11,000 – again very clean indeed. The farm certainly showed how to look after equipment and the mentality paid dividends.



This Renault 651S sold for just £4,400, despite its amazing, original condition.



The star of the sale was this 25,000-hour Renault 65-32, selling for £9,600 +VAT.

Field-Marshall

On Saturday 22 October, at Middle Watchcombe, near Axminster in Devon, the B Percy deceased estate sale took place under Symonds & Sampson's hammer.

The highlight was a barn-stored Field-Marshall Series One, with Series Two wheels and a Contractors' model exhaust. It sold for £8,900.



A machine with great potential.



i-018: Austco Flail Mower

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

£800.00 +VAT



i-026: Austco Flail Mower

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

£2,499.17 +VAT



i-027: Austco Flail Mower

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

£1,950.00 +VAT



i-032: Austco Flail Mower

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

£1,600.00 +VAT



i-033: Fertiliser Spreader - Trailed

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

Galvanized hopper to prolong life of spreader from rust.

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

£832.00 +VAT



i-034: Fertiliser Spreader - Trailed

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

Galvanized hopper to prolong life of spreader from rust.

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

£1,670.88 +VAT



i-035: Fertiliser Spreader - 3 Point Linkage

3 point linkage, single disc spreader.

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

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

£599.00 +VAT



i-036: Fertiliser Spreader - 3 Point Linkage

3 point linkage, mounted pendulum spreader.

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

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

£1,816.17 +VAT



i-020: Austco Finishing Mower

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

£800.00 +VAT



i-041: Stone Burier - 37"

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

£1,950.00 +VAT



i-042: Transport Box - 1.2m

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

£349.00 +VAT



i-043: Transport Box - 1.3m

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

£375.00 +VAT



i-040: Rotavator - 41"

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

£1,499.00 +VAT



i-044: Land Leveller - 4ft

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

£750.00 +VAT



i-029: Austco Hydraulic Sweeper

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

£1,158.41 +VAT

Gedney Hill

Richardson Chartered Surveyors acted on instructions received from Hurn Bros. to auction farm equipment at The Limes, Gedney Hill, Lincolnshire, on Friday 28 October.

There were many lots of interest, but amongst the main lots were a 1948 Farmall H, 1959 IH BTD-6, MF 35X, 1974 IH 454, 1987 Case IH 885XL Super and 1997 Manitou MB25C masted forklift.

Results (abridged):

1948 Farmall H, older restoration, £4,200
Farmall H front axle, £520
1959 IH BTD-6, good, £3,400
MF 35X, nice, £4,550
1974 IH 454, Quicke 2030 loader, good, £2,300
1987 Case IH 885XL Super, 2WD, nice, £5,800
1997 Manitou MB25C masted forklift, good, £1,820

The lots were generally in good order and the prices achieved reflected this. There was VAT on all lots.



1987 Case IH 885XL Super reached £5,800.

Variety at Wessex sale

Southern Counties Auctioneers conducted its last Wessex Machinery Sale of 2022 at the Wessex Saleground, Shaftesbury, Dorset, on Friday 28 October.

Around 130 lots of agricultural tractors and vehicles were available. These ranged in size from a 1972 Massey Ferguson 135, from a local estate, that sold for £3,700, to a 1944 AEC Matador timber tractor with Turner winch for £2,980.



1972 Massey Ferguson 135 was sold for £3,700 +VAT.

Coupland collection

The late Maurice Coupland's collection of crawlers, tractors, and other vintage machinery and equipment took place at Carrington Road, Frithville, Boston, Lincolnshire, on Thursday 6 October. There was a raft of other tractors and implements to make up the sale, but the main draw was Maurice's collection of Caterpillar and IH crawlers, and related equipment.

A well-organised team from auctioneer Fisher German made sure everything ran smoothly on the day. Auctioneer Robert Hurst worked enthusiastically to whip up bidding from the small crowd, bolstered

by activity from online bidders. Prices seemed to fall below expectations for Maurice's lifetime collection of crawlers, many of which he had restored. This may have been due, in part, to other sales of crawlers taking place around this date.

Bidding, however, was strong for many items, with most in working condition. The top lot was a c1961 Caterpillar D8H, which sold for £10,400. A c1963 ag-spec Caterpillar D6C, with direct start, made £7,800, while next to it a c1960 IH TD-25, c/w Cargo J120 cable winch, sold for £7,200.

Two tractors from the 1990s were snapped up – a 1990 Case IH 895XL, in

ex-farm condition and with damage to the lower corner of the cab, for £3,800, while a 1996 Renault 155.54 Turbo, unfortunately a non-runner, made £3,600.

Most of this collection had been on the farm for many years and for those that knew Maurice, it was sad to see them finally leave.



Second highest price from the crawlers was this Caterpillar D6C, at £7,800.



This early 1960s International TD-25 made a reasonable £7,200.



1990 Case International 895XL, with cab damage, went for £3,800.

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Replica sells after sale

Despite the current economic climate, the Cheffins Vintage Collective auction, on 23-24 October, hit the ground running and it was that way right to the end.

The highlight for many came after the sale, when a Dutch replica County 1884, that had been created some years ago with a Ford TW-35 donor tractor and County 1454 axle, found a new home. The tractor featured brand-new BKT tyres and had a good patina, particularly regarding the bonnet. The bidding stopped at £95,000, but a deal was done after the sale for what is purported to be more than £100,000.

There were some lovely, original MF models in the auction, including a 1992 MF 3690 Datatronic with just 5,593 hours on the clock. The hammer fell at £31,000. A 1996, four-wheel drive MF 372 with Trima loader, in stunning condition and with less than 2,000 hours on the clock, was yours at £30,000.

A 1981 MF 550 that had been featured in *T&M* before saw bidding reach £18,000. Lastly, a 1983, four-wheel drive MF 290, looking very clean, was yours for £12,000. All these lots were subject to VAT.

A clean 1963 Roadless Super Major, SSU 337, with 'satin' paintwork, changed hands for £16,500 – £6,000 more than the vendor paid for it a few years ago. As for the immaculate and well-known 1964 Fordson Super Dexta with Bombardier half-tracks, it changed hands at £9,000.

A 1961 Fordson Dexta, with grass tyres on the rear and in grade 4.7 condition, was yours for £5,500. A New Performance model, registered AFW 542A and in good, restored condition, sold for £6,200.



This replica County 1884 purportedly sold after the sale for more than £100,000.

There were one or two shocks in the 'blue' department, when a 1964 Fordson New Performance Super Major with a MIL Master loader, PAS, Lambourn cab, side belt pulley and an older repaint went on to sell for £11,500 +VAT!

Perhaps the bargain of the sale was a 1987 MB-trac 1000 in original condition, registered in the Republic of Ireland, selling for just £9,500.

On the veteran front, six tractors from the Bainbridge family collection were of interest. First was a 1918 Alldays GP MkI, no. 388, which in preservation times had been fitted with a period RAF Thornycroft J-type 3-ton truck M4 engine, which came from a scrapyard.

The tractor was first preserved by East Anglian farmer and veteran tractor pioneer Norman Vince. In full running order and said to be one of six to have survived, there was much hype about it, and it sold for £44,000.

The amazing, c1916 Bates Steel Mule C type with centre-drive track, which spent its working life in Co. Wexford, looked very presentable and was seen at several high-profile events in the 1980s before staying in the shed. It went on to sell online for £32,000.

It was followed by a 1919 Overtime Model N, no. 17954. This example had the original dark green livery underneath the later 'Johnny Popper' green. This one featured a non-original Serck radiator, which was presumably replaced when the restoration was undertaken. In many cases these tractors were fitted with aftermarket variants in working times, and this one is said to have worked all its life in East Riding, Yorkshire. It went on to sell for a good £42,500.



Selling for a very reasonable £9,500 +VAT was this MB-trac 1000.

Results (abridged) *record price

1918 Alldays GP, no. 338, Thornycroft M4 J-type engine, 4.4, £44,000
 1916 Bates Steel Mule, bitsa with Meadows engine and transmission, 2/4, £32,000
 1919 Overtime Model N, no.17954, Serck radiator, 2/4, £42,500
 c1922 Wisconsin E 16-32, no. 2458, 4, £19,000
 1918 Illinois Super-Drive, no. KU1630, sold in UK as Moseley, cracked block, 2/4, £35,000*
 c1933 Austin AM26 22/35, repaired block, 2/4, £5,000
 Ransomes RYLT three-furrow ride-on plough, 4, £11,500*
 1947 Ferguson TE-20, no. 7158, mostly original except seat, 2/3, £1,100
 IH W-6, no. 10150W3, with pulley, 2/4, £1,900
 Ford 7710, B516 DFL, 9.2, £9,000
 1963 Roadless Super Major, SSU 337, 4/3, £16,500
 1981 MF 550, radio, PAS and PUK 5,026 hours, SAH 28W, 10/3, £18,000*
 1996 MF 372, 4WD, Trima loader, 1,933 hours, N446 TJS, 11, £30,000
 1970 County 1004, XKJ 652J, Duncan cab, good, 4, £12,800
 1989 Ford 7810 Silver Jubilee, G996 WKK, ex-farm, rough, 2/3, £26,500
 1946 Field-Marshall Series 1, no. 2362, ran well, no smoke, 2/4, £9,000
 1992 MF 3690 Datatronic, 5,593 hours, like new, 10.4, £31,000
 1983 MF 290, 4WD, GEL 699Y, 9.4, £12,000
 1970 County 1004, open platform, 1.9, £13,000
 1978 Muir-Hill 121 Series III, Dual Power, JCG 233S, 4.7, £26,500
 1956 Ferguson TE-F 20, no. 411758, original style, 2/3, £3,750
 MF 35, 4WD conversion, ex-farm, 1.7, £10,200
 Ford Force 2000, 4WD conversion, restored, 4.9, £12,500
 1964 Fordson Super Dexta Bombardier track conversion, UK used, genuine, 4.9, £9,000
 1961 Fordson Dexta, no. 957E90295, older restoration, 4.7, £5,500
 1983 IH 1255XL, 2WD, so so spray job, 4.6, £15,500
 1987 MB-trac 1000, no. 37C40020, original, good, cheap, £9,500
 Ford 8210 Generation III, 6,568 hours, 9.4, £13,800
 IH 1455XL, 4WD, so so, original, 9.4, £14,000
 1990 JD 3650, H272 DBC, not bad, original, 9.4, £14,200
 1979 County 1174, LPP 308V, Hara cab, 2/3, £16,500
 1989 Fendt Farmer 309LSA Turbomatik, F284 VFL, 10, £15,500
 1960 Fordson Power Major, 84 ORA, 3, £5,600
 Farmall F-12, ex-Holkham Hall, 4, £1,100
 Fordson N, older restoration, 4, £1,500
 Allis-Chalmers B, ex-Holkham Hall, 4, £600
 c1970 County 1124, Duncan cab, 1.7, £11,500
 1970 MF 178 Multi-Power, LBP 398J, 2/3, £9,000
 1983 DB 1190, WPA 176Y, 2/4, £6,000
 1968 County pre-Force 652H, open platform, 2/9.1, £9,500
 Ford TW-25, G270 JRH, needs engine rebuild, £18,000 +VAT
 1946 Field-Marshall Series 1, with winch, EVE 131, no. 2194, smokes, 1.7, £10,000
 MF 390, 4WD, N29 AAG, 917 hours, lovely, like new, 11, £24,000 +VAT
 Ford 8830 Dual Power, clean, with weights, 9.7, £24,000
 County 1884, Dutch replica, TW-35 and County 1454 axle, lots of patina, 10, N/S

