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

EDITORIAL

Editor: Scott Lambert
Tel: 01959 541444

E-mail: tm.ed@kelsey.co.uk

ADVERTISEMENT SALES

Talk Media Sales
01732 445325

info@talkmediasales.co.uk

Ad Production Manager: Nick Bond

Tel: 01732 445325

E-mail: production@talkmediasales.co.uk

MANAGEMENT

Chief Operating Officer: Phil Weeden

Publishing Director: Fiona Mercer

Retail Director: Steve Brown

Events Manager: Kat Chappell

Print Production Manager: Kelly Orriss

CONTACT US

UK subscription and back issue orderline:
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Overseas subscription orderline:
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UK customer service team: 01959 543 747

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Tractor & Machinery Customer Service Team

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Welcome!

Here we are, almost six weeks into the new year and the rush is on to ready tractors for the show season! As I write it's the week after the Somerset Vintage & Classic Tractor Show, which means that Tractor World Spring is just around the corner.

Don't panic though, as there's still time to enter exhibits and to buy advanced tickets if you're simply going along to enjoy the fruits of others' labours! Please see the website for further details: tractorworldshow.co.uk

Word has filtered through to me about some of the exhibits that are set to attend, and I have to say that I'm salivating at the prospect! As well as our cover star for this issue, the two themes look set to have attracted some tasty entries. I certainly don't envy the club stand coordinators!

If you're in the mood for buying or selling a project, don't forget that the famous H J Pugh & Co. auction takes place on the Saturday of the event. There are always some thought-provoking lots, with some that will inevitably end up as exhibits by the end of the day!

**I have a soft spot for the MF 362
with 12/12 shuttle and MF 352
with 8/8 shuttle.**

If you're heading to the Three Counties Showground on 11-12 March, I look forward to seeing you there.

We've got some interesting and useful technical content in this issue and I'd like to take this opportunity to thank Alan Petrie, Tony Reeve, and John Barton for their invaluable input, particularly as the content they have helped create relates to some of the tractors I was fond of in my younger years, such as those pictured below. I have said before that I will always be thankful to those that choose to contribute to *T&M*, but I'd like to reiterate that it means a great deal to the team and I.

On the home front there has been little tinkering time since Christmas, but that needs to change if anything is going to get done! A start, albeit small, was made on the MF 165 before the festive season, but I'm hoping that momentum will pick up again now that I'm back in the groove of producing an issue of *T&M* every four weeks!

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



Main cover image: Mark Lerigo's 1986 Case IH 1455XL will be one of the stars of Tractor World Spring. Photo: Peter Love.

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THEN WRITE TO THE EDITOR:

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

EMAIL: tm.ed@kelsey.co.uk

IN BRIEF

Big Bud

Big Equipment Co., of Montana, has announced that it has partnered with Rome Agricultural and Construction Equipment, of Georgia, to build a new HD Big Bud tractor – to be released in March at the CONEXPO-CON/AGG event in Las Vegas.

The new tractor will feature a Caterpillar C-18 engine capable of 640-750hp, a Caterpillar TA22 HD 18-speed powershift transmission, Caterpillar 988 HD axles and a 1.5in-thick frame, bringing the tractor's weight to 70,000lb (31,751kg).

There will be various wheel/tyre options, including Titan LSW 1100/45R 46 super single tyres. The LSW is a Low Sidewall Tyre, featuring a larger rim diameter and smaller sidewall.

Middle East expansion

Euro Auctions Group, operator of auction sites for industrial plant, construction equipment and agricultural machinery in the United Kingdom, Germany, Spain, Australia, Middle East, and the USA, has expanded its global operation with the establishment of the largest auction house in the United Arab Emirates.

The new facility extends to more than 43,000 square metres, with facilities for handling all aspects associated with the sale of industrial plant, construction, and agricultural machinery, from transportation to minor repairs.

Located in the Khalifa Economic Zones Abu Dhabi, by collaborating with Abu Dhabi Customs and KEZAD Group, Euro Auctions will also have a proportion of the yard categorised as a bonded warehouse, offering import and export customers the same advantages as a freezone operation.

Pink Dexta

Anna Griffiths, from Edinburgh, has restored a Fordson Dexta and painted it pink to raise awareness for Dementia UK. She has been fundraising for the last year and reached almost £500, but would like to reach £1,000 by the end of 2023.

Having worked in a care home during the Covid-19 lockdowns, that specialised in end-of-life care and dementia cases, Anna's attention was drawn to the plight of people suffering from this debilitating condition. According to the Dementia UK website: "Dementia is an umbrella term for a range of progressive conditions that affect the brain. Each type of dementia stops a person's brain cells (neurones) working properly in specific areas, affecting their ability to remember, think and speak.

"Doctors typically use the word 'dementia' to describe common symptoms – such as memory loss, confusion, and problems with speech and understanding – that get worse over time.

"Dementia can affect a person at any age, but it's more common in people over the age of 65."



Anna Griffiths' Fordson Dexta.

As well as caring for people suffering from dementia, Anna saw her grandfather suffer from it prior to his death, and is now witnessing her grandmother endure the same ordeals. This has prompted her to raise awareness by using the tractor as a fundraising tool and harnessing the power of social media and the Internet to raise funds for the charity.

Anna has been supported and encouraged by her partner, Andrew, and a close family friend, Vic, aged 84. He is encouraging Anna to participate in ploughing matches, and to see if she accepts his challenge, please follow her on Instagram (@little_pink_fordson).

To donate to this worthy cause, please visit the JustGiving page (Annas Little Pink Fordson) and to read more about dementia, please visit the website: dementiauk.org

UK agricultural tractor registrations

DETAILS FROM THE AGRICULTURAL ENGINEERS ASSOCIATION reveal that the number of UK tractor registrations in 2022 was 11,580 machines – a four per cent year-on-year decrease.

The average power of all agricultural tractors registered in the UK in 2022 was 168.4hp, which was slightly higher than the previous year (166.3hp) but was below the record high reached in 2020 (171.0hp), when the market was disrupted by Covid-19.

There are signs that the long-term upward trend in tractor powers has slowed in recent years, although the widespread

disruptions since the onset of the pandemic may be having an effect.

Looking at individual power bands, the main decline in registrations was for machines below 140hp, for which 13 per cent fewer tractors were recorded in 2022 than in the previous year. Above 140hp, registrations increased, compared with 2021, although there was a decline for the largest machines, those over 260hp, which account for a little over six per cent of total registrations.

Registrations declined in most English regions, except for the Home Counties (including London), Yorkshire and the Humber and West Midlands. The three regions

with the highest number of registrations – the South-West, East of England and North-West – all recorded year-on-year declines between 2021 and 2022, though, while the sharpest fall was in the South-East.

Scotland and Wales also saw lower registrations in the latest year but there slightly more machines recorded in Northern Ireland than in the previous year. The latter was a result of a big increase in the final quarter of the year, a period during which UK-wide registrations were more than five per cent higher than in the equivalent period of 2021, reversing the trend seen earlier in the year.

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IN BRIEF

New Unimog dealers

Mercedes-Benz Trucks UK has announced the appointment of agricultural specialist Alan Mackay Machinery (Forfar) Ltd. as its new Unimog dealer in Scotland. The Forfar-based company, which also operates from a second branch in Aberdeen, is proud to be adding the legendary machine to the impressive portfolio of farm equipment brands it already represents.

The manufacturer has also recently added another three names to the roll call of those authorised to provide maintenance, repair, and parts back-up for these uniquely capable vehicles. The appointments of Blackburn's Ciceley Commercials, Ferndown Commercials, of Wimborne, Dorset, and Rossetts Commercials, of Aldershot, in Hampshire, underscore Mercedes-Benz Trucks' determination to extend its Unimog network.

The Unimog range encompasses gross weights from 7.5 to 16.5 tonnes and is built around two core variants: the UGE implement carrier and the UHE extreme off-roader, which can be fitted with different types of body. Both offer an unrivalled combination of all-terrain performance, on-road speed, fuel-efficiency, and flexibility.



The Mercedes-Benz Unimog UHE.

Spares Day

The second of 2023's Land Rover, 4x4 and Vintage Spares Day takes place on Sunday 5 March, from 9.30am-2.00pm, at Ripon Racecourse, Boroughbridge Road, North Yorkshire, HG4 1UG.

This is a new location that's been added to the list of popular Land Rover, 4x4 and Vintage Spares Days and is accessible from most major routes.

For any trade booking queries, please contact steve@warnersgroup.co.uk or call 07586 023248.

For visitor booking queries, please contact shows@lrm.co.uk or call 01778 395155.

Methane-powered tractor supported by Eminox

A pioneering project, which will see the creation of the world's first 'fugitive liquid', methane-powered, off-road, heavy-duty tractor, is to be supported with an Eminox emissions reduction solution.

The £15.6m project led by CNH Industrial, Eminox, along with other consortium members Bennamann Ltd. and European Thermodynamics Ltd., forms part of the £73m Advanced Propulsion Centre (APC) UK funding, which has been awarded to five different automotive projects to develop clean transport technology.

"This is a truly innovative project, and we are delighted to be part of the team that will develop a pioneering and game changing, net-zero alternative for the agricultural sector," said Stefano Tumolo, Sales and Marketing Director, Eminox. "The heavy-duty agricultural vehicle will harness the potential of methane, produced by livestock, and utilise it as a renewable fuel solution."

One of five projects funded by APC, it is expected that the combined projects will save the CO₂ equivalent emissions of nearly one million cars over their lifetimes.

Eminox will develop a bespoke emissions reduction solution technology



The world's first methane-powered tractor will be supported by Eminox.

recognising that alternative fuel solutions will require emissions control whilst bridging the gap to a cleaner, greener future.

Stefano added: "To achieve net-zero it is important that innovative projects such as this in the automotive sector are funded, and that collaborative working is established to draw on the expertise of each partner."

"This vital research and development will be a significant step towards transport decarbonisation and will draw on some of the world's best businesses to find new ways of doing things to achieve global goals."

The project is expected to support 700 jobs in the UK.

Working day

THIS YEAR'S VINTAGE HORTICULTURAL & GARDEN MACHINERY WORKING DAY will be the 13th of its type and put together by the Norfolk Starting Handle Club, writes Steven Hall.

Each year the aim is to make the event bigger and better, and this year there will be a large selection of working machinery from push hoes and rotavators to match ploughing, with classes for small walk behind, large walk behind and ride-ons, both vintage and compact.

The new venue should provide the best ploughing conditions since the event started, and visitors can also expect to see working stationary engines, horses, a selection of static displays, as well as a 'play pen'



for the smaller tillage machines and juniors.

The event is sponsored by FTC Hire and Sales of Fakenham, which will be displaying some of the modern horticultural equipment it has to offer.

The event takes place on Sunday 19 March, starting at

10.00am, at Stanfield on the B1145, Norfolk. Funds raised will go to the East Anglian Air Ambulance and St. Margaret's Church, Stanfield.

For further information, please contact Adrian Hall on 01328 851571 or e-mail: stenhall272@aol.com



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As the smallest four-cylinder tractor in the new range, the 5600 took over the role of the old 5000, although the new 6600 was now the largest naturally aspirated model and therefore became the actual successor to the 5000. It all depends on how you look at it!



A mass-produced RARITY!

Jonathan Whitlam locates a fine example of Ford's 5600.

The Ford Motor Company built its reputation on mass producing vehicles; be it cars, trucks, vans, or tractors. This meant that even vehicles that did not sell in as vast quantities as the more popular models were still constructed in large numbers. Therefore, finding a Ford tractor, for example, that is not as common as the rest is perhaps not as easy as with some other manufacturers' products.

In 1975 Ford was forced to launch a new range of models, to replace its main 37-98hp series of tractors, without their biggest new feature yet ready to go into production. The result was what Ford called the 7A1 range – and every single model in that range is rarer than the later versions produced from the middle of 1976. One of the least common models from this whole range was the 68hp 5600.

SUPERB EXAMPLE

To find an original example of the first version of the 5600 is not an easy task, but thankfully collector Jonathan Putterill, from near Holbeach in Lincolnshire, owns a particularly nice example that also gets to flex its muscles regularly, doing work around the family smallholding and at working events.

Jonathan has owned his 5600 for nearly 15 years and bought it from Westlake Plough Parts, after going to collect some parts and seeing it for sale in the yard. Jonathan knew this was a rather unusual machine and so did a deal there and

then and bought the tractor for £5,000, which was considered quite a price back then – but seems quite reasonable today!

Jonathan is not sure of the details of the 5600's history, except for the fact that it was a Lincolnshire-registered tractor from new in 1976 and had worked on a farm not far away for a time, complete with a heavy-duty loader. A sticker inside the cab seems to indicate it may have been once owned by Eastern Electricity. Whatever its history, one thing is for sure, it had not done a great deal of work and had been looked after. It is in very original condition with only the usual pieces of wear and tear here and there, which you would expect for a nearly 50-year old machine.

It is also a deluxe version of the 5600, featuring the full Fieco safety cab and Dual Power transmission, as well as a set of wheel weights that appear to have been new with the tractor. Since owning it, Jonathan has only had to fit a hydraulic pump in the back end, except for regular maintenance of course. He also fitted a genuine Ford toolbox too.

So why is this tractor any different from thousands of other Ford tractors produced around this time? Well, to answer that we need to dig a bit into the history of the Ford tractor in the mid-1970s.

BEHIND SCHEDULE

After Ford introduced the successful 6X range in 1964, and then improved it with the updated Ford Force (6Y) range in 1968, it was the introduction of safety cabs during 1970 that caused the most significant change to the Ford tractor line. ➤



Cultivating stubble at a Blue Force working day at Gedney Broadgate, Lincolnshire, in 2022.

To comply with the new legislation that decreed that new tractors had to be supplied with a rollover protective structure, Ford had to finally offer a cab as a complete package with its tractors.

Previously, various weather cabs had been available for fitting to tractors by dealers and then Ford standardised on a smart design of weather cab built by Weathershield to be fitted to its 1000 Series range. This cab comprised a metal frame with lots of canvas, and although basic it was certainly preferable to not having any protection from the elements. Now Ford had to come up with something much better, and much safer.

It turned to its industrial division, based in Copenhagen, called the Ford Industrial Equipment Company – more often known by the acronym ‘FIECO’ (usually referred to as Fieco), which designed the safety cab. The result was aesthetically pleasing and matched the design of the Ford Force range very well.

During 1970, Ford tractors began to emerge from the Basildon factory complete with the new safety cabs, the smaller three-cylinder models having a flexible cab roof, while the larger models had a rigid roof. The doors, although not large, allowed for reasonable access to and from the cab and the side windows were openable. A rear windscreen with fully enclosed bottom section was also offered as a deluxe version of the cab, the

fully equipped versions usually being reserved for the 5000 and 7000 models.

The new look of these tractors with their cabs soon became an iconic sight throughout the 1970s. The cab was ideal for the purpose it was designed for – protecting the operator in the case of a rollover accident. It was also pretty good at protecting the operator from the elements and in inclement conditions kept the wind and rain out extremely well. In warmer conditions it did tend to become something of a hot box, but this could be alleviated by the removal of both doors, therefore providing plenty of ventilation.

A downside of the cab was the noise and vibration it produced. This was inevitable, as the cab was mounted straight onto the machine and therefore all the vibration from the engine and transmission was passed on directly to the metal frame and then amplified by the box-like structure, making the noise at the driver’s ear very loud indeed! Many that drove these tractors in their heyday are now partially deaf because of this!

This was not a problem that was exclusive to the Ford cabs – far from it! All the various safety cabs produced by tractor manufacturers and independent producers were all causing the same issue, and this is what led to the second piece of legislation regarding tractor cabs: that of reducing the noise at the driver’s ear within the cab itself.

It was decided that, at least in the UK, tractor manufacturers would have to supply new tractors with an approved quiet cab, that was also a safety cab, by the middle of 1976. This was quite a tall order, as it would entail designing cabs from scratch to meet the new requirements, such as the low level of noise that was being requested by the legislators.

This led to a lot of research and development by Ford, as well as the other manufacturers. Ford quickly decided to design a brand-new cab that could be married up to the tractor chassis, but isolated from it, therefore reducing noise and vibration. Designed from a clean sheet of paper, what would become known as the Ford ‘Q’ cab (or ‘bubble’ cab as it was called by many – due to its curved lines) was a superb answer to the problems presented by the new regulations. It was not cheap though, and worse still, it was soon behind schedule.

Ford had redesigned its range slightly to make use of the new quiet cab upgrades and the 7A range was almost ready to go in 1975 when it had been expected that the new ‘Q’ cabs would also begin production. Sadly, the latter was not to be, as problems with the design in final testing led to the ‘Q’ cab being delayed until the following year.

Undeterred, Ford went ahead with the launch of its new tractor range, replacing

BASIC SPECIFICATION: FORD 5600 (7A1)	
Engine	Ford 3.8-litre diesel
Cylinders	4
Power	68hp
Transmission	8 fwd, 2 rev or 16 fwd, 4 rev (Dual Power)
Power take-off	540/1,000rpm (independent)
Linkage	Category II, top link sensing
Weight	3,315kg

Breaking stubble with a disc harrow behind the Ford 5600. Front wafer weights have been fitted to counterbalance the weight of the mounted implement.





Left: Inside the Fieco cab there was not a great deal of elbow room, but it was better than being exposed to the elements! **Middle:** Despite its age, Jonathan's 5600 still features its original cab cladding, including the cloth lining on the interior of the cab doors. **Right:** The interior cladding on the mudguards has worn, but it is still there and generally in good order. This 5600 has been looked after during its working life.



Left: The Fieco safety cab allows for good vision, with plenty of glass making it feel light and airy, and not as enclosed as many of the older weather cabs tended to do. Even on a 1976 tractor at the very end of its career, the cab was seen as a good, if rather noisy, place to spend a working day. **Right:** The dashboard of the 7A1 range would be familiar to any drivers of the earlier Force range. Note the Dual Power lever in the foreground providing clutch-less changes on the move between high and low in each of the eight main ratios.

all the models in the main three- and four-cylinder line-up with new versions – although they all still used the old Fieco safety cab – albeit in deluxe form.

This was called the 7A1 range by Ford, but quickly became known as the 600 Series by virtually everyone else!

7A1 RANGE

Replacing the very successful Force range was quite a daunting task, but Ford successfully made the transition, and indeed sales increased with the introduction of the new models. The three-cylinder line-up consisted of the 2600, 3600, 4100 and 4600, while the four-cylinder tractors were the 5600, 6600 and 7600. The new model numbers broadly followed those of the older tractors they were replacing: the 2600 replacing the 2000, 3600 the 3000, 4600 the 4000 and so on.

The 4100 was a new model, as could be seen by the different number sequence, but the 5000 was replaced by two models: the 5600 and 6600. Technically, the 6600 was really the successor to the 5000 in that it was the

largest four-cylinder model not to be fitted with a turbocharger.

This made the 68hp 5600 something of an odd one out and indeed most purchasers opted to go for the 78hp 6600 or the smaller 62hp 4600, seeing the 5600 as somewhat irrelevant. Not everyone did, as this size of four-cylinder tractor was seen as ideal by some farmers and was therefore chosen by them, often when the farms were small enough that this would be their 'big' tractor. For them it was certainly large enough to meet their requirements.

Despite this, the 4600 and 6600 remained the most popular choices throughout the short production life of the 7A1 models, and indeed continued to be so after the introduction of the new 7A2 range in 1976.

The 5600 was a very competent tractor, with its 3.6-litre engine being unstressed from a 68hp power rating. It is really the 5600 that is the spiritual successor to the 5000 when it comes to its power output and overall specification.

Just as with the 5000, the 5600 was offered with a choice of two

transmissions: the standard eight-speed gearbox or the Dual Power 16-speed option, the latter giving a high and low split in each of the main ratios that was changeable on the move by means of a small lever mounted on the dashboard.

Inside the Fieco cab, any driver of a 5000 would find everything familiar, with the same dashboard being used as before and mostly the same layout of controls. The driving 'feel' of the 5600 was very similar indeed to that of the erstwhile 5000 in every respect.

Externally the tractor looked the same too, but brand-new decals along both sides of the bonnet made them look very different. The radiator itself, with the inset front headlights at the bottom and the 'FORD' name at the top, were, on the face of it, the same as before, but the grille was now a single piece from top to bottom instead of the two-piece design used on the Force tractors.