Results (abridged) continued *record price

1966 MF 135, restored, £7,800
 1969 MF 135, MVE 228H, V5C, restored, 5, £8,600
 1960 MF 35, high clearance, 3, £8,900
 Ford 3600, ex-beet harvester, restored, 5, £5,800
 Fordson NP Super Dexta, AFW 542A, restored, 5, £6,200
 1961 MF 65 MkII, 175 AER, lots of patina, 2/3, £5,000
 1969 IH 634, MCK 501G, restored, 4.7, £5,500
 1964 Fordson NP Super Major, Lambourn cab, loader, repainted years ago, 2/4, £11,500*
 1950 Fordson E27N Major, KRT 431, with starter, 2/4, £1,400
 1956 IH BWD-6, no. 4168, 2/3, £3,600
 MF 35X, 4.4, £3,500
 1941 Caterpillar D2, no. 3J5861SP, 4.7, £4,300
 1948 DB Cropmaster VAK 1C, no. 15544, 4.7, £1,800
 MF 35, alternator fitted, so so, 4.1, £3,200
 1959 MF 35 industrial, 2/4, £3,200
 JD L, with YA parts, not LA as in catalogue, 2, £2,500
 1969 IH 523, good, 4.7, £3,600
 Ferguson TE-D 20, no. 265588, HUX 268, with lights, grass tyres, 2/4, £1,400 +VAT
 MF 35, clean, 2/3, £2,800 +VAT
 Allis-Chalmers D-272, no. 20901, sprayed, 2, £800
 Fordson Diesel Major, sprayed, 1.6, £1,400
 1938 Fordson N, Harvest Gold, with PTO, 2, £1,200 +VAT
 Ferguson TE-20, no. 50950, EBX 867, 2/3, £1,200 +VAT
 1959 MF 35, 23C diesel, alternator, 2, £2,200
 1959 Fordson Power Major, so so, 1.9, £2,200
 Chafer Ferguson TE-A 20, no. 123129, NUA 686, best here, 5.5, £7,800
 1966 MF 135, JUD 661D, 1.2, £3,600 +VAT
 1959 MF 65 MkI, high clear, with cab, 2/3, £2,400 +VAT
 1975 MF 165, MBD 972P, barn stored, power steering, cab, 2/3, £7,400 +VAT

1989 MF 1035, roll bar, like new, 10, £5,800 +VAT
 MF 135, Multi-Power, Lambourn cab, barn find, 2/3, £5,000 +VAT
 1982 MF 2640, 4WD, CFE 788X, original, 9.7, £6,800 +VAT
 Ford 5610, 4WD, original, £11,800 +VAT
 MF 165 Multi-Power, no cab, so so, 2, £4,200 +VAT
 1953 Fordson E1A Major, JNV 887, 2/3, £3,200
 JD 2040S Power Synchron, A88 WWG, 9, £5,000 +VAT
 1930 Fordson N, Irish long wing, clean, good price, 1.4, £3,500
 1969 MF 165, HKX 288G, Sekura cab, front loader, 2/9.2, £5,500
 1967 Ford Force 3000, LVF 753E, very clean, cab, 3, £4,800
 Muir-Hill 121, a heap, 9.1, £3,500
 1983 Ford 4610, 2WD, GAV 735Y, 9.4, £6,800 +VAT
 1983 Ford 6610, 4WD, GAV 305Y, 7,217 hours, 9.1, £7,800
 IH 784, ex-farm, 9, £3,000
 IH B-64 trailed combine, 2/4, £1,950 +VAT
 1956 Massey-Harris-Ferguson 735, LUD 948, 6ft cut combine, 2/3, £2,400
 IH TD-6 crawler, 1.7, £500 +VAT
 Fiat-Allis crawler, parts job, with cab, 1, £900 +VAT
 Track-Marshall 70 crawler, with cab, 1.7, £1,200 +VAT
 IH TD-6 crawler, TDBK1561, 1.7, £1,000 +VAT
 IH TD-9 crawler, 1.4, £900 +VAT
 Ferguson 35, p/TVO, WVF 889, 1.7, £1,700 +VAT
 Fowler Challenger 22 crawler, no. 662699, with blade, 1.3, £2,800 +VAT
 Fiat 805C crawler, with weights, clean, 2/3, £1,900 +VAT
 IH TD-9 crawler, TDCB363T, 2/3, £1,350 +VAT
 MF 203, spray job so so, 2, £2,800 +VAT
 1965 MF 135, with Lambourn cab, FRP 774C, 2, £3,200 +VAT
 Nuffield M4, 1DL14297, 2/4, £1,100

1976 Ford 6700, 2WD, 9.2, £7,000
 Farmall H, 'V' front, 2/3, £3,900
 Ford 4000, 2, £1,350
 DB 950, barn find, 1.1, £1,600 +VAT
 Farmall H, 1, £800 +VAT
 MF FE 35, complete, runs, 2/4, £1,800 +VAT
 Ransomes MG2, with potato ridger, 4.7, £1,800
 1954 Fordson E1A Major, NCE 377, 1.2, £1,100
 1971 Pasquali, 4WD, pivot steer, horticultural, 2/3, £1,200
 1938 Farmall F-20, 'V' front, 2, £1,200
 Massey-Harris 820 Pony, 2/4, £700
 Leyland 245, with loader, rusty, 9.1, £2,000
 1963 MF 35X, 326 TAF, 1, £1,400 +VAT
 Fordson Dexta, 2/3, £1,700
 Nuffield M4 p/TVO, rough, spares, £250
 Fordson E27N p/TVO, utility, 4, £1,600
 Nuffield 4/60, with roll frame, 1.7, £1,700
 1965 DB 990, with DB LS9 loader, 2, £1,350
 MF 35, rough, £1,600
 1978 Ford 7600, 2WD, p/steering, 9, £7,700
 Ford 7000, no. A263142, Continental version, 9, £11,000
 1988 JCB 525S telehandler, 9.4, £7,500
 MF 20B industrial, so so, 9.3, £6,900
 Ford 4610, 4WD, 10, £14,000
 Track-Marshall 70 crawler, no. 9210106, 2, £1,600
 Bristol 10, BMC diesel conversion, no bonnet, 2, £350
 1977 IH 574, LVG 724P, 9.2, £2,250
 1953 Holder A12, pivot steer, lovely, 4.9, £6,000
 JD 4040, 2WD, 9.2, £4,500
 MF 135, Duncan cab, 2, £3,900
 Muir-Hill 121, ETS 259N, with gravel cart, 2 £11,500
 Nuffield Universal, 1, £850
 IH 434, 9, £1,450
 Ferguson TE-F 20, 2, £1,850

The rarest of the six veterans, and perhaps the one in the best condition, was to be the cheapest on the day at £19,000, owing to its overseas history. The post-1920 Wisconsin E, no. 2458, features a Climax KU 16-30 engine and was made in the small town of Saulk City, Wisconsin. The company made less than 1,000 tractors, finishing in 1925.

It was followed by a 1918 Illinois Super-Drive 16-32, no. KU1630, which is



A genuine, European-used Bates Steel Mule is something, but it's a bit of hybrid really and was sold online for £32,000.

unique in Europe and was sold new to Ireland where it worked in Co. Tipperary. The example used in the 1919 Lincoln Tractor Trials was known as the Moseley and the 'Super Drive' name is suggested to be because of its sprung rear wheels.

The tractor came from the late John Mann's collection, in Cambridgeshire, in a very rough state and was subjected to a thorough restoration. It features a Climax KU engine, but unfortunately the engine block is cracked. Even so, this type of tractor hasn't made tons of money in the USA and a new world record was created at Sutton when £35,000 was paid online.

It was followed by a late, French-built Austin AM26 22/35, which I felt was built in the 1930s owing to several of its characteristics. It featured a brazed repair to the block and had been with Edwin Bainbridge since 1980. When he purchased the tractor, it was on a set of pneumatic wheels and tyres, but the owner was lucky to find the correct steel wheels in North Yorkshire, it was stated. It went on to sell for £5,000 on the day.

A Ransomes RYLT three-furrow, ride-on plough, which had been with Edwin Bainbridge since the 1960s, when he found it on his neighbour's scrap pile, is said to have worked with an IHC Mogul during its time and was restored by Edwin many years ago. It went on to sell for £11,500!

It was an excellent sale, in terms of on-site and online bidding, as you will see by the results achieved.



Doing well, as expected, the Chafer Ferguson TE-A 20 spraying tractor sold for £7,800.

DECEMBER

15-16 December

Online only Auction.

Mathewsons,
tel: 01751 474455,
mathewsons.co.uk

15-16 December

**Auction of Plant, Machinery
& Sundry Items.**

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

18 December

Literature & Memorabilia Auction.

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

22 December

Dunswell Auction.

The Cattle Market, Dunswell,
Hull HU6 0AW. Frank Hill & Son,
tel: 01964 630531

JANUARY

14 January

**On Farm Sale of Tractors
& Machinery.**

North Devon. Kivells,
tel: 01409 253253.

16 January

Cambridge Machinery Sale.

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

21 January

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

West Country Sales Centre, Five Bridges,
Willand, Cullompton EX15 1QP. Stags,
tel: 01769 572042.

26 January - 5 February

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

Stags,
stags.co.uk

28 January

Unswell Auction.

The Cattle Market, Dunswell,
Hull HU6 0AW. Frank Hill & Son,
tel: 01964 630531.

FEBRUARY

2 February

Late Model AG & Construction Auction.

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

3-4 February

Online only Auction.

Mathewsons,
tel: 01751 474455,
mathewsons.co.uk

4 February

Monthly Live & Online Machinery Sale.

Holsworthy Livestock Market, Holsworthy,
Devon EX22 7FA. Kivells,
tel: 01409 253253

6 February

Cambridge Machinery Sale.

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

16 February

**Major Auction Sale of Agricultural
Tractors, Implements & Machinery.**

Lancashire. Cheffins,
tel: 01353 777767

16 February

Collective Machinery Sale.

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

25 February

Dunswell Auction.

The Cattle Market, Dunswell,
Hull HU6 0AW. Frank Hill & Son,
tel: 01964 630531

MARCH

4 March

**Monthly Live & Online
Machinery Sale.**

Holsworthy Livestock Market,
Holsworthy, Devon EX22 7FA. Kivells,
tel: 01409 253253

6 March

Cambridge Machinery Sale.

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

17 March

Spring Collective Sale.

Chepstow Racecourse Car Park,
NP16 6BE. Gwilym Richards,
tel: 01600 860 300

17-18 March

Auction

Online, telephone & commission bids only.
Mathewsons,
tel: 01751 474455, mathewsons.co.uk

25 March

Farmers' Spring Machinery Sale.

Adjacent to the A17/A52 Bicker Bar
roundabout. Will Barker & Co Ltd,
tel: 01529 414555

APRIL

1 April

Monthly Live & Online Machinery Sale.

Holsworthy Livestock Market, Holsworthy,
Devon EX22 7FA. Kivells,
tel: 01409 253253

3 April

Cambridge Machinery Sale.

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

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

21-22 April

Cambridge Vintage Auction.

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

28-29 April

Auction

Online, telephone & commission bids only.
Mathewsons,
tel: 01751 474455,
mathewsons.co.uk

MAY

6 May

Monthly Live & Online Machinery Sale.

Holsworthy Livestock Market,
Holsworthy, Devon EX22 7FA.
Kivells,
tel: 01409 253253

15 May

Cambridge Machinery Sale.

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

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

3 June

**Monthly Live & Online
Machinery Sale.**

Holsworthy Livestock Market,
Holsworthy, Devon EX22 7FA.
Kivells,
tel: 01409 253253

9-10 June

Auction

Online, telephone & commission bids only.
Mathewsons,
tel: 01751 474455, mathewsons.co.uk

12 June

Cambridge Machinery Sale.

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

17 June

**Auction Sale of Vintage &
Classic Tractors, Implements
and Spares.**

Lincolnshire. Cheffins,
tel: 01353 777767

22 June

Collective Machinery Sale.

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

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.

Farming DVDs from Anglian Agri Media



Beet Harvesters in Britain 1 and 2. ~~£17.95~~ £14.95 each, or both for ~~£29.95~~ £25.00.



One Farm, One Year 1 and 2. ~~£17.95~~ £14.95 each, or both for ~~£29.95~~ £25.00.



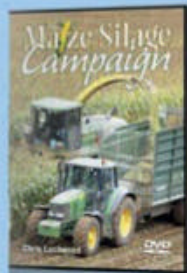
The British Harvest Brigade ~~£16.95~~ £12.95.



A Farming Case Study 1 and 2. £16.95 each, or both for ~~£29.95~~ £25.00.



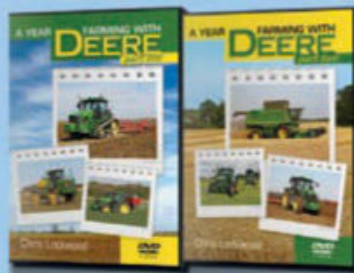
The Rubber Track Revolution. ~~£16.95~~ £14.95.



The Maize Silage Campaign. ~~£16.95~~ £14.95.



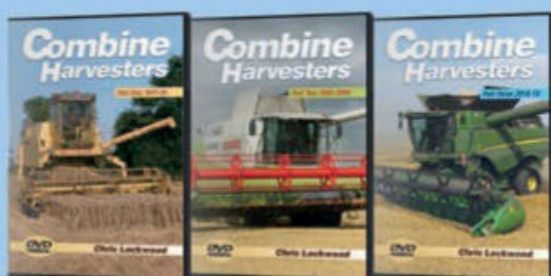
Sprayers & Spreaders. ~~£16.95~~ £14.95.