All this certainly made the 5600 appear different to its predecessor and the whole 600 Series received the same bonnet treatment, giving them a family look, just as with the Force range ➤



Left: Jonathan demonstrating how the bottom section of the cab window can be folded back up and latched into place. **Middle:** Often lost or damaged, this 5600 still has both side lights mounted on stalks in front of the cab. **Right:** The back end features a two-speed IPTO.

before them. The farming public got its first look at the new range at the Royal Smithfield Show in December 1975, and orders flooded in almost immediately.

SHORT LIFE

The 7A1 range was only intended to have a limited life, and in due course the 7A2 range, complete with new 'Q' cab, duly arrived in May 1976. The Fieco cab was finally discontinued, after six years gracing Ford tractors. The new 7A2 range was the same as the 7A1, except for the 'Q' cab, which also required new curved rear mudguards that were part of the cab design.

The new tractors were immediately successful, even despite the extra cost that the new cab added to the initial purchase price. The same size 'Q' cab was fitted to every model from the 2600 up to the 7600 and soon the bigger 6700, 7700, 8700 and 9700 – the larger tractors having the cab mounted above the

transmission, rather than straddling it. Keeping the same size cab kept costs down and allowed Ford to get maximum revenue back on its significant investment. This did lead to the smaller three-cylinder tractors having quite a high stature that could cause issues when they needed to work in low buildings and, from 1977, a low-profile Lambourn cab became an official option.

The overlap period between the 7A1 and 7A2 range must have been interesting, as once the deadline arrived all tractors sold had to be fitted with the new 'Q' cab to meet the legal requirements. Ford must have been putting the whole weight of its mass production into the 7A1 range, but one wonders if numbers decreased in the lead up to the new legislation in 1976, especially in the last few months leading up to it.

I expect there were some good deals to be had at Ford dealerships around the

country as the end of May 1976 approached!

The new 7A2 5600, complete with 'Q' cab, was then sold for the rest of the 1970s and up to 1981, when it was replaced by the 5610 model and continued to be produced right through the Force II version in 1985 and Generation III in 1989.

THE RARE 5600 7A1

The launch of 7A1 at the Smithfield Show in December 1975 saw the introduction of a tractor range that would only be produced in its original form until May 1976. That is, at best, just five months!

Of course, Ford was a master of mass production and would have built a great number of the new models during that five-month period, let alone probably a month of run up to the launch date. Nevertheless, the fact that the production time of the 7A1 tractors with the Fieco cab was so limited means that these are certainly much rarer beasts than the 7A2 tractors with the 'Q' cab, or Lambourn cab option introduced in 1977.

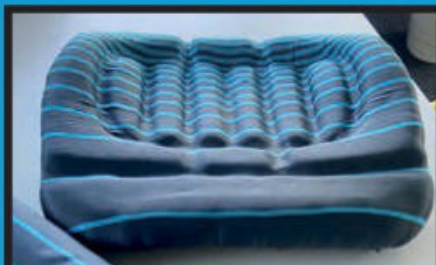
Even the best-selling 4600 and 6600 models must be limited in numbers when it comes to the quantity of these versions of the model built, and even fewer must still survive in the UK following the mass exporting of such machines over the last three decades.

Jonathan Putterill's 5600 is a late example of the 7A1 range and, as such, is not as common as the later 7A2 type. As the model did not sell as well as many of the others in the range, the 5600 in this early form is quite a rarity, although Jonathan classes it as one of his favourites amidst a large collection of Ford and Fordson tractors and he certainly doesn't consider selling it anytime soon! That's probably a good idea, as where would you find another original example of this calibre? ■



A visiting Ford 5610, complete with Sekura LP cab, makes a fine contrast with Jonathan's 5600 and shows how the model developed into the 1981 Series 10 range. The 5600 is seen here with the two work lights mounted on the front of the cab roof that Jonathan has since removed, as they were not in-keeping with the tractor's overall originality.

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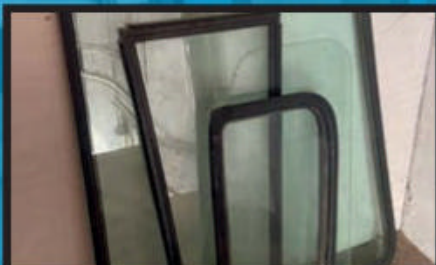
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Malvern **magic!**

**Tractor World Spring returns on 11-12 March at the Three Counties Showground.
Here's what you can expect to see at the event.**

The Tractor World Spring and Classic Commercial Show, the longest-established event of its kind, is celebrating moving to Saturday 11 and Sunday 12 March with even more exhibits, trade stands, displays and bargains than ever before.

Welcoming exhibitors from across the UK and Ireland, as well as some from mainland Europe, the two-day extravaganza showcases veteran, vintage and classic tractors, trucks, miniature steam engines, model displays and much more, including a wide range of vintage and classic horticultural equipment.

Making the most of the well-equipped Three Counties Showground, at the foot of the Malvern Hills, the indoor exhibits alone will fill three permanent exhibition halls plus link marquee, guaranteeing comfort whatever the weather. The outdoor displays include classic commercials,

vans, Land Rovers, stationary engines, and miniature steam engines.

MASSEY-HARRIS-FERGUSON

There'll be plenty of opportunities to chat and swap tips at the regional and national club stands, and it is here that you'll find the focus for the show's two special themes – the first of which celebrates 70 years since the formation of Massey-Harris-Ferguson, in 1953. This would become Massey-Ferguson Ltd., when the simplification of the company name was sanctioned at a meeting on 20 March 1958.

Massey-Harris-Ferguson, as the name suggests, had its roots in companies established by three individuals – Daniel Massey, Alanson Harris, and Henry George 'Harry' Ferguson.

Massey founded his agricultural implement business in Ontario, Canada, in 1847, after experiencing the drudgery of farming. He realised that mass

production of horse-drawn implements would improve the efficiency of agriculture and set about establishing a facility that would see his company build thousands of machines to suit various jobs around the farm.

Meanwhile, Alanson Harris had established a steam-powered sawmill, with an adjacent workshop, and with his son, John, began to produce simple and reliable equipment for farmers. John also travelled with the grain harvest from Texas to Canada, listening to and learning from the experiences of farmers along the way. This resulted in the Brantford self-tying binder.

In 1891, the Massey Manufacturing Company and A Harris & Son merged to create Massey-Harris Company Ltd. This streamlined the offering of both companies and cut production and distribution costs. The savings were passed on to the farmers, rather than making a considerable profit, and this meant that Massey-Harris equipment was within the reach of farmers around the world.

Like Massey, Harry Ferguson had experienced the hardships of farming first hand and wanted to improve things for labourers and landowners. An Irish engineer and inventor, Ferguson had also been given the opportunity to try the early tractors and he was not impressed by their shortcomings.

He realised that he could use the soil being turned over by the plough to his advantage by transferring the weight to the tractor for better grip. The result, as we all appreciate, was the Ferguson System – a method of making the tractor and implement become one and revolutionising farming. Farmers were able to increase productivity and efficiency while using tractors that were lighter, and significantly more agile than those that had gone before.

After failed partnerships with David Brown and Ford, Ferguson merged his business with Massey-Harris in 1953. ➤

**The Friends of Ferguson Heritage will be one of two clubs celebrating the 70th anniversary of the formation of Massey-Harris-Ferguson, with a varied selection of machinery from the Massey-Harris, Ferguson, and Massey Ferguson eras.
Photo: Scott Lambert.**



H J Pugh & Co.'s famous Saturday auction always attracts some interesting lots. Photo: Gary Jones.



Massey-Harris-Ferguson was born, and the result was a full line of equipment for the global farming community that was dependable and affordable.

Both the Ferguson Club and the Friends of Ferguson Heritage will be celebrating the anniversary with a range of tractors and implements on display, but be sure to look for exhibits entered by individuals in other locations around the Three Counties Showground.

NEW PERFORMANCE

The second theme at this year's show marks 60 years since the launch of Fordson's New Performance range of tractors.

The Ford Motor Company had established the Ford Tractor Division in 1962 in a bid to create a worldwide range of tractors that would be produced at three factories – one in North America and two in Europe – and the first phase of the process was to agree on a new image and livery that would tie global production together prior to the launch of the entirely new range of tractors.

Ford's American-built tractors took on a new, blue and grey livery in the summer of '62 and the tractors built at Dagenham for the American market were also finished in the new colour scheme.

It would be the following year before the look of Fordson tractors for the UK and remaining markets was altered to match their American counterparts. The

launch of the Fordson New Performance range (Dexta, Super Dexta, and Super Major), in 1963, would see the familiar orange wheels give way to grey, along with the mudguards, grille, and headlights.

The New Performance Dexta was the same as the outgoing version, save for the colour scheme, while the Super Dexta was now a 44.5bhp model. The Super Major saw the most changes, with 53.7bhp now on tap, castings strengthened to accommodate the power increase, and new gear ratios and a revised crown wheel and pinion to create the ultimate version of a tractor that had evolved since the introduction of the E1A Major in 1951.

These three models, as well as conversions based on them, will be celebrated by Blue Force and the Ford & Fordson Association, as well as private exhibitors.

OTHER ATTRACTIONS

Adding to all the event favourites that visitors love, Sunday sees the return of the popular Classic Commercials Drive-In Day. Completely free to enter and with no need to pre-book, exhibitors can simply turn up with their classic commercial before 9.30am for a warm welcome.

Those wishing to exhibit a tractor and/or implement have until Sunday 19 February to submit their booking form.

Please head to the event's new website to download one: tractorworldshow.com

If you're looking to pick up parts for your tractor, it is worth remembering that Tractor World Spring encompasses the UK's largest gathering of specialist trade stands, parts suppliers, and model and toy retailers. You'll find restoration products and parts, tools and garage equipment, paints/varnishes, workwear, country clothing, books, and gifts.

Tired of your current project and looking for something new? Try Saturday's famous vintage auction, hosted by specialist H J Pugh & Co, which is on track to feature around 2,000 lots, including 100 tractors. If you wish to include lots in the auction, please visit the company's website (hjpuh.com) or call 01531 631122.

The showground boasts two heated restaurants, a coffee lounge, and numerous catering stands. It's easy to find, with brown signs from all major routes, there's ample free parking, disabled and coach facilities, a cash machine and onsite convenience store.

The show takes place at the Three Counties Showground, Malvern, Worcestershire WR13 6NW on 11-12 March 2023. Make sure you secure your advance discounted day, weekend or camping tickets via the 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 welcome.

You can find regular show updates on the website and at 'Tractor World Show' on Facebook. ■



60 years of the Fordson New Performance range, and subsequent conversions such as this County Super-4, will be acknowledged by Blue Force and the Ford & Fordson Association. Photo: Scott Lambert.

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The Gen III tractors were only in production for a short period. Production of 'with cab' versions, like the example seen here, ceased at the end of 1991 making way for the Series 40 machines.



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Continued growth

James Connolly heads to Rathmooney, Co. Dublin, to admire Michael Hoey's expanded collection of classic tractors.

After a three-year break, due to the Covid-19 pandemic, it was with great pleasure that I was able to travel to Maple Lodge Farm, near Lusk, to view Michael Hoey's extensive tractor collection once again.

The event took place on the weekend of 26-27 November 2022 and several changes had been made since the 2019 event – not only to the display, but also how the event was run. The Hoey

family had limited the number of attendees and introduced a ticket-only admission policy.

These decisions were not taken lightly, but for health and safety concerns they were necessary, due to the large number of attendees in previous years, and especially in 2019. By introducing these changes, the family is confident that it will be able to allow tractor enthusiasts to enjoy the collection for many

years to come, as well as raising money for charity.

Two charities were supported over the weekend, the first being the St. Vincent de Paul Society's Gift of Kindness Christmas Appeal, which ➤

The wonderful building that holds the superb Massey Ferguson collection put together by Michael Hoey (inset) and family.





A Ford 7610 Force II fitted with Ransomes push/pull ploughs, to recreate photographs used in marketing material during the '80s.



This wonderful County 1474 has been seen at many ploughing and silage working days.

This has also been put together in a very thoughtful way and shows a wide variety of these popular machines.





A view of the impressive John Deere collection, complete with dealer diorama.



A 1976 MF 575 complete with MF 80 loader and bale grab.



Although Christmas decorations dominated, it is clear that thought goes into the displays to make them appeal throughout the year.



The building that houses the IH tractors may not be as glamorous as the others, but the exhibits are equally as impressive!

helps people struggling with everyday bills (such as food, utilities, and clothing) in these hard economic times. The second charity was Project ESPWA, which supports many projects across the globe. This year it is heavily involved in delivering food, clothes, and hospital supplies to war-torn Ukraine. The total raised was the fantastic sum of €41,033.

The Hoey family would like to thank the volunteers that helped over the two days with marshalling duties and looking after the collection. The event ran well, and it was considerably easier to manage following the changes that had been implemented. It also led to a more enjoyable experience for those attending.

The main collection is now displayed in three large buildings that are linked by walkways. This allowed attendees to

move from one building to the other without going outside. The first building contained the Ford, County, Roadless, and New Holland tractors. The enlarged space meant these tractors were housed under one roof and allowed more space between the machines displayed. This meant it was easier to view the tractors, making the experience more enjoyable.

From here you could then walk into a new building dedicated to John Deere tractors and machinery. This has also been put together in a very thoughtful way and shows a wide variety of these popular machines. In a smaller side annex, you could also view single-cylinder Marshall tractors, as well as other marques. This building also contained a food hall, where the public could sit in comfort and enjoy hot food, tea, coffee, and soft drinks.

It was then possible to make your way into the third building, which contained the Massey Ferguson collection. This was also another wonderful experience, thanks to it being presented in a very impressive manner.

In my opinion, the use of photographs and period film relating to the different tractors in these collections, as well as scale models and dioramas, enhances the experience tremendously.

Heading outside and across the yard enabled visitors to take in more buildings housing marques such as International Harvester, Leyland, Nuffield, Zetor, David Brown and Track Marshall, as well as more Ford, Massey Ferguson, and John Deere tractors. There was also a building containing silage harvesters, balers, and other classic agricultural equipment.



A view from the walkway in the Massey Ferguson building shows that many of the tractors are accompanied by implements.

It was also possible for visitors to view the modern working fleet used on the farm as part of Country Crest.

This is truly a wonderful collection, with something of interest for everyone. It is also good to know that a lot of these tractors and machines are used at working events – they are not simply for show! ■

** I would like to thank the Hoey family for the invitation to attend the event and particularly Michael Hoey for his very warm welcome. I thoroughly enjoyed myself and would encourage anyone that gets the chance to view the superb collection to jump at the chance. There aren't many, if any, quite like this!*



A 1975
Leyland 2100.



There's a section dedicated to implements too. These New Holland 339 double-chop and 717 precision-chop harvester have been used at silage working days.



Trucks and other vehicles complement the tractors throughout the collection.

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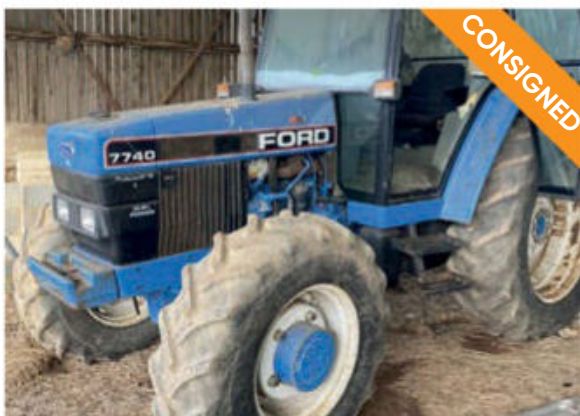
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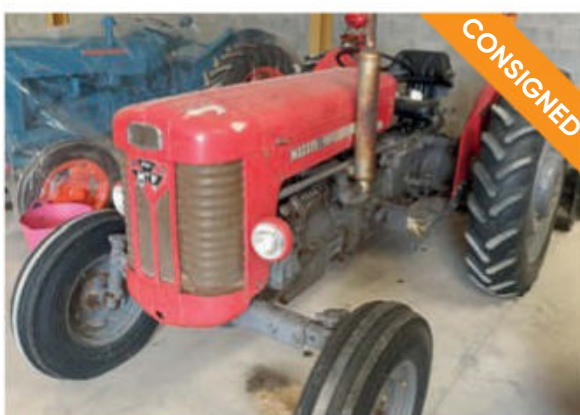
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STAR LETTER

MF 1200

Dear T&M,

I read with great interest your recent article in the January edition of T&M on 50 years of the MF 1200. There is no doubt about it that this tractor was a great advancement in tractor design and, coupled to the right implement, it was an excellent performer for many different tasks.

Chris Clack, one of the demonstrators of the tractor, gives an interesting insight into his experiences while giving the various demonstrations. One demonstration that I remember taking place was

on a hill farm just outside of Moffat, in Dumfries & Galloway, on the A708 road to Selkirk.

The farm was called Sailfoot, and the hill was being ploughed so that it could be planted with trees. I was not at the actual demonstration myself, but one of my friends was in attendance and there were crawler tractors on site ploughing – an International BTD-8 and a Fiat 70C.

Both these tractors had wide track pads suitable for soft ground and were pulling Clark of Parkgate trailing forestry ploughs. One of the ploughs was unhitched from a crawler and attached to the Massey Ferguson 1200. Unfortunately, the 1200 could not operate in these

conditions, so the demonstration was not a success.

The balance of the plough was wrong for a wheeled tractor and the wrong wheel configuration for the type of ground being ploughed made the 1200 tractor unable to work in these conditions. In forestry cultivation, there is no substitute for tracked tractors.

Despite this very minute shortcoming, I do realise that the Massey Ferguson 1200, and its subsequent successors, were excellent performers with the correct implements, as I said before.

In all the years I have worked in forestry I have never seen a 1200 being used for forestry ploughing or fitted with winches for timber extraction. However, several have been converted with a bolster chassis and timber crane to be used as timber forwarders, with limited success.

There was a gentleman called Stanley Stobrinski, who lived in Pathhead in East Lothian, who carried out this conversion. He initially built a timber trailer with a crane and the trailer also had a land drive axle geared to suit a Massey Ferguson 165 tractor. This was a very successful creation.

I bought the trailer about 36 years ago and I have used it with Massey Ferguson tractors, a SAME Saturno 80, and currently a Lamborghini 854. I had to change the gearing to suit each different tractor, but I have carried a lot of timber with this trailer.

After Stan built the trailer, he then started to build the bolster bodies for the MF 1200. He split the tractor at the swivel pin and extended the wheelbase using the bolster body as a chassis. I am not sure how many he converted, but they were very successful. So that is another purpose that the MF 1200 was used for.

I hope you find my comments interesting, and I thank you for taking the time to read them.

Willie McRobert, Dumfries & Galloway

SL: I have seen one of the 1200 conversions that you refer to, but not in action! I am aware that MF converted the 390 for forestry work, with a reversible seat for using a timber crane or winch, but I am not sure how successful this was. Perhaps someone can shed light on this subject.



Photo: AGCO.

Registrations

Dear T&M,

I write regarding the correspondence featured in the December 2022 issue of T&M. Just because a tractor has no registration plate does not mean it has not been registered. Some tractors that I have been asked to register under a new number have later proved to be already registered with the DVLA.

Over the years, many number plates have fallen off in the field and many others have been removed to dispose of a tractor at a machinery sale 'without documents'. Others, of course, have probably been removed

to sell a tractor that has been stolen, especially if the serial number is also 'missing'.

If somebody calls (01454 313305) or e-mails (jim@weylode.com) me and says that they have a tractor that has 'never been registered', before they spend money on an age-related number, if appropriate, I can recommend trying the DVLA or county archives with a letter of support. Sometimes that has been enough to make the difference and produce the original registration.

Worriers may be pleased to know that with more than 4,000 tractor registrations

done, only one has proved to be stolen so far! I have been doing tractor registrations since 1990, so I know the subject, and have noted that from the position of an individual clerk at DVLA, it is sometimes easier to reject an

application than to find out the truth of the matter.

Jim Wilkie, via e-mail

SL: If you have a tractor with registration issues, Jim is a useful source of information.

WIN!