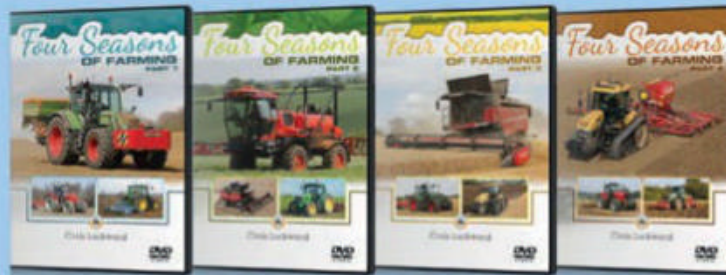
A Year Farming with Deere Parts 1 and 2. £17.95 each, or both for £29.95.



Classic Farming Parts 1 & 2 £16.95 each, or both for £29.95.



Combine Harvesters Part 1, 2, and 3. ~~£15.95~~ £14.95 each, or the complete collection for ~~£45.95~~ £35.00.



Four Seasons of Farming Part 1, 2, 3 and 4. £16.95 each, or the complete collection for ~~£57.95~~ £48.00. Approx. 400 mins combined + extras.



Project 55 £16.95.

PROJECT '20



NEW - Part Four Out now. £16.95. 135 mins approx.



Part Three
New 2021. £16.95.
113 mins approx.



Part One
£16.95.
137 mins approx.



Part Two
New 2021. £16.95.
104 mins approx.



Steel Tracks at Work Parts 1 & 2 £16.95 each, or both for £29.95.



Farming with Ford Parts 1 & 2 £16.95 each, or both for £29.95.



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www.anglianagrimedia.co.uk

Anglian Agri Media Ltd - The Farming DVD Professionals

PART I-L

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 to 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
INTERNATIONAL HARVESTER CORPORATION (CONTINUED)							
584	1977-85	£2,100	£3,900	£12,800	£7,800	£11,200	NA
684	1977-84	£2,700	£3,900	£12,500	£7,400	£11,900	NA
784	1977-85	£3,100	£7,200	£18,900	£12,200	£17,200	NA
Hydro 84/85	1978-83	£3,600	£6,400	£16,400	£9,200	£14,200	NA
Hydro 86	1981-85	£3,700	£6,450	£15,200	£10,400	£12,100	NA
946	1976-79	£3,100	£7,600	£19,700	£12,400	£19,250	NA
955	1977-85	£4,100	£10,400	£24,250	£17,400	£19,200	NA
955 4WD	1977-85	£4,900	£10,950	£25,700	£18,900	£26,200	NA
1046	1976-79	£4,800	£11,200	£21,900	£18,300	£24,400	NA
1246	1976-79	£4,100	£10,900	£21,500	£12,900	£21,700	NA
1086	1976-81	£3,800	£9,700	£17,200	£11,900	£16,900	NA
1486	1976-81	£4,100	£7,400	£16,500	£12,200	£18,200	NA
1584	1976-81	£4,900	£8,200	£20,900	£14,200	£19,750	NA
1055	1977-82	£5,100	£8,100	£22,400	£16,900	£21,800	£24,200
1255 XL	1981-85	£4,100	£9,500	£22,200	£16,800	£24,000	NA
1455 XL	1981-81	£4,700	£7,100	£24,500	£14,500	£22,600	NA
884	1979-84	£3,100	£9,400	£10,200	£7,900	£11,200	£14,500
3388 2+2	1979-81	NA	£9,900	£14,900	£12,500	£18,500	NA
3588 2+2	1979-81	£6,600	NA	£10,200	£15,500	£9,500	£18,500
3788 2+2	1979-81	£6,900	£10,800	£16,000	£10,300	£18,800	NA
6588 2+2	1981-85	£7,100	£10,500	£18,800	£14,500	£19,500	NA
1455	1979-85	£4,100	£9,500	£22,200	£16,800	£21,400	NA
785	1981-85	£2,150	£5,650	£10,700	£9,600	£12,300	NA
956	1982-85	£3,400	£8,200	£23,500	£11,800	£17,200	NA
856 XL	1983-85	£3,650	£6,950	£12,300	£7,200	£11,200	NA
856 XL 4WD	1983-85	£3,900	£9,200	£14,900	£13,200	£17,200	NA
5288	1981-85	£4,900	£8,300	£14,700	£9,200	£12,100	NA
5488	1981-85	£5,850	£9,200	£11,000	£14,600	£11,200	£18,500
885 XL	1981-85	£3,450	£5,850	£12,400	£6,900	£10,400	NA
885 XL 4WD	1981-85	£3,900	£7,850	£14,400	£8,900	£12,600	NA
956 XL	1982-85	£3,400	£8,200	£23,500	£11,800	£17,200	NA
956 XL 4WD	1982-85	£5,650	£7,950	£12,300	£12,200	£19,200	NA
1056 XL	1982-85	£4,100	£9,300	£22,750	£11,200	£18,750	NA
JCB 1							
JCB Mk1 Major Loader	1949-57	£1,570	£2,950	£4,900	£3,200	£7,200	NA
Hydra-Digga Fordson based	1957-60	£1,900	£2,900	£4,100	£3,300	£7,900	NA
JCB I Known as the Gravedigger	1962-66	£2,900	£4,100	£7,600	£4,700	£10,600	£11,600
Loadall Power Shovel-65	1958-60	£1,800	£2,100	£3,100	£3,700	£6,200	NA
JCB4	1960-63	£1,100	£3,400	£4,900	£4,700	£10,250	NA
JCB3	1963-68	£1,680	£3,100	£6,900	£4,400	£12,200	NA
JCB3C MkII Nuffield eng	1968-77	£920	£3,900	£7,200	£6,900	£10,850	NA
JCB3C MkIII	1977-83	£2,400	£3,900	£9,500	£4,900	£9,900	NA
JOHN DEERE							
Waterloo Boy L-R-N	1918-24	£33,500	£43,600	£74,000	£41,000	£84,200	£116,000
Overtime	1915-19	£27,500	£35,500	£48,000	£45,000	£49,500	NA
D Spoker 26in flywheel	1923-24	£9,700	£14,900	£26,000	£21,000	£31,460	£140,000
D Spoker 24in flywheel	1924-26	£12,500	£15,100	£41,600	£23,600	£38,000	£47,200
D 2-speed solid flywheel	1926-35	£3,800	£4,300	£8,600	£5,700	£13,200	NA
D 3-speed	1935-39	£1,900	£3,800	£5,500	£4,900	£7,800	NA
D Styled	1939-53	£2,600	£2,800	£4,200	£5,800	£9,900	NA
GP Standard MK1-5	1928-33	£4,900	£6,900	£8,800	£7,800	£10,600	NA
GP Wide Track	1929-35	£3,600	£5,900	£6,900	£5,900	£7,900	NA
A Unstyled p/p	1934-38	£1,800	£2,900	£5,200	£6,900	£4,900	NA
A Styled petrol	1938-53	£1,900	£2,100	£5,900	£2,600	£5,100	£8,200
A Styled p/p	1938-53	£1,500	£2,300	£4,900	£3,100	£3,800	£4,200
AO p/p	1937-49	£1,800	£2,700	£4,600	£3,900	£4,200	£5,200
AR p/p	1936-49	£1,550	£3,100	£4,900	£3,200	£4,100	£5,600
AR New Improved Styled gas	1949-53	£2,100	£2,600	£4,000	£3,500	£4,300	NA
G Unstyled p/p	1938-41	£2,100	£2,600	£6,400	£4,400	£5,900	NA
G Styled p/p	1942-53	£2,200	£3,600	£6,950	£4,300	£7,600	£10,500
B Unstyled p/p	1935-38	£1,250	£2,100	£3,400	£5,200	£5,700	NA
B Styled p/p	1938-52	£2,000	£2,200	£3,900	£3,600	£3,900	NA
BR p/p	1936-47	£1,300	£2,100	£4,000	£3,400	£4,100	£5,600
BW p/p	1936-47	£1,450	£2,400	£4,100	£4,200	£4,500	£4,600
BO	1936-47	£2,200	£2,900	£5,300	£5,800	£7,800	NA
BO Linderman crawler	1939-46	£2,900	£4,600	£6,500	£5,900	£6,500	£7,300
H p/p	1940-47	£1,800	£1,900	£3,200	£3,000	£3,800	NA
L Unstyled	1937-38	£1,500	£1,850	£3,400	£3,400	£4,250	NA
L Styled	1938-46	£1,650	£1,800	£3,500	£2,600	£3,300	NA



IH HT-340 replica, in full working order, sold on 18 November for £128,553.



IH 5488 with dual wheels changed hands for £24,488 on 19 November.



International 1468 V8 was yours for £62,969 on 19 November.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
LA Styled	1940-46	£1,650	£1,900	£3,100	£3,900	£4,500	NA
M	1947-52	£1,500	£2,600	£4,000	£2,900	£3,600	NA
MC crawler	1949-52	£1,450	£2,550	£3,500	£3,000	£4,100	NA
R (JD's first diesel)	1949-54	£2,350	£4,200	£6,400	£4,900	£8,300	£12,500
40	1953-55	£1,700	£2,400	£4,200	£4,900	£8,400	NA
50	1953-56	£1,800	£2,900	£5,200	£5,100	£5,900	NA
60	1953-56	£2,350	£3,700	£5,400	£4,900	£6,700	NA
70 petrol & diesel	1953-56	£2,900	£3,900	£7,400	£6,100	£7,600	NA
80 diesel	1953-56	£2,650	£3,900	£7,200	£6,850	£7,500	NA
320	1956-58	£1,800	£2,400	£4,200	£2,900	£3,900	NA
420	1955-58	£1,710	£2,300	£4,900	£3,600	£5,650	NA
420C crawler	1955-58	£2,400	£2,800	£5,800	£4,900	£4,200	NA
520	1956-58	£2,400	£2,500	£4,200	£3,200	£3,500	NA
620	1956-58	£2,800	£3,900	£4,900	£2,100	£4,400	NA
720 petrol-diesel	1956-58	£2,600	£3,200	£5,700	£4,600	£7,900	NA
820	1956-58	£3,600	£4,000	£8,000	£8,300	£11,500	£16,000
330	1958-60	£1,900	£4,900	£4,900	£5,000	£6,200	NA
430	1959-60	£1,900	£3,800	£4,900	£3,200	£5,600	NA
435 GM 439	1959-60	£2,800	£3,600	£7,500	£6,400	£9,400	NA
530	1958-60	£2,300	£4,800	£4,200	£4,800	£6,900	NA
630	1959-60	£2,800	£3,900	£6,500	£4,900	£7,900	NA
730 petrol - diesel	1959-60	£3,000	£4,750	£6,000	£6,200	£9,400	NA
730 V front	1959-60	NA	£4,400	NA	NA	NA	NA
730 Hi-crop	1959-62	£5,500	£8,800	£8,500	£4,200	£4,900	NA
830 diesel	1959-60	£3,200	£4,800	£13,700	£8,200	£12,200	£17,000
8010-20 artic	1959-65	£37,000	£42,000	£40,000	£49,000	£58,000	NA
1010	1960-65	£1,800	£2,600	£5,500	£2,900	£6,200	NA
2010	1960-65	£1,900	£2,900	£5,900	£4,400	£5,400	NA
3010	1960-63	£2,900	£6,400	£9,800	£6,300	£9,200	NA
4010	1960-63	£3,400	£4,300	£9,000	£6,500	£8,920	NA
5010	1962-65	£3,900	£5,800	£12,200	£7,800	£10,600	NA
110 & 120	1963-74	£1,900	£2,100	£3,600	£2,900	£5,300	NA
1020	1965-73	£2,350	£2,700	£4,100	£2,900	£4,900	NA
1120	1967-74	£2,100	£2,600	£4,500	£2,900	£5,100	NA
1520	1968-73	£2,600	£3,100	£6,100	£3,500	£5,900	£7,100
2020	1965-73	£2,700	£2,900	£6,400	£4,600	£6,700	NA
3020	1963-72	£4,300	£5,200	£10,600	£6,800	£9,600	£10,900
4020 4 x 4 Hydrostatic	1968-72	£3,600	£4,400	£8,000	£5,100	£8,700	NA
4020	1963-72	£4,900	£5,200	£12,100	£7,400	£9,500	£12,800
303 (French)	1964-67	NA	£2,600	NA	NA	NA	NA
717 (Spanish)	1964-68	£2,100	N/A	NA	NA	NA	NA
710	1966-67	£1,900	£2,950	£4,600	£4,200	£6,900	NA
2120	1965-73	£2,800	£2,900	£7,000	£4,400	£6,700	NA
3120	1965-73	£2,600	£3,600	£8,500	£4,900	£9,870	NA
5020	1966-72	£3,900	£6,400	£10,700	£9,000	£4,200	NA
WA-14	1968-69	£8,900	£10,500	£14,000	£12,000	£14,000	NA
WA-17	1968-69	£14,000	£16,000	£21,000	£20,900	£18,000	NA
4000	1968-72	NA	£5,600	£8,900	£7,400	£9,200	NA
4030	1968-72	NA	NA	£9,180	NA	NA	NA
7020-7520 Artic	1970-75	£6,200	£7,860	£10,200	£7,200	£10,400	NA
930	1975-80	£2,000	£3,430	£3,700	£3,800	£4,350	£6,200
1030	1972-80	£2,000	£2,900	£4,500	£4,200	£6,300	NA
1130	1972-80	£2,800	£3,300	£6,200	£3,600	£4,900	£7,600
1130 4 x 4 Mechanical	1975-80	NA	£3,500	£7,400	NA	NA	NA
1630	1972-80	£2,900	£3,300	£3,500	£3,800	£4,300	NA
2030	1972-80	£3,100	£3,200	£5,500	£4,700	£6,400	NA
2130	1972-80	£2,800	£3,600	£5,700	£6,500	£7,100	NA
3130	1972-80	£1,900	£3,600	£8,200	£6,900	£9,200	NA
4230	1973-77	£3,400	£4,300	£8,900	£6,500	£8,900	NA
4430	1973-77	£3,800	£5,700	£9,500	£8,900	£9,400	NA
4630	1973-77	£3,700	£4,300	£9,800	£7,900	£7,800	NA
2130 4WD Mechanical (ZF axle)	1975-80	£2,350	NA	£7,800	£9,200	£10,750	NA
4440	1978-82	£3,900	£4,300	£7,400	£6,000	£7,900	NA
4840	1978-82	£4,950	£7,200	NA	£10,700	NA	NA
2040S	1979-81	£3,650	£4,100	£8,900	£6,700	NA	NA
3440	1979-81	£7,200	£9,750	NA	NA	NA	NA
8440	1979-82	£4,950	£8,700	NA	NA	NA	NA
3040	1980-87	NA	£3,600	£8,900	£6,400	£9,600	NA
3040 4WD	1980-87	£3,900	£8,300	£9,400	NA	NA	NA
3140	1980-87	NA	£3,700	£8,000	£4,500	£5,700	NA
3140 4WD	1980-87	NA	£4,300	£8,700	£6,200	NA	NA
2140	1980-87	£3,850	£4,200	£8,900	£6,200	NA	NA
3340 4WD	1980-87	£3,970	£7,920	£12,900	£15,900	NA	NA
4040S 4WD	1981-84	£4,100	£5,800	£8,200	£12,700	NA	NA
4240S 4WD	1981-84	£4,250	£6,950	£10,900	£15,200	NA	NA
8450 Artic	1982-88	£9,750	£18,200	£24,500	£21,200	£19,500	NA
8650 Artic	1982-88	£10,200	£19,800	£27,200	£23,000	NA	NA
8850 Artic	1982-88	£10,700	£18,700	£25,000	£22,200	NA	NA
2150	1983-86	NA	£4,300	£6,500	£5,100	£5,900	NA
4250 4WD	1983-88	£6,200	£12,300	£18,900	£16,200	£22,100	NA