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

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Shuttle launch

PART ONE

Scott Lambert, with the help of former Massey Ferguson engineers Tony Reeve and John Barton, explains the impact that MF's shuttle transmission had on the market.

Given my passion for IH and Case IH tractors, my experience with MF models is surprisingly varied. Aside from the 35X, 100 Series and 500 Series models I remember well from my younger years, some of the fondest memories I have are of models fitted with a shuttle transmission.

The 352 and 362 spring to mind, but the 390T also conjures recollections of simpler days. I liked the 12/12 shuttle best, with its chunky lever on the left of dash, and single, floor-mounted gear lever, but I am aware that not all were fans of this system.

Tractors such as these were the successors to the 600 Series, with its 12 forward, four reverse 'Synchro-12' and Multi-Power transmissions, as well as the 200 Series' eight-speed 'box and early 300 Series models featuring similar powertrains. Good as they were, something better was needed if Massey Ferguson was going to remain competitive.

Queue the development of a robust shuttle transmission design to suit tractors of varying power outputs for all types of applications, and queue Tony Reeve – who you may remember from his pioneering work with the Massey Ferguson 1200.

Our story of the shuttle transmission begins in 1980, with what Tony cites as the start of the gradual demise of the Coventry-based MF Engineering Division. Tony was the

Product Performance Manager, under Gordon Snook as Director of Engineering.

He oversaw 84 staff, of which there were four managers and 25 professional engineers. Departments were the Engineering Laboratory (paints, lubricants metallurgy, and adhesives), Rig Test (designing, building maintaining and running test rigs), Field Test (the circular bump test track and all field trials, mostly on local farmers' land), and the Test Specification Group (gathering usage information and instrumented data, and formulating test specifications to be used by development Engineers and, later, Quality Control to confirm design acceptance and monitor production).

"Production volumes had started to reduce, as sales became weaker and redundancies were rumoured," Tony told *T&M*. "I went to Gordon Snook's office one Friday afternoon to report on a problem. I had been waiting for him to return from a meeting at Banner Lane. I knocked and went in to be greeted by, 'Don't worry me with work, I've just been fired!'"

"Taken aback, I retreated after a few condolences and wishes for the future, with him wishing us luck too. As it turned out, didn't we need it? A couple of weeks later, our new Director of Engineering (DoE), who shall remain anonymous, arrived and met we senior managers as a start to finding his feet."

As it turned out, this gentleman had been a manager elsewhere within Massey Ferguson, before his product line ceased production, so MF's Managing Director, Harry Hebden, had to find him another job.

"It turned out that he was the most vindictive bully ever put in charge of something he knew nothing about," Tony explained. "He had little proper engineering knowledge and ruled by holding meetings of qualified engineers about any problem that arose, and took copious notes. He then used the

MF's 302 Series was one of the ranges to benefit from the company's 12-speed shuttle transmission.
All photos: AGCO.



notes to hassle us/them at frequent occasions on tiny details of progress."

Tony continued: "From 1982 onwards we suffered regular redundancies, which the new DoE loved to handle himself. In 1985, a secretary had to go from a Senior Manager's office. A colleague had pleaded that it should not be his, so my secretary was made redundant instead.

"The company was operating under LIFO (last in, first out) rules and despite this, my long-serving lady, who was quick and accurate, and the only one who knew and managed the Test Specifications and development reports system, had to go. She was a great loss to most of the division.

"With my support she took the company to an Industrial Relations Tribunal and after the DoE had suffered a very uncomfortable afternoon in court, she won a useful financial settlement. He then set about humiliating and downgrading me, with all his cunning. I ended up with a small team looking at advanced projects for a year or so.

"Fortunately, in the team were two excellent engineers: John Barton, who joined a few years earlier from Triumph Engineering Co. Ltd., famous for its motorcycles, and Roger Weyman, who had joined MF as a graduate engineer a few years earlier.

"The two of them, John particularly, had experience of synchromesh design for gearboxes and were rightly sceptical of the competitors, like Leyland, who had introduced synchromesh gear change as a feature in 1978," said Tony. "We well knew that synchromesh systems employed on a dairy-based small tractor, that was regularly used for loader work, would be problematic.

"Synchromesh cones do not have the energy capacity to handle the energy dissipation levels required for anything but the most careful of shuttle-type activity. We therefore explored the possibility of designing full shuttle versions of MF's existing gearboxes, employing wet clutches to effect changes in direction.

"These, being oil immersed, would have ample energy dissipation capability for all the Banner Lane tractor range. The two engineers and a couple of draughtsmen produced feasible design schemes to encourage more work."

It was at this stage that Harry Hebden issued an order to all subordinate directors to stop work and expenditure on any new projects. He was struggling for income and, in a bid to reduce expenditure to the minimum, set about clamping down on unnecessary outgoings.

"The market decline in Banner Lane tractors was partly led by the need for higher horsepower tractors, but equally by the lack of innovative development of the existing lines," Tony explained. "The early '80s was a profitable time, but instead of ploughing some of it back into the bread and butter lines, top management decided to develop a big range of industrial machines, to market through existing dealers, to take on giants like Caterpillar and Komatsu. They did it badly, and failed."

The DoE jumped at the chance to stop the work of Tony and his team, despite their protests regarding the important competitive advantage that they had in prospect.

"I knew we had a winner, so I rang my marketing contact, Eric Frederiksen, and told him about our design and that it had been stopped," Tony said. "He was appalled and went to his boss, who in turn went to Hebden, who gave the DoE orders to



re-instate it forthwith and apply whatever resources the completion of the design and development might require.

"At this point it is worth emphasising the importance of qualified engineering management being kept in the loop of market trends and needs, so that the best chance of engineering innovation exists. Contact and respect between Marketing, Product Planning and Engineering was sketchy at MF. The shuttle transmission was nearly a missed opportunity.

"The DoE rewarded me by removing me from leading the team and putting me, ignominiously, on a drawing board in the middle of the office. I had already found that no one elsewhere wanted a 50-year old Chief Engineer, so when an opportunity to sell engineering software and train users cropped up, I accepted, and it kept me gainfully employed until retirement.

"The DoE lasted a very short time after I left, retiring to Scotland and leaving the team I had left behind to keep up the good work, and enabling MF's tractors to remain an attractive proposition well into the 1990s."

John Barton was Transmission Project Manager at this time, working continuously on product improvements. "Before I go into further detail, it is important for anyone to make sense of these discussions that I give a brief background of the MF Engineering Department and the Banner Lane factory capability," he said.

"The Coventry Engineering Department had, over many years, been developed to have a leading role inside Massey Ferguson worldwide, and an influencer on industry tractor standards. ➤



Right: With the three-lever Synchro-12, and two-lever Multi-Power transmissions, the longevity of the 600 Series was in question.



The ability to prototype gears in house proved to be very useful in the development of shuttle transmissions.

“The Rig Test department had superb capability, of which some of the major ones were clutch testing (where the MF test had become the tractor industry standard), several synchro rigs to suit different applications, transmission endurance test machines that were fully torque variable (computer controlled), and chassis torsion and bending rigs. All these rigs had 24-hour running capability and, if required, seven-day running.

“Massey Ferguson had invested heavily in field data recording, to have knowledge on how the tractor usage varied through different parts of the world, and this formed the basis of all our transmission reliability calculations,” John explained. “We were blessed with a small department of gear stress and calculation engineers who could use this information to give very realistic tractor reliability figures.

“These engineers were very unusual, in that they also had their own gear-cutting machines to provide many of our prototype gears, and by using the production intent in-house heat treatment facility, the development to correct heat treatment distortion at production introduction was

shortened. I do not know any other automotive industry where a small team had both capabilities.

“The Banner Lane factory had been given an incredible investment in the 1950s that made the major chassis castings machined on a transfer line, where castings were loaded onto one end and came off the other end fully finished. This was extremely cost effective and helped the manufacture of more than 3.3 million tractors from Coventry, with many more fully machined cases sent to CKD factories around the world.”

John continued: “This made any modifications difficult, but still achievable with the help of excellent production engineers and great, knowledgeable guys who maintained the lines. The actual cases could change in appearance and strength, as long as the jig location points remained unchanged, and this proved very important in maintaining the low-cost 200 Series, and yet have the option of improved strength castings, as long as the fundamental machining was the same.

“The factory was very well equipped to produce hobbled and shaved gears, and various heat treatment options. This made in-house production extremely cost effective and it was very important for total costs that we used these facilities to a maximum.

“The design team was a mix of older, experienced designers and young, recently qualified graduate engineers. This proved to be a winning combination over the next 20 years. The reason that I mention this is that a successful introduction of any new product is a team effort of all departments, and a large number of employees has to be involved.”

* In part two, John Barton explains the design aims for the new shuttle transmission, how it worked, and what that meant for new tractor models that would come to market, while discussing the impact this had on MF’s ability to compete effectively. ■



Coventry’s 300 Series was a solid range of tractors that suited smaller farms, mixed enterprises and the like, but even it did not have the luxury of innovative transmission options until after its launch.

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Box-fresh classics!

Farmer and photographer Kim Parks shares slides from demonstrations that he attended in the latter half of the '70s.

Kim Parks, farmer, and photographer, was often away from his family farm in Rotherfield, East Sussex, as he photographed tractors working in the area during the 1970s. He also visited several events, such as the local Crowborough and District Ploughing Match, and, occasionally, travelled further afield.

This is evidenced by the time he photographed brand-new tractors on demonstration at the 1977 British National Ploughing Championships, held near Maidstone in Kent, and it is these, as well as those seen at

smaller ploughing matches, that make for an excellent time travel experience!

Throughout this time Kim was still using his original Kodak Instamatic camera, which used a film cartridge from which prints were made when sent away for processing. However, when he got to the late 1970s, he was increasingly having the film developed as slides rather than prints.

The photographs seen here were processed as slides accidentally, but Kim was glad that this happened, even though he didn't own a projector until sometime afterwards. From 1998 he started to do talks on wildlife

photography, which he began to put a lot of emphasis on during the 1980s, and slides made it much easier to present his talks.

He now regularly presents his farming photographs in talks in his local area, as well as his wildlife photography, both of which he still actively pursues, although now with digital cameras and a projector.