Looking good, the restored Waterloo Boy R sold on 19 November for £43,728.



John Deere YL, the 11th one built, sold for £69,965.



John Deere 6030 was in concours condition and sold for £52,474 on 19 November.

4450 4WD	1983-88	£7,200	£14,200	£18,000	£15,200	£17,200	NA
4650 4WD	1983-88	£7,700	£15,200	£17,045	£16,400	£22,400	NA
4850 4WD	1983-88	£8,000	£14,700	£22,100	£17,300	£20,300	NA
3050	1986-93	NA	£4,000	£8,950	£8,100	£11,700	£14,100
3050 4WD	1986-93	NA	£4,900	£14,400	£8,400	£12,400	£14,300
3350 4WD	1986-93	NA	£5,700	£16,400	£7,800	NA	NA
2155	1987-92	£3,700	£4,950	£7,900	£5,900	NA	NA
2250 4WD	1987-94	£5,100	£8,200	£12,300	£8,400	£12,000	NA
2650 4WD	1987-94	£4,200	£6,500	£11,200	£7,830	£8,950	£12,400
1950	1988-94	£2,900	£4,300	£9,200	£5,900	£6,900	£8,900
1950 4WD	1988-94	£3,200	£6,800	£11,200	£10,400	£9,900	NA
4255 4WD	1988-92	NA	£13,900	£17,950	£16,200	£19,400	NA
4455 4WD	1988-92	NA	£16,200	£22,400	£18, 900	NA	NA
4555 4WD	988-92	NA	£12,900	£21,000	£19,200	£22,500	NA
4955 4WD	1988-92	NA	£19,200	£33,500	£25,000	£33,000	NA
4755 4WD	989-91	NA	£18,000	£28,000	£24,200	£29,500	NA
8560 Artic	1989-93	NA	£23,000	£26,000	£28,000	£32,500	NA
8760 Artic	1989-93	NA	£27,000	£28,000	£30,100	£36,000	NA
8960 Artic	1989-93	NA	£34,000	£31,000	£37,000	£42,000	NA
5200	1992-97	£4,100	£5,400	£7,900	£5,900	£6,400	NA
5300 4WD	1992-97	NA	£7,950	£12,700	£8,100	£10,800	NA
4560 4WD	1992-94	NA	£19,200	£34,000	£26,000	£34,000	NA
4760 4WD	1992-94	NA	£23,400	£35,000	£33,000	£37,500	NA
4960 4WD	1992-94	NA	£26,400	£39,500	£37,000	£39,500	NA
5400 4WD	1992-97	NA	£6,200	£9,300	£18,300	£15,200	NA
6100 4WD	992-97	NA	£12,300	£16,950	£13,980	£15,400	NA
6200 4WD	1992-97	NA	£12,400	£17,800	£14,650	£15,600	NA
6300 4WD	1992-97	NA	£13,200	£16,200	£15,600	£16,700	NA
6400 4WD	1992-98	NA	£13,300	£16,700	£15,100	£16,800	NA
7600 4WD	1992-96	NA	£13,400	£17,400	£16,450	£16,950	NA
7800 4WD	1992-96	NA	£16,200	£19,700	£17,100	£18,700	NA
6600 4WD	1993-97	NA	£15,400	£18,900	£16,100	£17,900	NA
6800 4WD	1993-97	NA	£15,500	£19,200	£16,900	£18,000	NA
7200 4WD	1993-96	NA	£15,900	£20,000	£16,970	£18,100	NA
7400 4WD	1993-96	NA	£16,200	£20,000	£17,000	£18,300	NA
7700 4WD	1993-96	NA	£16,500	£20,000	£17,300	£18,670	NA
8570 Artic	1993-96	NA	£28,900	£44,000	£35,200	£41,000	NA
8770 Artic	1993-96	NA	£29,100	£45,000	£36,300	£44,000	NA
6900 4WD	1994-97	NA	£16,200	£21,400	£17,150	£18,950	NA
KL BULLDOG							
Kelly & Lewis 35-44	1948-52	£4,100	£5,900	£8,500	NA	£9,900	NA
LA CROSSE							
Happy Farmer 8-16/12-24	1916-22	£9,800	£13,000	£12,000	£14,000	£16,000	NA
Line Drive 7-12	1914-18	NA	NA	NA	£42,780	NA	NA
12-24	1916-22	£10,800	£16,500	£19,000	£16,500	£21,700	NA
LAMBORGHINI							
R226 (early styling)	1958-64	NA	NA	NA	NA	£8,900	NA
DL20	1952-57	£3,000	NA	NA	£4,800	NA	NA
DL25C crawler	1955-58	£1,700	NA	£2,780	£5,700	NA	NA
LANDINI							
Super 40-48hp	1934-54	£4,500	£6,900	£9,200	£8,400	£16,200	NA
Velite 25-30hp	1935-55	£3,900	£6,400	£8,900	£7,800	NA	NA
L25 25-30hp	1950-61	£3,800	£4,700	£7,900	£6,700	£12,200	NA
L35 35-40hp	1953-60	£4,300	£5,900	£11,000	£7,000	£10,000	NA
L45 45-50hp	1950-60	£5,000	£8,900	£15,000	£11,400	£15,000	NA
L55 55-60hp	1954-62	NA	NA	£59,000	NA	NA	NA
LANZ							
HN1 & HN2 12-20hp	1932-35	NA	£12,000	£24,200	£24,000	NA	NA
D7500 25hp	1935-52	£6,200	£8,200	£12,200	£10,600	£14,600	NA
D7506 25hp	1935-52	NA	£9,400	£13,500	NA	NA	NA
D3500 20hp	1936-52	£5,900	£7,200	£13,800	£9,200	NA	NA
D3506 20hp	1936-52	£5,600	£9,200	£12,500	£10,900	NA	NA
D8500 35hp early type rated 30hp	1934-40	NA	£8,800	£24,200	£15,400	£12,400	NA
D8506 35hp early type rated 30hp	1934-40	£6,700	NA	NA	£14,200	NA	NA
D9500 45hp early type rated 38hp	1934-40	£7,200	£17,900	£27,000	£16,700	£27,800	£38,900
D9550 45hp early type rated 38hp	1934-37	NA	NA	£72,000	NA	NA	NA

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117064

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117600

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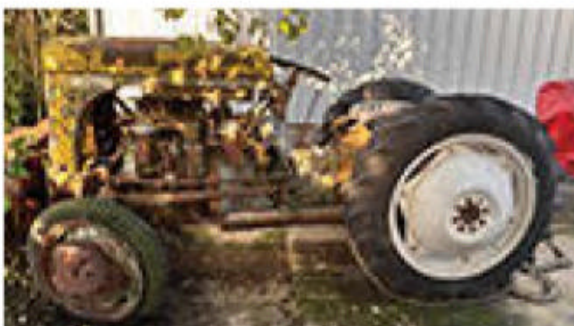
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117604

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

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 2000 TRACTOR WITH CAB

POA. Ford 2000 Tractor With Cab. Please call 07831 566480, South East.

117156

INTERNATIONAL PARTS

For Early Agricultural, Industrial & Construction models including



Farmall Cub A-H-M. SBMD – SBWD – B450 – 614 – 634.
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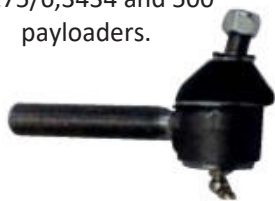
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and BTD6



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late B250-275-414
B2275/6, 3434 and 500
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1956, 6-cylinder diesel, 4-speed
gearbox, power steering, PTO,
2 banks of spool valves. A
genuine example, excellent to
start and run.



International W4
£3750

Tidy tractor with Cab and
power steering, recent new
clutch fitted, runs and drives
well, comes with v5



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starter, everything working
as it should, Make an easy
project or go straight to work,
Current V5



Ferguson TEA20 P3
£4750

Lovely example, starts and
runs well. Complete engine
rebuild in the last 3 years, new
tyres, good tinwork, lights. V5
& buff logbook.



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PM3A Nice early example, EPIC
boards in good condition, full set
of discs, spare points. Suitable for
Fordson E27N/Diesel Major.



Leyland 255
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steering, recent new clutch fitted,
runs and drives well, comes with v5

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brakes and lights good
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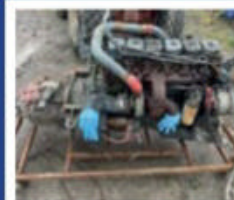
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300tdi
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go with
no faults
£11500



Ferguson
2 furrow
plough
£350

FORD 3000



POA. Ford 3000 pre force good early restoration. Please call 01747 828272, North East.

117386

FORD 4000



POA. Ford 4000 with loader a good ex farm example. Please call 01747 828272, North East.

117389

FORD TW20



POA. Ford TW20 good working tidy example. Please call 01747 828272, North East.

117390

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 FERGUSON



£2,750. Ford Ferguson Petrol, V.G.C. Running perfect firestone Tyres as new, new battery. Please call 0035386259208, Ireland.

117483

FORD 3000



1986, POA. Ford 3000 in mint condition, good tyres and tin work. All works as it should. Please call 07932317710, West Midlands.