Next time we enter the 1980s and Kim gets busy branching out from the family farm and becomes an agricultural contractor in his own right. He still found the time to take some pictures of both his and other people's tractors and machinery at work though, and we shall all get to enjoy these in the next chapter of our look through his camera lens.

**PART
FOUR**

1975-1978



Our first stop is to the Crowborough and District Ploughing Match that, in 1975, was held at Warren Farm at Eridge in East Sussex. One of the main tractors to grab Kim's attention was a Massey Ferguson 1200 from local dealership E O Culverwell, which was being worked with an MF four-furrow reversible plough. The 1200 had been launched at the end of 1971 and began to arrive on farms during 1972, although it was a rare sight around Kim's area, as it was a large, articulated tractor that was much bigger than the Ford 5000 and MF 165 machines that tended to dominate. This was the first time that Kim had seen one of these tractors in action and it stood out enough to make a good impression on him. Interestingly, much later he would run a Massey Ferguson 1200 in his own contracting business.



Staying at the 1975 Crowborough and District Ploughing Match, we next find a pair of Zetor Crystal tractors. The 8011 is seen working with what appears to be a Huard-built, MF three-furrow plough. It is possible that this tractor was taking part on behalf of dealer Curtis, based in Lewis, but it might well have been one of Verralls' machines, as it had the four-wheel drive 8045 on its stand at the same event. Verralls was a dealer from Staplehurst, also in East Sussex.





Leaving the ploughing match, we stay in 1975, but earlier in the year when first-cut silage is being made in Kim's part of East Sussex. At Mark Cross, Kim managed to photograph contractor Kim Tuson, from Buxted, chopping and collecting grass for silage with a brand-new Ford 7000 and Claas Jaguar 60 forage harvester.

The 7000 replaced a Massey Ferguson 1080 and note that the contractor shortened the height of the air cleaner bowl stalk, as he did not like the normal tall item that the 7000 came with, because it impaired his forward vision. The MF 165 on the trailer was probably that of another contractor that often helped Kim out at busy times.

The location is a farm next door to that run by the principle of Plumpton Agricultural College, a Mr Nicholls who had a large dairy herd and bought in grass from various local farms to provide enough fodder to last the winter months.

"I really thought the 7000 was an impressive tractor. Having seen the first one to be exhibited at Smithfield in 1971, I was already a fan of this model and with wheel weights fitted all-round this example most certainly looked the part. The contractor, however, was never a fan of it and thought that the Massey Ferguson 1080 that preceded it was a much better machine!" said Kim.

We now move on to October 1977 and the British National Ploughing Championships that were held that year in Lingfield in Surrey. It turned out to be a beautiful day and Kim, who had travelled to the event along with members of his family, wished that he had taken more photographs than he did, but it was expensive to buy the film and then get it developed.

Kim had only ever seen one Belarus before and so soon took a picture of this four-wheel drive example, complete with lots of front weights and a three-furrow reversible plough. Belarus tractors were represented in the UK at the time by UMO Belarus, which took over distribution the year prior.



Staying at Mark Cross we find that later in the year the same contractor is busy getting in second-cut silage. The Ford 7000 is back along with the Claas Jaguar 60, although the chopper has now gained an additive tank, mounted next to the spout, that could be used to add liquid to the grass to improve the quality of the silage as it fermented in the clamp.

A David Brown 995 is on carting duties on this occasion with a trailer that has very high silage sides added. Contractor Kim Tuson did not keep the Ford 7000 very long and it was soon replaced with a John Deere 3130 after only a couple of years.

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With the warm, sunny weather, the operator of this SAME Tiger 100 has both doors wide open for extra ventilation. The tractor was powered by a SAME five-cylinder engine that produced 100hp and is seen here teamed with a conventional plough. It was probably being demonstrated by SAME (UK) Ltd. and would have been a brand-new demonstrator, hence the fresh look of this machine as it glints in the autumn sunshine.

SAME was only just making inroads into the UK market and was achieving some success, due to its air-cooled engines and factory-fitted four-wheel drive, but this was the very first occasion on which Kim saw one of these Italian tractors at work.



Another new marque for Kim to experience for the first time was Deutz. These German tractors were also beginning to make themselves felt in the British market by the late 1970s, with both two- and four-wheel drive machines. Since 1974, Watveare Overseas Ltd., based in the West Country, had been selling the Deutz brand in the UK and was having some success with the 06 range that appeared in 1975 and it is this range that these two tractors at Lingfield hail from. Once again, these tractors were probably being demonstrated by the importer at the ploughing championships.



County tractors were well represented at Lingfield in 1977, with this four-cylinder tractor busy with a Parmiter cultivator. This was the first time that Kim saw a County at work, and he was very impressed by the mighty, equal-size wheel tractors.



In 1977 the County 1164 was replaced by the 1174 and from this angle it is hard to tell if this is the earlier or later model. We are leaning towards the 1174, which would mean that this was probably one of the first demonstrators of this type. As can be seen by the lack of registration plates, these tractors were probably all brought to the event by County Commercial Cars and were company-owned demonstration units. Kim says that he really enjoyed this era, as the big events, such as the National Ploughing Championships, were a working Smithfield Show with all the major manufacturers demonstrating their latest products. "It seemed as though there were more brand-new demonstrators ploughing than there were competitors!" says Kim, rather ironically.

The largest County was the 1454, based on the Ford 9600, and Kim was very impressed by this huge tractor, complete with Dowdeswell five-furrow plough. The weather might have been fine and dry, but you can see from the tractor's tyres that the ground itself was wet and sticky in places.

Kim says: "I found the big County tractors exciting machines, but four-wheel drive was still only just finding favour in our part of East Sussex, and many of the established farmers would say that if you need a four-wheel drive tractor then you should not be on the land in the first place! The youngsters loved the new machines, but the old guard could not understand why you would ever need a tractor so big!"



For our last look at the National Ploughing Championships in Surrey, in 1977, we turn to a Roadless 118, one of the main competitors to the County tractors, but still based on Ford models.

The 114hp 118 was introduced in 1976 and then in 1977 was fitted with a new Lambourn cab complete with flat floor, as seen on this brand-new example, with these improved models becoming known as the J Series. No doubt the Roadless Traction demonstrator driver was keen to regale prospective customers with the details of the new, more luxurious cabin!



Moving to the Crowborough and District Ploughing Match once again, but this time in 1977 at Renby Farm at Eridge, in East Sussex, we encounter another Italian-built tractor. Although we cannot tell the exact model, this is one of the new Fiat 80 Series tractors that began to appear in the late 1970s and would become quite popular in the early 1980s, albeit wearing a newer and more impressive cab than this early example.

Fiat was another early producer of factory-fitted four-wheel drive and when Kim got the chance to drive this very tractor, complete with Lemken reversible plough, it was the first four-wheel drive tractor he had ever driven. It was being demonstrated at Eridge by the Fiat dealership Tetts, based at Maidstone in Kent. Kim said: "I really liked the roomy cab, and I found the four-wheel drive to be awesome after only being used to the two-wheel drive Ford 6600 tractors back at home."



Our final two images take us back to 1978 and the Crowborough and District Ploughing Match once again, this time held at Lamberhurst in East Sussex. The tractor that caught Kim's eye the most was the new Ford 8100 that dealer Sussex Tractors had on its plot, complete with a Dowdeswell four-furrow plough.

The 8100 had only just been introduced in July of 1978, so this would have been one of its first appearances in the area and, although a Ford tractor, it was built by County at its base in Fleet, Hampshire. Powered by a six-cylinder 115hp Ford engine, the 8100 was something of an oddball that carved itself a niche over the coming years, particularly with those who used trailed forage harvesters and other power-sapping, PTO-driven equipment.

Kim thought that this was a big tractor when he saw it working and it made quite an impression on him, as it was like the farm's Ford 6600 tractors but taller and more powerful. Kim's family farm had always run Fordson and Ford tractors, but they did not actually deal with Sussex Tractors for their machinery, instead going to Testers of Edenbridge following on from his grandfather dealing with this branch when it had been part of Stormont Engineering. The dealership was also famous for making the Fordson KFD narrow conversions.



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PICK OF THE CROP



LIVESTOCK HAULER

I love the cab interior – well done!

Dear Junior,

This is a picture of my dad's John Deere 6120M with our Bailey livestock trailer. We also have a John Deere 6320 and another John Deere 1630, and a Massey Ferguson 135.

William Hanning (aged 7)



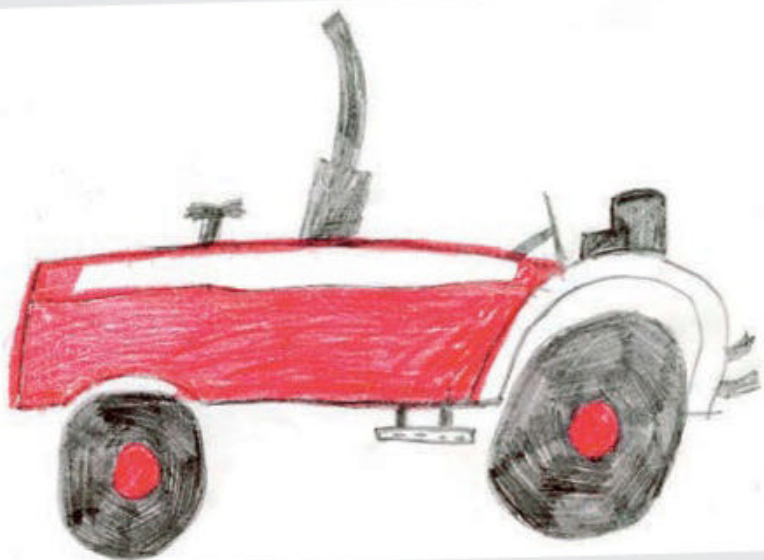
PLOUGHING PERFECTION

It's always nice to see a tractor ploughing!

Dear Junior,

My son Jack, aged six, loves tractors and enjoys reading T&M with his granddad, who is equally as obsessed with tractors! Santa brought Jack a farm and lots of tractors and implements for Christmas, and this picture was what he did for his granddad for Christmas.

Catherine Haigh



BIG BOOK BEAUTY

What a lovely tractor!

Dear Junior,

I was looking through some of my dad's big books and saw a picture of an International 1206. I drew it and thought I'd send it in to you.

Tom Phillips (aged 7), Cambridgeshire



GRANDDAD'S DEERE

The tyres are fantastic!

Dear Junior,

Here's a picture of my granddad's John Deere 6430 with loader.

Barney Rose, Lancashire

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

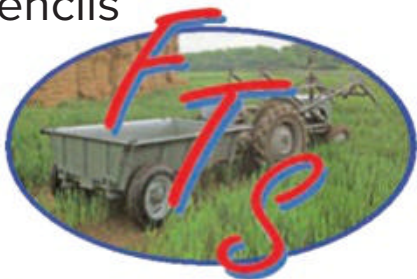
The horse farm features a 1:50 Fendt 939 with loader, building, two trees, two horses, fences and six bales, which you can pick up using the loader's bale grab. The two-storey building has space for the tractor, a hayloft and stable, and can be put together easily thanks to a push-fit construction system.

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



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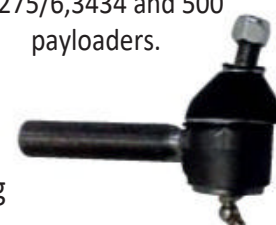
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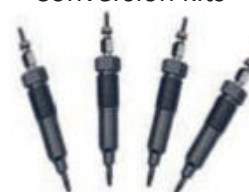
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Better than new

Peter Love admires a fine example of an iconic classic.

Haulage contractor Mark Lerigo, from Newark in Nottinghamshire, has had a passion for International tractors all of his life and has recently rebuilt a 1986 Case IH 1455XL to prize-winning standard. It's set to be one of the stars at Tractor World Spring, on 11-12 March.

Having driven an International 1455XL in the late '80s, Mark knew when he started collecting IH machines that he needed to have one. After looking around for a while and noting that the price of these Neuss-built tractors was going up and up, he

concluded that he needed to get in there before it was too late.

He came across an example at J A Swinbank, Stockton-on-Tees, in September 2019, with 11,000 hours on the clock. It had originated in Spain and was a 1986 example, in the Case IH colour scheme that was adopted when Tenneco merged the J I Case and International Harvester brands in 1985.

It was established that HMRC had been told that the tractor had arrived in Britain using the Notification of Vehicle Arrivals (NOVA) service – which is an important step when buying a tractor that has been imported, particularly when purchasing

at auction. It was registered with DVLA and was shown in its working clothes at Tractor World Spring in 2020.

Mark had originally intended to make it mechanically sound with work to the parking brake and to tidy it up with principal work to the cracked nose cone and the leaking roof, but with Covid-19 hitting soon after the event took place, that was all to change.

REBUILD, OR REPAIR?

Having entered the workshop, and with the help of respected mechanic Peter Rutherford, the so-called 'light repairs' were undertaken, starting with the parking brake. Subsequent investigation revealed that there were leaking seals, worn bearings, and the service brakes needed a complete overhaul too.

Each of the four wheels had been water ballasted and this, Mark and Peter concluded, had stressed the drivetrain considerably. It was decided that there was nothing for it, but to totally rebuild the rear axle, but this would ultimately lead to the whole tractor getting 'the full works', which has certainly paid dividends.

Like all these things, it's not been a cheap project, but on the other hand a ►

Mark Lerigo with his 1986 Case IH 1455XL.



good, restored example is now worth £35,000-plus.

Attention then turned to the hydraulic system, as the left-hand lift arm had been welded to the rocker shaft, as the splines were completely worn away. A good, second-hand top cover, with the bits required, was purchased from Contratec in The Netherlands, along with a control valve that was found to be leaking due to being worn. The PTO was leaking, but the shaft was okay and so a new seal solved the problem.

Also at the rear, a brand-new pick-up hitch, from Dromone Engineering in the Republic of Ireland, went on to complete the look and enhance the usability of the tractor. It all looks superb.

FRONT AXLE

It was found that the splines on the prop-shaft to the front axle were worn and so the assembly was sent away to

MJC Engineering, in Leicester, for a full overhaul and balance. At the same time, new brake pads were fitted to the overhauled prop-shaft brake caliper.

Attention moved to the front axle, which was taken off and stripped down to receive new bearings throughout, along with work to the off-side half-shaft – which needed to be rebuilt in the spline area.

The centre pivot in the front axle tombstone had been machined before, and the standard bushes would no longer fit. A set of oversized bushes was obtained and fitted with a new pivot pin, before the tombstone went back on.

ENGINE

It was time to turn to the engine and cooling system. On went a new water pump, as a matter of course, and the radiator turned out to be blocked. A re-core of the original, along with a re-core for the oil cooler, set Mark's



mind at rest in this department, while the air conditioning system got a full overhaul too.

The turbocharger, a key ingredient in the success of the DT-402 engine, was sent away for reconditioning and at the same time the rest of the engine was stripped to find that number three cylinder was very oily with a worn bore. The liners, pistons and rings were replaced along with genuine components sourced from Tractorparts.co.uk Ltd.

Luckily, the crankshaft was found to be in good order, which saved money, but no chances were taken on the cylinder head and fuel injection system. The head was skimmed, new valve seats were cut, and new valves and springs were fitted. The Bosch fuel pump and injectors were overhauled by P Atkins Fuel Injection Ltd., of Mansfield, and a new oil pump, seals and gaskets concluded the work on the engine.

After the reassembly of the engine, it was run up and thoroughly tested before



The XL cab is prone to leaks and this one was no exception. A new, tan roof lining was fitted, although the lower cladding is grey.



The tractor as purchased from J A Swinbank.



This is what the tractor looked like in March 2022.



No stone was left unturned in Mark's quest for perfection. Photo: Mark Lerigo.

any painting was undertaken, to check for problems and oil/fuel leaks.

Interestingly, Mark's tractor does not feature the famous 'Turbo Clutch' that these Case IH 55 Series tractors were noted for, and so a new, dry disc assembly was all that was required. The transmission itself received a new input bearing and seal, along with needle roller bearings for the main drive and PTO shafts.

The rest of the 20 forward, nine reverse gearbox was in excellent order and as a road test prior to the overhaul had revealed no problems or nasty noises, it was left alone.

After that, Mark turned to the painting of the chassis and other components.

FINISH

The tractor was carefully rubbed down using disc pads of various resistance, with the major parts covered up while working in other areas to avoid dust contamination. As for the panels, they were carefully grit blasted to remove the rust and old paint before etch primer was applied, followed by primer filler that was flattened off between coats, and three top coats. Where required, pins and linkages were zinc coated to provide the finishing touches.

Anyone that has restored a tractor with a 'Q' cab will tell you that this is probably the most time-consuming and frustrating part of any rebuild, and this tractor was no exception.

After the paint had dried, the cab received new glass, as the scratches on the original pieces were deep in places, and work could begin on the interior. The lower half of the cab interior on Mark's tractor is finished in grey, while the top half is finished in tan.

BASIC SPECIFICATION: CASE IH 1455XL

Engine	Case IH DT-402
Cylinders	6T
Power	145hp
Bore	100mm
Stroke	139.7mm
Capacity	6,586cc
Torque	532Nm @1,450rpm
Rated speed	2,430rpm
Clutch	355mm
Transmission	20 fwd, 9 rev
PTO	540/1,000rpm
Lift capacity	5,840kg
Length	474cm
Height	290cm*
Wheelbase	280cm
Turning radius	570cm**
Weight	5,767kg
Front tyres	16.9 R28
Rear tyres	20.8 R38
Price (new)	£39,329***

* To top of cab
** Without brakes
*** December 1989



The rear end revealed that the tractor had a hard working life in Spain, but the problems have been rectified and a Dromone pick-up hitch has been fitted.

The first tractors finished in the Case IH red and black livery, known as the transition models, retained the International tan-coloured cab interior, but Mark's 'facelift' model has a combination of the earlier and latter cab cladding, which he opted to retain. It is thought that this tractor is an early example of the 'third generation' 1455XL.

A new, 'old style' Grammer seat was fitted, as the frame had broken on the original one.

With the panels all painted, adding the correct decals, and fitting them to the tractor was relatively easy.

The wheels had been grit blasted and refurbished as required, with new Goodyear Optitrac tyres going on, supplied by Tanvic Tyres at Newark. The tread pattern looks good, and the sizes

are appropriate – with 420/85 R28s on the front and 520/85 R38s on the rear.

FIRST TIME OUT

Time was getting on, and the tractor was booked to be exhibited on the Case IH Club UK stand at the Great Dorset Steam Fair.

On Tuesday 23 August, the mudguards went on and after a drive around the yard, the tractor was on the low-loader and heading towards Dorset the following day.

The hard work was worth it, as Mark's tractor took the award for 'Best International' at the show, and this was followed by 'Best Tractor at Show', on 24 September at the excellent Southwell Ploughing Match.

It was also exhibited at the Moss Valley Group's Shireoaks Autumn Get

Together and at the Newark Vintage Tractor & Heritage Show in November, where it was sadly overlooked by the judges.

As for 2023, the tractor is set to be on the *Tractor & Machinery* stand at Tractor World Spring on 11-12 March, Tractor Fest at Newby Hall 10-11 June, and Cromford Steam Rally on 5-6 August.

It's an excellent restoration of a very desirable classic, and now that it's complete Mark will be turning his attention to his original International 634, which appeared at Tractor World Spring 2022, and is now undergoing an engine rebuild after crankshaft woes.

* Mark Lerigo would like to thank Peter Rutherford for his mechanical expertise and those mentioned in 'Useful contacts' for their professionalism. ■

Mark with the 1455XL at the Great Dorset Steam Fair on Friday 26 August 2022. The tractor went on to take the award for the best International at the show.



Mark's next project is his IH 634, which is in the workshop having the engine sorted out, but other projects await!