117578

FORD



1976, £5,650. 1976 Ford 4100, some new parts, in good working order. Please call 07379309887, Wales.

117583

FORD 4000



£3,500. Ford 4000 pre force, good starter, drives well, good tyres, cab tatty good project or would go back to work as is. Please call 07821184799, South West. (T)

117598

FORD 3000



£4,000. A tidy example with new mudguards, on turf tyres could be changed, has a pick up hitch, ready for work or restoration No VAT. Please call 07821184799, South West. (T)

117607

FORDSON DEXTA MK1

POA. Dexta MK1. Please call 07831 566480, South East.

117157

FORDSON SUPER MAJOR



£4,750. Original tin work all new tyres, new pistons and new liners. Please call 01428 683294, South East.

117166

FORDSON MAJOR E27N



£3,000. Fordson Major E27N. Please call 01469 530373, Yorkshire and the Humber.

117238

FORDSON N



POA. Fordson Nearly restoration, original buff logbook. Please call 01747 828272, North East.

117381

FORDSON MAJOR



POA. Fordson Major a good genuine example. Please call 01747 828272, North East.

117387

FORDSON



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117496



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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 SUPER DEXTA

POA. Fordson Super Dexta, new performance. 1963/64 with logbook. Good runner. Please call 07779 921934, Wales.

117521

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 FORDSON



1946, £3,500. Two Fordsons for sale. Standard 1944 Narrow wing, barn stored 12 years £1850.00. E27W P/P with Laingbury Kingham Winch 10 Ton good rope RE/Con engin, unfinished due to health reasons £3500.00. Both being sold due to health reasons. Please call 07861925024, Yorkshire and the Humber.

117560

FORDSON F

1924, POA. Fordson f believed 1924 for restoration, Tel Jason daytime. Please call 07855 399487, South West.

116954

FORDSON N

£2,200. Wide wing, GREEN, Good Tyres, EH Vaporiser. Please call 07778 525037, Greater London. (T)

117593

FORDSON SUPER DEXTA.



£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

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

INTERNATIONAL B250 C/W



£3,650. International b250 c/w Massey Harris trailed plough tractor and plough. Has only been used for ploughing matches for many years. Very straight and original. Please call 07970 158840, South East.

117139

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 W4



POA. international w4 electric start with working lights very straight and original runs very well. Please call 07855 399487, South West.

117490

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 HARVESTER B275



£4,800. Very good restoration with V5C, all systems working well, good starter with superb engine and excellent tyres. Please call 01485 512521, East of England.

117520

INTERNATIONAL FARMALL H



£2,750. 3 wheel rowcrop. Excellent original condition. Please call 07778 525037, South East. (T)

117591

ISEKI TU2100DT



£6,200. Iseki TU2100DT. Please call 01458 269210 / 250978, South West.

117616

JCB POWERSHIFT 3C11



£3,250. Good Working Order, c/w 4-in-1 buckets. Please call 07778 525037, Greater London. (T)

117594

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. Serial Number: L06520G480709 £26,950 + VAT. 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 complete 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

JOHN DEERE 2850



1993, £11,000. Good condition for age. 4 new tyres, PUH, new seat, good starter. Fully glazed V5 present. Please call 07811123284, Yorkshire and the Humber.

117378

JOHN DEERE JOHN DEERE 6150



2013, £45,990. john deere 6150 m only 3200 hours , stunning condition / finance arranged and part exchange welcome .call our sales office on 01322 226766 / lots more plant and commercials available .www.kccarsales.co.uk. Please call 01322226766, Greater London.

116817

JOHN DEERE 830



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

117497

JOHN DEERE B ROWCROP



£3,750. Early restoration, original import. Please call 07778 525037, South East. (T)

117588

KUBOTA B1410X4WD



£4,250. Recently serviced and new battery starts on the button has rear linkage. Please call 07711508200, Yorkshire and the Humber.

116902

LANZ BULLDOG D2016



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

116910

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

LEYLAND 154



POA. LEYLAND 154 petrol example, little used example. Please call 01747 828272, North East.

117391

TRACTORS LEYLAND 262



1976, £3,600. Leyland 262. Good condition, been in barn for last 8 years. Runs and drives good brakes, in need of tlc. Never fails to start new front wheels and tyres, all complete needs light re wiring as new but not connected, back window broken but in place. Can send more pics. Please call 07770982457, West Midlands.

117561

LEYLAND 255



£3,750. Excellent ex-farm condition, c/w V5C. Please call 07778 525037, Greater London. (T)

117597

LISTER T53 ENGINE

2003, £850. In good condition electric start Ideal for many applications. Please call 07971 622426, South East.

117118

EARLY LISTER FUEL TANK



£20. EARLY LISTER FUEL TANK. Please call 07753929258, East of England.

117425

STATIONARY ENGINES LISTER LISTER FUEL TANKS



£15. LISTER FUEL TANKS. Please call 07753929258, East of England.

117426

LISTER D



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

116807

LISTER DIESEL ENGINE.



£750. World War 2, 7.5 kilowatt, 110 volt- at 1625 RPM generator. On a ST2 3000RPM Lister Diesel engine. Is in good working order. Please call 07909908069, South East.

116829

LISTER CS

Lister CS engines for sale, plus new and used parts, also start automatic electric equipment. Please call for more details. Please call 07579774557, Wales.

116869

LISTER 2 D TYPE LISTERS.

£200. 2 D type Listers. 1 JLC pump all on trolly's, all painted. Please call 0777038842, South East.

117549

LISTER D GAS ENGINE

£250. Lister D Gas engine. Plus, demand valve a gas bottle. Please call 07599419878, East Midlands.

117572

LISTER TS3

2002, £850. Lister TS3 engine, electric start, later renovation in good condition starts first time. Ideal for many applications. No time wasters please. Please call 01843597572, South East.

117007

MARSHALL TRACK MARSHALL 105



POA. 1982 model, less than 300 hours, stored under cover. Good runner and good tracks. Please call 07970 517172, South East.

117138

MASSEY FERGUSON 135



1965, £8,000. Earlier restoration, everything works, dry stored, V5 present, starts on the button. Nice show condition. 07931 823981. Please call 07931 823981, South East.

117073

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 135 LOADER



£700. all fittings, spool valves, no leaks, no welds, very good condition. Please call 07789993667, South East.

117145

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Vintage

MASSEY FERGUSON 35 X



1963, £6,750. Full restoration. Please call 01428682394, South East.

117162

MASSEY FERGUSON 135

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

116810

MASSEY FERGUSON 35



1962, POA. Fully restored Massey Ferguson 35 1962 in excellent condition. New steering, new tyres, swinging drawbar, new radiator, respray and many other new parts. Please call 01902 850861, West Midlands.

117492

MASSEY-HARRIS 22



£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

MASSEY-HARRIS 203



POA. massey harris 203, nice original tractor electric start runs really well. Please call 07855 399487, South West.

117493

MASSEY-HARRIS 33



MASSEY HARRIS 33 nice electric start tractor very original in working order tel jason daytime 07855399487. Please call 07855 399487, South West.

116840

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 assist rams., manual rear lift with ergonomic lift system + draft control. 3 mechanical spool valves. 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. 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 UTS



£4,700. 3 owners from new. Genuine Lease Lend tractor with buff logbook and V5. Restored in the 80's. On good tyres and runs and drives very well with good brakes. Please call 07557 095 519, North West.

117502

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 MT372D



£3,250. Very well looked after machine all in good working order. Please call 01458 269210 / 250978, South East.

117609

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.

117610

NEW HOLLAND TRACTOR AND LEWIS LOADER



£5,500. New Holland Loader Sold as seen in working condition. Please call 01458 269210 / 250978, South West.

117613

NUFFIELD 4DM

1960, £2,850. Good for year been born stored for 15 years plus. Please call 01953883293, East of England.

117617

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

MF100 SERIES CAB PARTS

For Scirocco flexi-cab mk 2. Windscreen frames, wiper motor mounting, lower bulkhead panels, brackets, door tops/bottoms and roof frames. Parts are newly made and lightly oiled. Pictures on website: www.axe-atv.co.uk made in Devon.

**Email: axeengatvs@gmail.com
Call: 01460 220731 or 07722 117805**

NUFFIELD 345



POA. Nuffield 345 fitted with perkins engine, instant starter very good tin work. New alternator, new front tyres, new wings. Please call 07397957201, Wales.

117159

NUFFIELD 4/60



POA. Nuffield 4/60 good ex farm. Please call 01747 828272, North East.

117385

NUFFIELD 4DM



1960, £3,000. 1960, £3,000, very nice original condition, starts and runs well. Brakes done, very good Tyres. Please call 01694781640, West Midlands.

117529

NUFFIELD 4/60



£3,500. Nuffield 4/60 good original working example with hi-low gearbox, recent cylinder head overhaul, has a log book. Please call 07821184799, South West. (T)

117606

OLIVER 90



POA. Oliver 90 with winch electric start, built 1941 with original buff logbook. Please call 01747 828272, South West.

117106

OLIVER 90



POA. Oliver 90, with winch, electric start, 1941, original logbook. Please call 01747 828272, North East.

117382

OLIVER 90



POA. oliver 90 electric start runs very well with working lights. Please call 07855 399487, South West.

117491

THREE VINTAGE TRACTOR AND FARMING IMPLEMENTS

POA. Three Vintage Tractor and Farming Implements and tool books. Please call 01775710418, Yorkshire and the Humber.

117645

MF203



£2,600. 3 cylinder good starter, front lift, only rear hydraulic. Easy restoration. Please call 07768055990, West Midlands.

117130

MF130 FRENCH SPEC



£2,600. Starts, runs, new mains/rings. Easy restoration. Please call 07768055990, West Midlands.

117131

FUEL TANK



£15. Early lister fuel tanks. Please call 07753929258, South East.

117144

AVELING BARFORD DUMPER



POA. Aveling Barford dumper, leyland 400+ engine, any offers welcome. Please call 07746688277, South East.

117172

2 VACCUM PUMPS



£50. Heavy Duty simplex and Fullwood. Both working order. £30 and £20. Please call 01287660164, North East.

117339

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

DENNIS ENGINE.



£250. DENNIS engine. Complete. Turns over but haven't had running. Believed to be from large Dennis mower. Please call 01788 823943, West Midlands.

117505

PRIMUS 702

£120. Hot build engine, starting lamp. Buyer collects. Please call 07599419878, East Midlands.

117570

SCAMMER TRUNKER

1968, POA: Good working order, new tyres, brackets, new air bags. 07768276115. Please call 07768276115, South East.

117640

HOWARD GEM ROTAVATOR



£550. Howard Super Gem 24" rotor in good working order, used this year with spare blades and potato ridger and two spare wheels. Please call 01726884525, South West.

117644

IMPLIO LIFTING HOIST

£25. Implio Lifting Hoist, lifting crane with 1 ton lift capacity. Please call 01543671822, North West.

117646

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

CULTIVATOR



£225. 7ft wide spring tine cultivator can be loaded on to your transport. Please call 07711508200, Yorkshire and the Humber.

117125

3 TON TRAILER

£450. Pettit 3 Ton Trailer in working order. Please call 01767 683197, East of England.

117153

RA LISTER TYPE H3 WATER PUMP



£125. RA Lister type H3 water pump, 600RPM. This is for restoration, but not seized. Please call 07909908069, South East.

116830

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 07909908069, 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

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

PETTER EXHAUST



£50. petter 5 horse power exhaust. Please call 07753929258, South East.

117141

PETTER EACH LISTER AND WOLSELEY MAGNETOS



£15. Each lister and wolseley magnetos. Please call 07753929258, South East.

117142

PETTER FUEL TANK



£20. Early lister fuel tank. Please call 07753929258, South East.

117143

PETTER A1 11/2 HP



£45. Petter A1 on trolley with wooden wheels, runs well. Please call 01287660164, North East.

117337

AMANCO 4 MULE TEAM



1917, Petrol/paraffin. On original 4-wheel trolley. Good runner. Please call 01986 788346, East of England.

117584

AMANCO 3HP O/C



£1,250. Fully Restored, new trolley as photo petter M SHP restored tank cooled. New trolley - £850. Please call 01302852369, Yorkshire and the Humber.

117586

BAMFORD NO 2 MILL



£120. Bamford No 2 mill, dismantled, cleaned, painted and reassembled. Please call 01986874125, East of England.

117119

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PETTER 5 HORSE POWER EXHUST



£50. petter 5 horsepower exhaust
img-0145jpg £15.00 each lister
and wolseley magnetos. Please call
07753929258, East of England.

117424

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

ROOT CROP MACHINERY OTHER DAVID BROWN CROPMASTER.

1950, £2,500. 1950, Barry find
condition. Please call 07831408329,
South East.

117550

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 GARRET ROAD LOCO



£150,000. In need of restoration.
Some parts missing. Please call 07716
126227, South East.

117080

STEAM SENTINEL DG4 TAR SPRAYER



1929, Immaculate Condition. 9 year
ticket. All sensible offers considered.
For info, call 07808 776727. Please call
07808776727, West Midlands.

116770

MACHINERY STEAM STEEL BOILER



£300. Steel boiler and fittings
300 pounds sterling. For further
information and delivery. Please call
01293 783530, South East.

117503

MACHINERY STEAM STEAM ENGINE

£1,500. 4-inch Burrell S.C.C. engine,
owner built, boiler cert's expired 2022,
all previous NTET discs available except
covid year. John Rex boiler, passenger
carrying trailer. £15k. Major back
vertebrae problem forces sale. Please
call 07395060390, West Midlands.

117506

GIANT V5003 TELEHANDLER



2017, £29,990. new stock 2017 giant
v5003 tele hd , 2017 new tyres and
wheels just fitted at a cost of £2,000
, incredible condition inside and out ,
comes complete with optional fitments
that can be purchased seperately
including a bale grab , bucket with
grab , flail cutter articulated , post
knocker and fork attachments .50 hp
kubota engine , this robust machine
is fitted with hard waring planetary
and drives with 14 tonnes axels
enabling the wheeled loader to reach
up to 28 km/h , the possibilities are
endless with a height reach of 4.3
metres and a lift capacity of 2000
kg .call our dedicated sales team on
01322 226766 , collection available 7
days per week , commercial finance
packages arranged and part exchange
is welcome . Please call 01322226766,
Greater London.

116820

PLOUGHS INTERNATIONAL 3 FURROWS

£500. INTERNATIONAL PLOUGH 3
FURROWS ACE BOARDS IN GOOD
CONDITION. FRAME SHOT BLASTED
AND PAINTED. Please call 01628
824857, South East.

117485

FERGUSON PLOUGH



£300. Ferguson Plough Offers over
£300. Ferguson Plough, excellent
metalwork but needs a cleanup. Please
call 01695 722219, East of England.

117527

PLOUGHS KUBOTA REVERSIBLE PLOUGH

£95. Single Furrow good condition but
missing 1 disc part exchange for loader
to fit kubota. Please call 07784827378,
East of England.

117605

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

TIPPING TRAILERS MANDAM TIPPING TRAILER

POA. 2 - 4 Tonne local authority tipping
trailer, 1970s with road springs and
override brakes if ros any condition. To
put behind 1975 ford highway 3000.
Please call 01371830451, South East.

117454

FERGUSON MK1 TIPPING TRAILER

1950, £2,500. Restored Ferguson
mk1 tipping .new seals in ram and a
new rubber tipping pipe. .it is fitted
with 5 ribbed Firestone tyres which
are in good condition. Please call
07453307384, West Midlands.

117462

AXLE TRAILER

£1,000. Williams 8 x 4 single axle trailer,
with power winch, good tyres, little
used. £1k. Please call 07395060390,
West Midlands.

117507

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

YANMAR 1401 + LOADER ANDAMP; BUCKET



£6,500. Yanmar 1401 14hp 4x4 tractor
and Loader Excellent condition. 4x4.
Agri tyres. Folding roll bar. 3 point
linkage. PTO Strong and versatile. Easy
to drive. Please call 01458 269210 /
250978, South West.

117618

YANMAR F16 2 WHEEL DRIVE



£4,595. F16 2 Wheel drive. Please call
01458 269210 / 250978, South West.

117619

**YANMAR YM1401 14HP WITH
LOADER**

£6,500. Yanmar 1401 14hp 4x4 tractor and Loader Excellent condition. 4x4. Agri tyres. Folding roll bar. 3 point linkage. PTO Strong and versatile. Easy to drive. Ideal smallholding / horse yard tractor. Reliable and robust. Comes with warranty, fully serviced and checked over for peace of mind. Please call 01458 269210 / 250978, South West.

117620

YANMAR F1410DT

£5,550. F14D tractor. Please call 01458 269210 / 250978, South West.

117621

YANMAR 1401DT

£5,500. Yanmar 1401DT. Please call 01458 269210 / 250978, South West.

117614

YANMAR YM1601DT

£4,995. Yanmar YM1601DT. Please call 01458 269210 / 250978, South West.

117615

TRUCKS/LORRIES**AEC MAMMOTH**

1963, POA. AEC Mammoth Major Mark 5 1963. Atkinson View line windscreen. Gardener LX 8-cylinder engine. In excellent condition, running well. Please call 01248470277, South East.

117211

AEC MANDATOR

£6,500. AEC Regal IV Ex-Greenline Coach for sale. One of only ten unmodified RF coaches left in preservation. Dry stored, Complete but needs some TLC. Please call 07759-603697, South East.

117418

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

ALBION CHIEFTAIN

POA. Albion FT,27A was van, now F/ Leaf Albion 335 Engine and speed box fitted (50MPH). Good condition always garaged. Please call 07763 175267, Scotland.

117149

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) 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

1973, I am selling my Bedford TK with Stationary engine and Dynamo. It is a previous show winner, 1973 model, in dark blue. Please call 07752 552585, North East.

117486

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

COMMER DODGE

1952, £10,000. Originally owned by Kent Fire Brigade, Maidstone and thought to be the earliest HCB bodied fire appliance in preservation. Dry stored, good condition, mostly ready to show, some spares available. Please call 07881890942, Wales.

117522

COMMER DODGE

1952, £15,000. 1952, £15,000, originally owned by Caernavon Fire Brigade, thought to be one of only three made by Plaxton Coachbuilders and the only one remaining. Dry stored, good condition, mostly ready to show, some spares available. Please call 07881890942, Wales.

117523

DAF YA328 ARTILLERY TRACTOR

£11,500. 1956 DAF YA328 Artillery Tractor, V5C, another set of tyres in rear. Hercules engine starts easily, two new batteries, very good tyres, winch, ex-Dutch Army, unusual drive train. Please call 01942 7111866, North West.

117175

ERF 180 GARDNER

1971, £7,000. MOT and Tax exempt, Rear conversion includes kitchen, bedroom and toilet. Please call 01322 660055, South East.

117171

ERF 180 GARDNER

1972, £4,800. Due to a bereavement truck available for restoration. 180 Gardner engine is original. New pistons fitted at 550,000 miles. Gear box and B. axle untouched from new. Dry stored. Please call 07946306603, East Midlands.

117404

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

FORD D SERIES

1981, £7,500. Alloy boby fitted with hiab crane, all in working order. Also 1959 Trojan van ex BRS with perking p3 diesel engine in VGC £10000. Please call 07759 473380, East Midlands.

117438

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.

116806

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

LEYLAND ROAD-RUNNER



£2,500. 1989 Leyland Road-Runner, beaver tail, Winch and ramps, Jennings sleeper cab. Please call 07901 823819, East of England.

117212

LEYLAND 14.1



1985, £100. 411 engine, 12 speed gear after gear box. All body tippers. With A1 Condition spare cab. Roof top sun viler. Current owner 15 years Classic. Please call 07774 799600, East Midlands.

117416

MERCEDES 305



POA. 7490 kg gross, 4250 cc, 6 speed box. diesel...good tyres all round...very tidy interior...good ramps...converter switch 24/12volt for towing trailer/caravan...used for going to shows so it was operators exempt and taco exempt...due to covid it has no mot...delivery can be arranged at cost. v5c present...this comes without the ramps. Please call 07881582109, East Midlands.

117434

TRAILER

£80. General purpose trailer all steel 8 x 4 strong galvanised body. Good tyres. Please call 01132 874846, Yorkshire and the Humber.

117647

TRUCK CANE



£7,250. NCK 304 Truck crane 18 ton, max lift AWD carrier. Needs refurb. Please call 07808369669, South West.

117253

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

SCAMMELL HIGHWAYMAN

1968, £8,000. 6 X 2 T/Unit Leyland 680 engine AEC 6 speed gear box, dry stored, 12 year run and drive. Also, Leyland - DAF 50 SER CAB - CHAS £2500. Please call 07759 473380, East Midlands.

117439

SCANIA 143



£12,000. SCANIA 140 hydronic lift axle, RHD, starts and drives nice - perfect restoration project and would make a nice tractor unit. Please call 07855 489452, South East.

117417

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.

117408

VOLVO F

POA.VOLVO F86 8x2 Rear Lift Axle Long Wheelbase. All conditions considered. Please call 07770223980, East Midlands.

117433

PARTS AND ACCESSORIES FOR SALE

ALBION ENGINE EN243C



1952, £1,000. Albion 6-cylinder diesel engine EN243C. 10 Litre - 120hp. Engine complete, turns freely, would fire with little work. Can help with loading, crate packing or pallet at buyers' cost. Was removed from a Sentinel truck as incorrect engine. Please call +61426080864, West Midlands.

117228

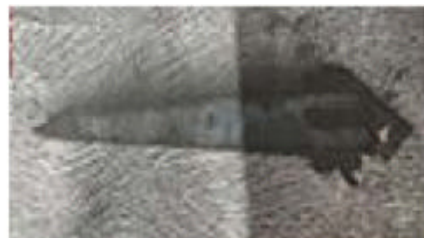
BEDFORD J TYPE ROOF LINING



£90. New black roof lining, may fit A and D types. Can send for a price. Please call 07749 586757, South East.

117538

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

INTERNATIONAL OBSOLETE PARTS



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.

117436

JCB 3CX BUCKETS



£950. 900mm digging bucket and ripper tooth. 45mm pins. Excellent condition, very little use. Please call 07968 968869, South West.

117428

LEYLAND BRITISH MINI WHEEL CENTRES



£30. British Mini Wheel Centres x4. Please call 02083997541, Greater London.

117152

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2022/23 rates starting from:

	Third Party Only	Third Party Fire & Theft	Comprehensive
1 tractor	£49.00	£54.00	£63.00
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55/65

WELGER
AP530/AP60

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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

MORRIS MORRIS - COMMERCIAL LD PARTS

£150. Brake Master/Wheel Cylinders, Steering Parts, Fibreglass Front Wing, Steel Inner Rear, Wings and many other parts. Most are new. List available, job lot. Please call 01268 754439, East of England.

117178

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

TRACTOR MAGAZINE - ISSUES 1-98 (BUT SEE NOTE BELOW)



£25. Tractor magazine - set is, as far as I can tell, complete from issue 1 to issue 98. HOWEVER at least one cover issue number is the same for two consecutive months, and I'm sure I spotted two (different) issues with the same month on the cover. All proceeds to Essex Air Ambulance. Please call 07760311215, South East.

117043

NORMAN T300 MK1

Wanted. Flywheel, oil pressure gauge, HT leads and magneto brush boxes, any Solex 26FHG parts and Air filter elbow pipe. Please call 07960 350062, South East.

117636

PERKINS P3 144 CYLINDER HEAD

£100. Perkins P3 144 Cylinder Head, Good condition. Please call 07557237140, South East.

117641

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

SPOOL VALVE 3 BANK F



POA. Spool valve 3 bank for loader or similar unused. Please call 07711508200, Yorkshire and the Humber.

117146

4 CAST IRON WHEELS



£30. No rust, 14 inches X 3 inch rim. Please call 01287660164, North East.

117340

LAMBOURN TRACTOR CAB



£2,000. Lambourn Tractor CAB new made by coachbuilder suit any tractor, two doors and rubber weather roofing. Please call 07772 053322, North West.

117346

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.

117392

11 X 28 TYRES



£50. Two 11 x 28 Tyres with 50% tread. Please call 07840930344, Wales.

117430

MUCK FORK TRIP

£50. Muck Fork Trip type for early M.F or international. Please call 07885491340, South East.

117445

TROLLEY JACK

£75. Trolley Jack old working order, slight leak, very tidy. Please call 07885491340, South East.

117446

FORDSON MAJOR ENGINE



£650. For Sale Fordson major 4D Engine Mk 1, Good runner. Please call 07732878991, South East.

116786

HARRISON 92 SWING LATHE

Harrison 9" Swing Lathe - £1000 and micrometer from 1" to 6" and 12" Vernier and operator's handbook. For all buyer collects £1150. In good working order. Please call 01296707833, South East.

117458

FORD CARGO 0813



£300. Ford cargo 0813 brand new clutch still boxed. Please call 0774677788, East of England.

117489

MERLIN TURBO 250 STICK WELDER



£65. brand new stick welder, buyer collects. Please call 01352761705, Wales.

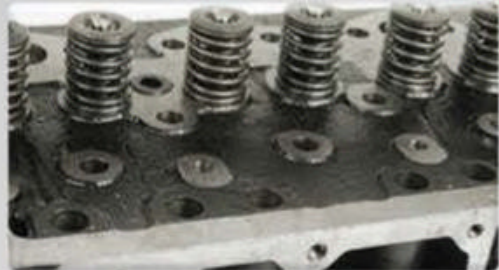
117501

4" FOSTER TRACTION ENGINE

£1,000. Wheels, part build boiler, all gear blanks, full set of drawings and many more parts. This is a Live Steam model's 4" Foster traction engine. Please call 07864919188, West Midlands.

116863

MAY HILL TRACTORS



REPLACEMENT PARTS FOR:

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£225. Ford AP cab rear window and lower windows and frame. Please call 07711508200, Yorkshire and the Humber.

117512

DAVID BROWN WATER PUMP



£48. David Brown 1190 water pump still in plastic not been used £48. Please call 07711508200, Yorkshire and the Humber.

117513

FORD WAFER WIEGHTS



£85. Ford wafer weights 4xof £85.00. Please call 07711508200, Yorkshire and the Humber.

117514

THREE BANK SPOOL VALVE



£120. Three bank spool valve to suit front loader. Please call 07711508200, Yorkshire and the Humber.

117515

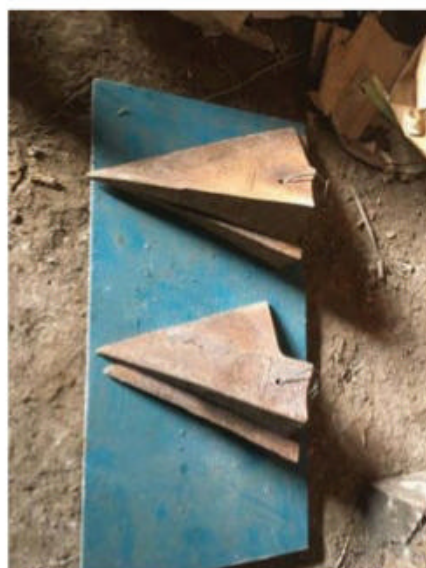
HONDA GX240



£80. 8 HP. Good Running Order. Please call 01630 672302, West Midlands.

117517

RANSOME PLOUGH SHARES



£25. Ransome Plough Shares for sale: YL44 ; YL61; YL 57. £25 each. Please call 01245 260333, East of England.

117518

WELDER



£30. Snapon Mig Welder. Please call 07546403535, South East.

117573

PLOUGHING WEIGHTS



£50. Two heavy ploughing weights ideal for ploughing plus M.F top link. Please call 07546403535, South East.

117574

MAKITA



£40. Makita Disc Cutter. Please call 07546403535, South East.

117575

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

SHOT BLASTER

£85. Seely shot blaster with grit. Please call 07546403535, South East.

117576

LOG SPLITTER

£200. Titan Log Splitter with stand and guard. Please call 07546403535, South East.

117577

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

REAR WHEEL WEIGHTS



International Farmall a Rear wheel weights, in good condition, no cracks or chips max, fit others. Collect only. Very heavy. Please call 07774229946, Yorkshire and the Humber.

117579

TRANSPORTATION



Tractor and Machinery transportation
Eurowide, national and local hiab and winch.

**Please call 07899 822133,
North Midlands.**

TOP LINK



Sensible offers. Eary DB top link of a cropmaste in good condition. Please call 07774229946, Yorkshire and the Humber.

117580

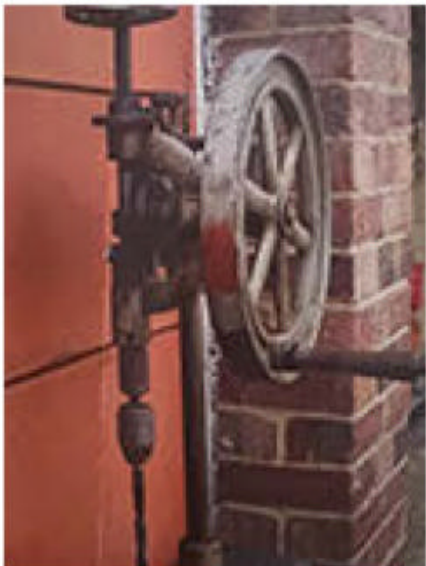
MIRRORS



£50. One pair of new built car mirrors. Please call 07546403535, South East.

117587

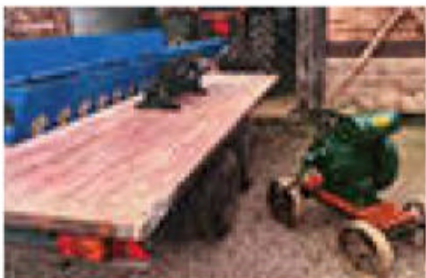
OLD BENCH DRILL



£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

TRACTORS AND MACHINERY OLD GLORY MAGAZINE



1988, £100. Complete set of Old Glory magazines from the Premier Issue of 1988 to the most recent - selling to raise funds for the Essex Air Ambulance. Need collection as extremely heavy!. Please call 07760311215, South East.

117010

GARDNER 4LK RECON.

£2,750. Gardner 4LK Recon. Please call 01974 821788, Wales.

117035

MISC

CASE EAGLE EMBLEM



£90. 7 inch high. Please call 07717 127970, East of England.

116904

MARSHALL HEADLIGHTS



POA. Fair condition. For more information please call. Please call 07946 169001, East of England.

117135

BOMFORD HEDGE CUTTER

£2,250. Good boot flaks, 3 new belts 3 point links. Works well. Please call 07771 566172, South East.

117637

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.

117638

BLACKSMITH ANVIL

£350. Blacksmith Anvil, Double horn ends. Please call 07971237780, North West.

117639

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.

117088

INTERNATIONAL 4 FURROW CRAWLER

drag plough for restoration. Please call 01728723387, South East.

117089

DYNAMOMETER 100HP ELECTRIC

Dynamometer 100 HP Electric complete on wheels with ptos, to test tractor HP. Please call 01728723387, East of England.

117090

30 HP 3 PHASE DRYING FAN

30 HP 3 PHASE drying fan complete with double gas dryer for night drying, drying has sileneer. Please call 01728723387, East of England.

117091

14AND#039; SEED HARROWS

14' Seed Harrows with wheeled, pulmeltree. All too good to scrap. Please call 01728723387, East of England.

117092

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

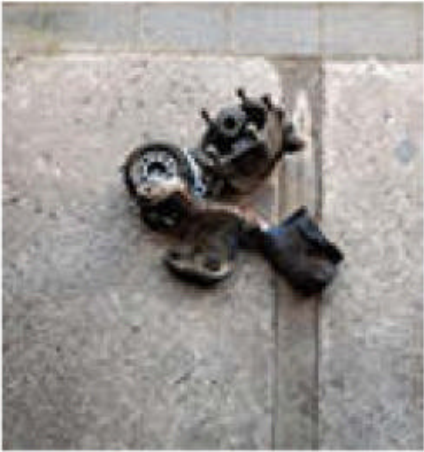
WILSON LONG BED LATHE



£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

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

TROLLEY



£25. Clarke workshop trolley. Please call 07546403535, South East.

117150

LONG REACH HEDGE CUTTER

£100. Long reach hedge cutter, never used and bought as new. Please call 02085731184, Greater London.

117160

TEREX SPADE AND FORK

£100. Terex Spade and Fork as New. Please call 02085731184, Greater London.

117161

MINI FAIR ORGAN



£80. used for entertaining residents. Please call 07818 178546, West Midlands.

117170

DINKY TRACTORS



£45. 1950/60 dinky tractors all previously owned all collectable. Please call 07903904199, West Midlands.

117173

SHEEPSKIN LEATHER FLYING JACKET



£225. Sheepskin Leather Flying Jacket size xxLarge. Please call 07404 273940, Greater London.

117177

SINGLE PHASE PROFESSIONAL COMPRESSOR



£250. Single phase professional compressor for sale. Only ran for approximately 12 month, needs connecting up after removing from van. Please call 07749981773, East of England.

117214

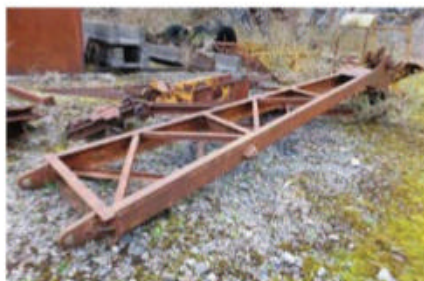
DENT REMOVAL TOOL KIT



£250. Professional paint less dent removal tool kit. Complete with case. Comprising 35 tools. Please call 07749981773, East of England.

117215

1.0 SWAN NECK CRANE JIB.



POA. Ex Neals QM 6 Ton ex WD. We shortened it and fitted new lugs for 15BE. Perhaps ideal for a Militant logging jib. About 12ft to crank and about 4 ft for the tip. From 8 x 3" RSC. Sheaves about 16" diam. Base lugs about 30" crs with 2 1/2" bore. Please call 07808369669, South West.

117244

2.0 HYDRAULIC WINCHES [2] BY TT BOUGHTON.



POA. Model V 19 NH for crane use. Rope capacity 230ft of 14mm dia. Safe working line pull 2 1/4 ton". Twin motors for several speeds. Used by us on cranes. Please call 07808369669, South West.

117245

EX MOD GERMAN WINCH



POA. Ex MoD German Winch. Please call 07808369669, South West.

117246

THOMPSON LOW LOADER WINCH.



POA. Bought for Taskers low-loader with knock-out axle. Please call 07808369669, South West.

117247

LIGHT FLOATING BRIDGE [LFB] PONTON MOORING WINCH.



POA. Probably ex Royal Engineers Bridging Camp at Wyke Regis. Please call 07808369669, South West.

117248

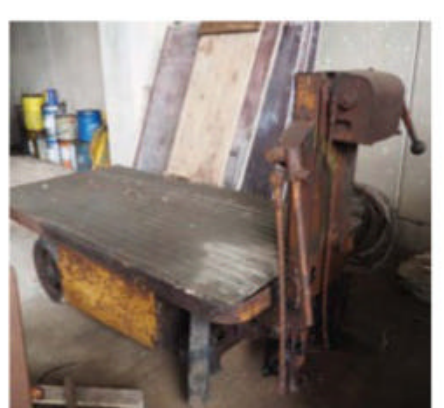
WORKS TROLLEY EX VICKERS



POA. A real classic. Could carry your flowerpots? Note the triangular sockets for drop-in sides. Please call 07808369669, South West.

117249

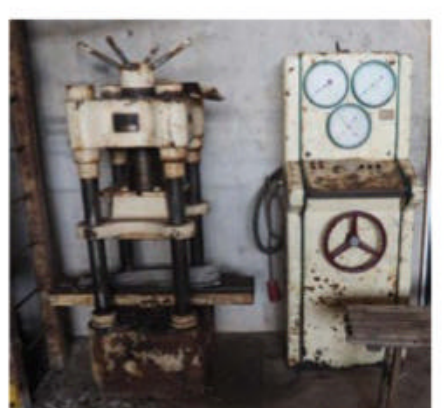
ELECTRICARS TU20 MK 3



Note the dished wheels like on steam waggons! Accumulators are under the deck. Please call 07808369669, South West.

117250

DENNISON 200 TON HYDRAULIC PRESS.



POA. For testing concrete or bending. Please call 07808369669, South West.

117251

HYGATE GEARS TREADLE GUILLOTINE



POA. For gauge plate. Little used. Please call 07808369669, South West.

117252

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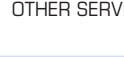


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E: rjbpcocock@btinternet.com

AURIGA COOCH 1-TON HYDRAULIC MOBILE



POA. Little used. Lister diesel. Please call 07808369669, South West.

117254

SMITH 28-10 TRUCK CRANE ON 6 X 6 CT CARRIER.



POA. Rigged for 18 tons on 55 ft jib. Shown lifting a bridge. Ex RAF War Reserve, so minimal hours. Needs now a wash and service. Will travel with 10 tons! Not used for 10 years. Please call 07808369669, South West.

117255

TURNIP CART



£1,200. Horse drawn, turnip. Rebuilt all new hardwood, including new wheels. Good working order, show condition suitable for large heavy horse, very rare, example other carts wagons available. Please call 07772 053322, North West.

117345

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

EMPIRE MARK 2

£600. Four jaw, chuck, 8" soft jaw, lots of extras. Also, Index vertical mill, dividing head, rotary table tooling, £600. Please call 01566 86683, South West.

108173

MCCORMICK FWGER BAR MOVER



£150. Mc Cormick 7B Mower has claas 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

MILITARY TRAILER



£675. Ex Military trailer 10ft 6ins long, good condition, MOT. Much rust make good steam engine trailer. Please call 07946 344324, East Midlands.

116781

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

M.F 200

£60. M.F Crawler 200 D service Manuals, V.G.C 360 each. Please call 07885491340, South East.

117447

MAGAZINES

POA. Old Glory magazines 133 to 383, free to a good home. Buyer Collects. Please call 01969624767, Yorkshire and the Humber.

117448

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

TRAILER

POA. 36ft tandem. Step frames trailer with beaver tail and ramps MOT ed 3-line brakes. Please call 01460234733, South West.

117450

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

OLD GLORY BOOKS

POA. looking for someone to take over my back numbers of 'Old Glory' from 2000 to daze. No money, just a good home for them. Please call 0919425194, Rest of the world.

117451

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.

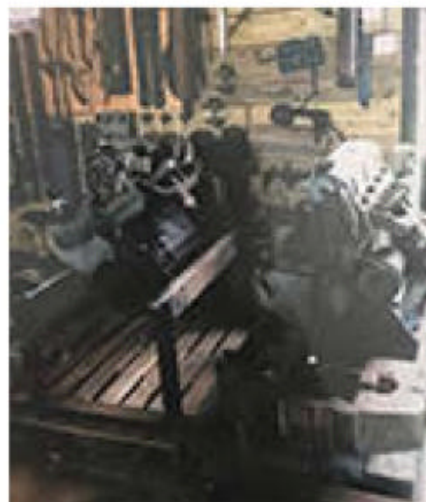
116791

JONES PICK UP BAILER

£600. Jones minor mark in original condition on original condition tyres. Some Spares. Please call 02894463292, Ireland.

116792

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

WELDER

Lincoln mable arc welder mode, preferably with diesel engine, anything considered. Please call 07557237140, East of England.

117455

FIRE STOVE



£195. Artayco small fire, stove log - coal. 20x13x13. Lovely condition. Please call 07502 749684, East of England.

117459

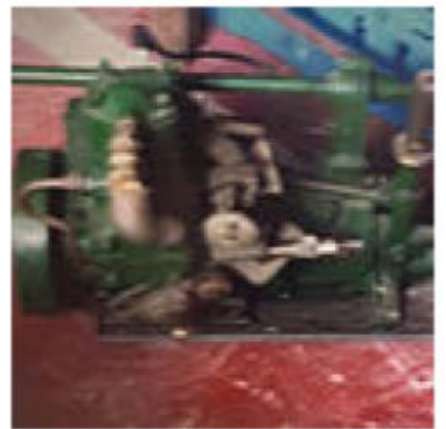
MAGNETO



£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

MF 590

1976, £5,500. MF 590, Starts on key, rear linkage and pick up hitch working. Please call 07549 664260, East of England.

117487

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

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

AMAZONE ZA-MI 12-36 FERTILIZER SPREADER.



£850. Amazone ZA-MI 12-36 fertilizer spreader. Fitted cover. Spare disc. Hydraulic shut-off. New return springs just fitted. Please call 0756374037, South West.

116836

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

INDEX VERTICAL MILL

£600. 24 inch table, 8 inch rotary table, 4 inch machine vice, boring head, dividing head and tailstock, dial gauges, t bolts and clamps, 240 volts. Please call 01566 86683, South West.

117500

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

VINTAGE OIL AND GREASE CONTAINERS



POA. Vintage oil and grease containers, some with contents, Castrol mp and FBS brake fluid full and sealed. Individually priced. Please call 07721 530520, South West.

117516

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

MODELS



£180. UH 7114 MF 1200 and MF 24 Harrow pristine condition. Please call 07721 530520, South West.

117526

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

LARGE WOOD BENCH VICE



£20. Large Wood Bench Vice. Buyer Collects. Please call 01787371618, East of England.

117545

INTERNATIONAL PARTS CATALOGUE



£16. International parts catalogue, Crawler Tractors. Please call 01787371618, East of England.

117546

RANSOMES ROBIN PLOUGH



£750. Epic boards, completely original in excellent condition. Polished and ready to go. Please call 07776210671, North West.

116912

HEAVY DUTY CANOPY ALUMINUM

POA. 15 x 10. 5 years old, Complete tables, tools, bric - a - bric, old fashion Cart Barrow 6FT X 4FT .Ideal for steam rallies. Please call 07494763292, East Midlands.

117554

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

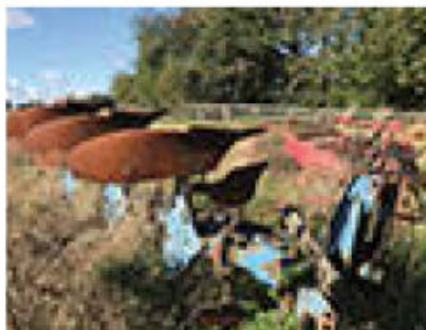
AVELING AND PORTER 8-TON C TYPE ROLLER



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

WELDING HELMET



£200. Snap-on auto darkening, welding helmet almost new. Please call 07546403535, South East.

117581

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.

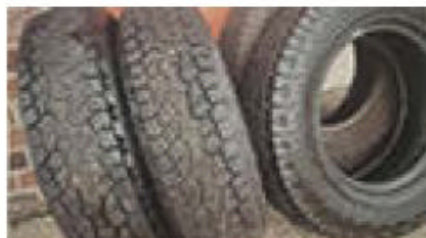
116960

INTERNATIONAL TD9

£400. International TD9 Ruston Bucyrus Dozer arms frames and rams, good chrome and brass glandes. Please call 07546403535, South East.

117589

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

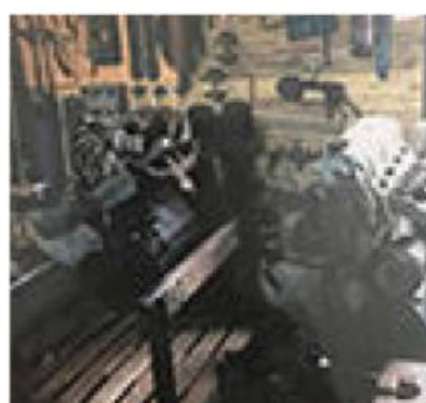
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115864

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117524

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117559

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POA. KM SIX-WHEELER, KM 224" Wheelbase 2 speed axle .KG 10 Stud Axles Ideally Long Wheelbase. Please call 07770223980, East Midlands.

117432

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117136

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117019

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117635

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Massey Ferguson 135 in Older Restoration or Original Unrestored Condition in fair working order. Preferred to have a Flexi Cab or Lambourn weather/safety Cab or Multipower. Tractor must be located in the East of England with a known history. No Time Wasters. Please call 07742 115894, East of England.

117519

MASSEY FERGUSON 135

Massey Ferguson 135 in off farm or older restored condition but not in need of restoration. Must have either a Lambourn Weather/Safety cab or preferably a Flexi Cab or Multi Power. Preferably in fair working order. Must have a known history and located in the East of England. No Time Wasters. Please call 07742 115894, East of England.

117525

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POA. Hills magneto Type K/18/1. Please call 01751473704, Yorkshire and the Humber.

117453

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116911

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117140

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117499

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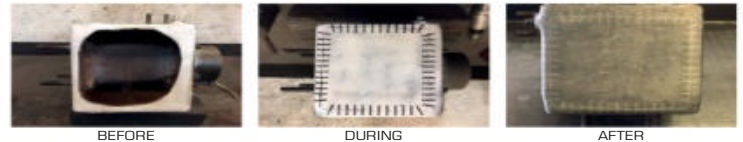
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The last word

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.

I'd like to start by congratulating Daniel Abbott, who is well known in Allis-Chalmers circles, for being crowned 'Preservationist of the Year' at the annual National Transport Trust's awards recently.

Some of you will recall the winter of 1946/47, which was one of the coldest and longest ever recorded in this country, and when the thaw eventually arrived, a large amount of rain did too, which combined with the melting snow, frozen ground, and tidal surges to cause many rivers to burst their banks, including the Welland in Lincolnshire, close to Crowland.

Farmland was flooded and the small town was under threat. As a result, the breach was sealed by amphibious Buffalo Landing Vehicles, Tracked – known as LVTs – that had been used during WW2, in the crossing of the Rhine.

With the LVTs buried in the riverbank, stone could be brought in to stabilise the bank further, thus restoring the integrity of the water course.

75 years later, Daniel Abbott decided that he would like to locate, recover, and restore one of the Buffalos and assembled a team to help him do that. On 1 May 2021, one LVT was removed from its resting place, deep underground, and after cleaning it was decided to restore it to running condition.

Since recovery, word has spread about the 'Crowland Buffalo', with Daniel promoting the ongoing restoration and giving regular talks about the floods of 1946/47 and the LVT.

On to other matters now and I was sad to learn of the passing of Arthur Battelle, at the age of 97. He was a true enthusiast and whatever he did he put his heart and soul into it. I first encountered him at the Kent County Show in 1967 or '68, when he exhibited a remote-control Ford at the show.

Thanks to Arthur saving Ford's tractor films, his son Nick has shown them numerous times to many groups, and they are well worth viewing if you haven't seen them already. Later he created the pioneering Fordson magazine, as well as writing a raft of books and memoirs, which have been very successful indeed.

I extend my sympathies to Arthur's family and friends at this difficult time.

Recently, I was talking to Dutch engineer Jan-Willem Van Der Krol, who is a keen plant preservationist and owner of numerous vehicles. He explained to me that politics in the Netherlands is having a serious impact on many aspects of machinery preservation in the country, which has spilled over into Germany, including the fact that four plant working events are now

private affairs, rather than the public events they have been for the past 20 years.

Campaigners tried to get them stopped over air pollution issues, but when the judge did not agree another route was taken and the events were eventually stopped on health and safety grounds.

Jan-Willem also told me that electroplating (chroming) is not allowed in the Netherlands, due to the use of certain chemicals, and restorers come to the UK to get their work plated, as we are the best in Europe.

Although the latter is good news for us, it's all very worrying, and clearly our heritage is very much under threat. We must stick together to fight any restrictions that are set to be introduced.

All that is left for me to say is Merry Christmas, thank you for reading *T&M*, and have a great one. If you know someone that is going to be alone over the festive season, please visit or give them a ring, as it will make all the difference, I'm sure.

See you soon,

Group Editor-at-large, Kelsey Media



Arthur Battelle, right, with the team at Farm Tractor Drives (UK) Ltd., which specialised in four-wheel drive conversions for Ford tractors. Photo: Old 20 Parts Company.

Lost Treasure

Barn finds, hedgerow discoveries & long-lost workhorses

Herd of Fords

We have a member that is wishing to locate several tractors he used whilst working for a contractor in Shropshire, a number of years ago. The tractors are as follows:

Ford 4000s with registrations PUJ 752M, GNT 242N, UAW 834J, TUX 552J, WUX 127K, BNT 963L, PUX 700H, RUX 747H, EUX 168C, EUX 207C, and DNT 178L.

Ford 4600s, with 'Q' cab, with registrations TNT 509S and HAW ***V.



All were Shropshire registered.

If anyone can help, please contact the editor in the first instance.

Ford & Fordson Association

SL: If you can help, please get in touch via e-mail: tm.ed@kelsey.co.uk

Graveyard

I thought readers might be interested in this tractor graveyard I spotted on Unst, the most northerly of the Shetland Islands. There were at least 10 Ferguson and Massey Ferguson tractors

there, in stages of rusting away.

D Hayne

SL: I'd love to know how many working tractors you saw on the island.



MF 550

I am curious to know if the Massey Ferguson 550 that my father operated is still in use. It was registered TER 445S and was distinctive, as it had a support from the exhaust to the cab.

Paul Mason

SL: If this tractor is still at work, please notify the editor: tm.ed@kelsey.co.uk



MF 575

I often wonder where some of the tractors are that I used to see daily during my childhood – one of which is a 1977 Massey Ferguson 575, registered RVE 4S. If you know of its whereabouts, please get in touch.

Scott Lambert

RVE 4S

GET IN TOUCH: Please e-mail your photographs or information to the editor: tm.ed@kelsey.co.uk

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