USEFUL CONTACTS

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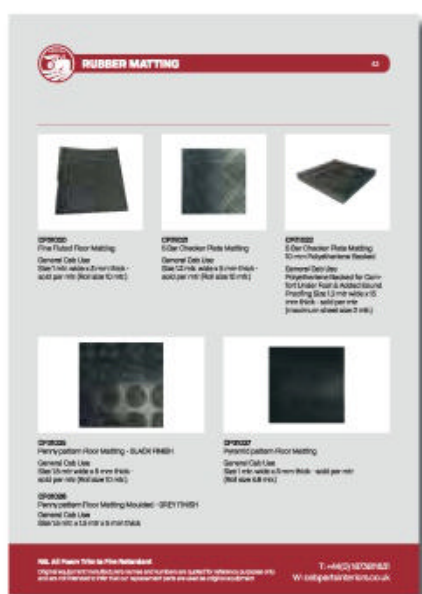
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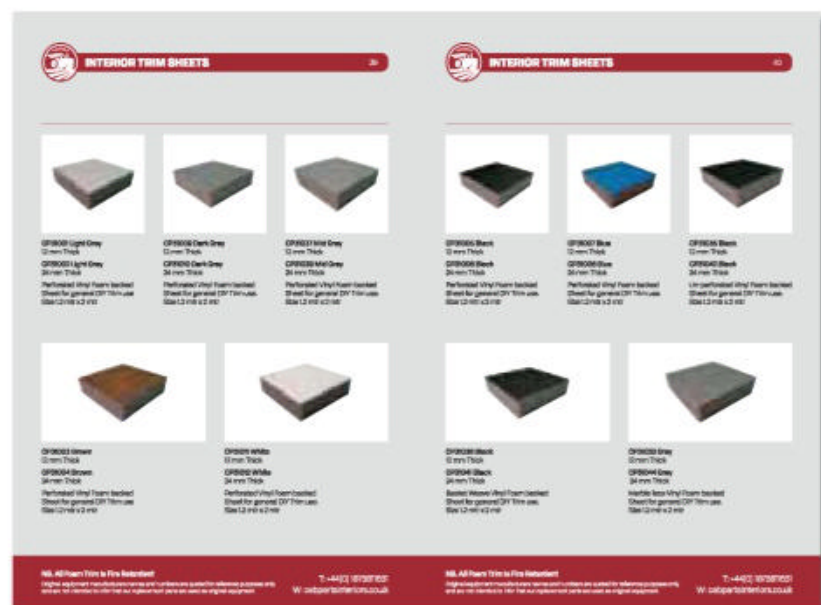
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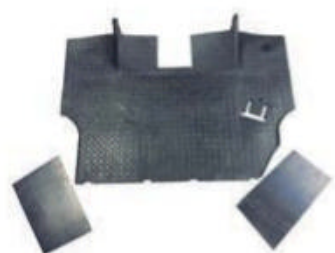


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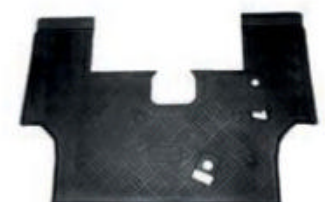
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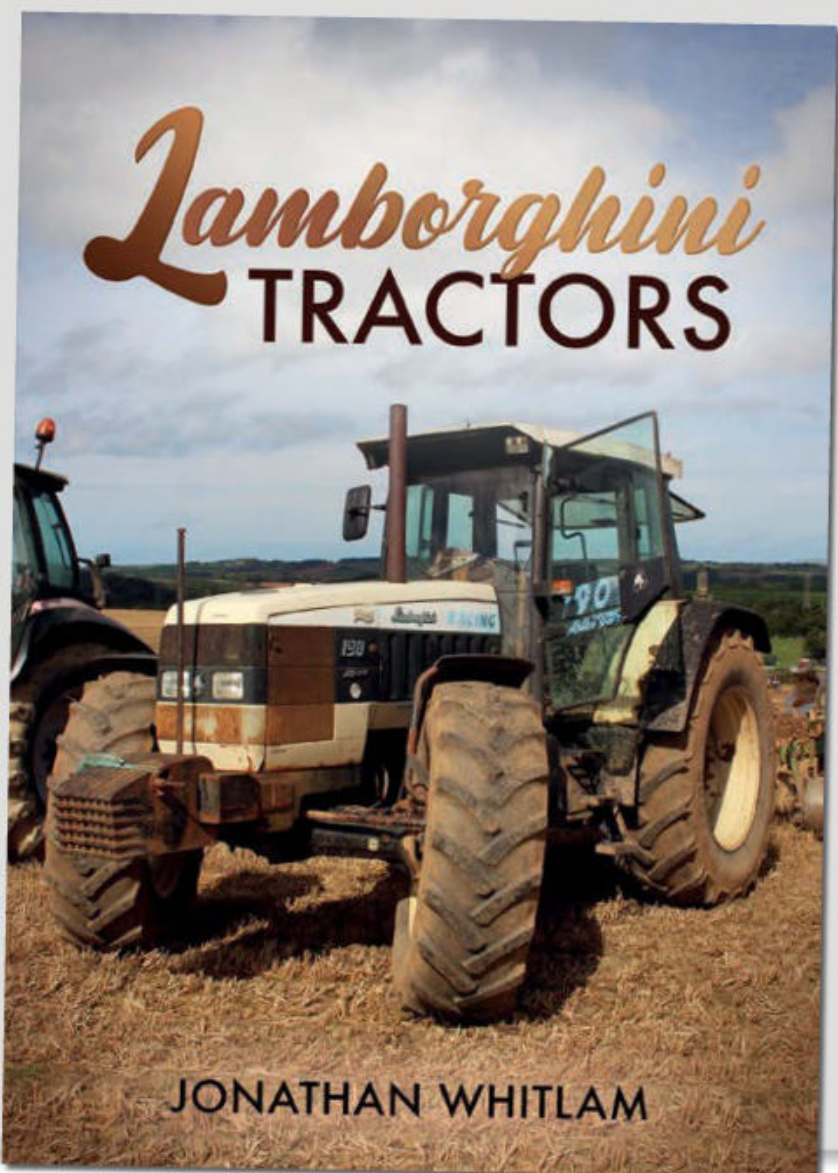
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T&M contributor Jonathan Whitlam has produced another book in the series to complement those already published on David Brown, Ford, IH, John Deere, Leyland, and Massey Ferguson tractors, as well as more generic titles about combine harvesters and *Tractor Legends*.

His latest book, *Lamborghini Tractors*, covers the history and development of tractors built by the famous sportscar manufacturer, as well as those built by SDF under the same name.

Lamborghini tractors have always stood out from the crowd – because of their specification, and bold styling, and it is the latter that is particularly interesting to see develop over the years, as the book progresses chronologically.

Jonathan has incorporated numerous unpublished photographs of early Lamborghini tractors and has also delved into the archives to find images that enhance the story of this striking brand, producing a complete and concise account of one of the world's most interesting tractor marques.



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Anyone with a passion for detail will be aware of the significance of The British Rubber Co., as it is a one-stop shop for anyone looking for the right tyres to suit their tractor. The company previously developed a great working relationship with Goodyear, bringing back 'heritage' tread patterns of numerous sizes, and has now seen a fruitful relationship with another tyre company enable something else to be brought to market.

Trelleborg is a famous name in the world of off-road tyres, with distinctive tread patterns and eye-catching sidewalls, and it is these features that led the proprietor of The British Rubber Co., Tom Card, to develop a product that should appeal to anyone that works in or enjoys the great outdoors.

Formerly an asset manager, based in Hong Kong, Tom is used to brokering deals and looking for ways to diversify, and it was a realisation that he could combine the core element of his business with a product that has become as much of a fashion statement as a practical garment, the humble Wellington boot, that saw this project take off.

These new wellies, designed by Tom himself, are aimed squarely at the farming community, but should appeal to anyone looking for a rugged, yet stylish boot. They are available in both khaki and black, feature a four-millimetre neoprene lining, and have a self-cleaning lip on the sole. The soles are made using Trelleborg ProgressiveTraction tread and bear an uncanny resemblance to that used on modern tractor tyres.

T&M editor Scott Lambert has been trying a pair for the past couple of months and is impressed by the quality and comfort the wellies provide. "As a high-end product, retailing at well over £100, I was expecting great things, and was not left disappointed," he explained. "Like my steel-toe boots, I've tried cheap, mid-range, and expensive wellies over the years and have settled on a pair of Le Chameau Vierzonord – for several reasons. Comfort is a big factor, but warmth and the ability to drive easily whilst wearing them are two other points that matter to me, and so I was keen to see how The British Rubber Co.'s wellies stacked up.

"First impressions were that they appeared to be heavier than the Vierzonords and it transpires that I wasn't wrong. Placing them on the scales revealed that they are a little more than 11 per cent heavier than my current wellies, but this really isn't noticeable when they're on.

"The grip is fantastic, they're warm, easy to get on and off, I can drive a car in them without hitting two pedals at once, and they look good too. I'm impressed!"



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Delving into **DX**

**PART
ONE**

The Deutz-Fahr DX 3, DX 4, and DX 6 tractors enjoyed a small, but loyal, following in their heyday. We look at them and what they can offer you.

Deutz-Fahr's DX range of tractors remains a mystery to many – numerous models that are perhaps admired, but not fully understood. At the time of their production, some suggest that their build quality was on a par with that of Fendt, but we'll let you judge that for yourselves!

Launched in 1978, with the span of tractors covering 80-200hp, the DX range replaced the big '06' models and initially comprised the DX 85, DX 90, and DX 110, but would go on to encompass models from 80-200hp.

These remained in production until 1983, when the DX 4 and DX 6 ranges were introduced, followed by the launch of DX 3 at the Smithfield Show the following year.

First impressions would suggest that the nomenclature of each range was dictated by the number of cylinders, but this was not the case. Although true of DX 4 and DX 6, DX 3 featured both three- and four-cylinder-engined tractors.

The aim of this profile is to provide an overview of what you can expect from these tractors – particularly as the

general specification differed across the three sub-ranges. For example, DX 3 was the first to be fitted with the StarCab, while DX 4 and DX 6 featured the old-style MasterCab until after 1985. In this instance, we will not be including details of the DX 7 and DX 8 tractors.

Helping us on our journey through the various ranges and features – beginning with the engines – is Alan Petrie, who worked for Cheshire-based Bruera Agricultural Services Ltd. from 1977-92, where he gained vast experience of the Deutz-Fahr 06, 07/7C, DX 3, DX 4, and DX 6 ranges.

The Deutz-Fahr DX 3.65 was the largest model in the DX 3 range, which featured the StarCab, to use the four-cylinder F4L 912 engine. Photo: Farming Photography Ltd.



ENGINES

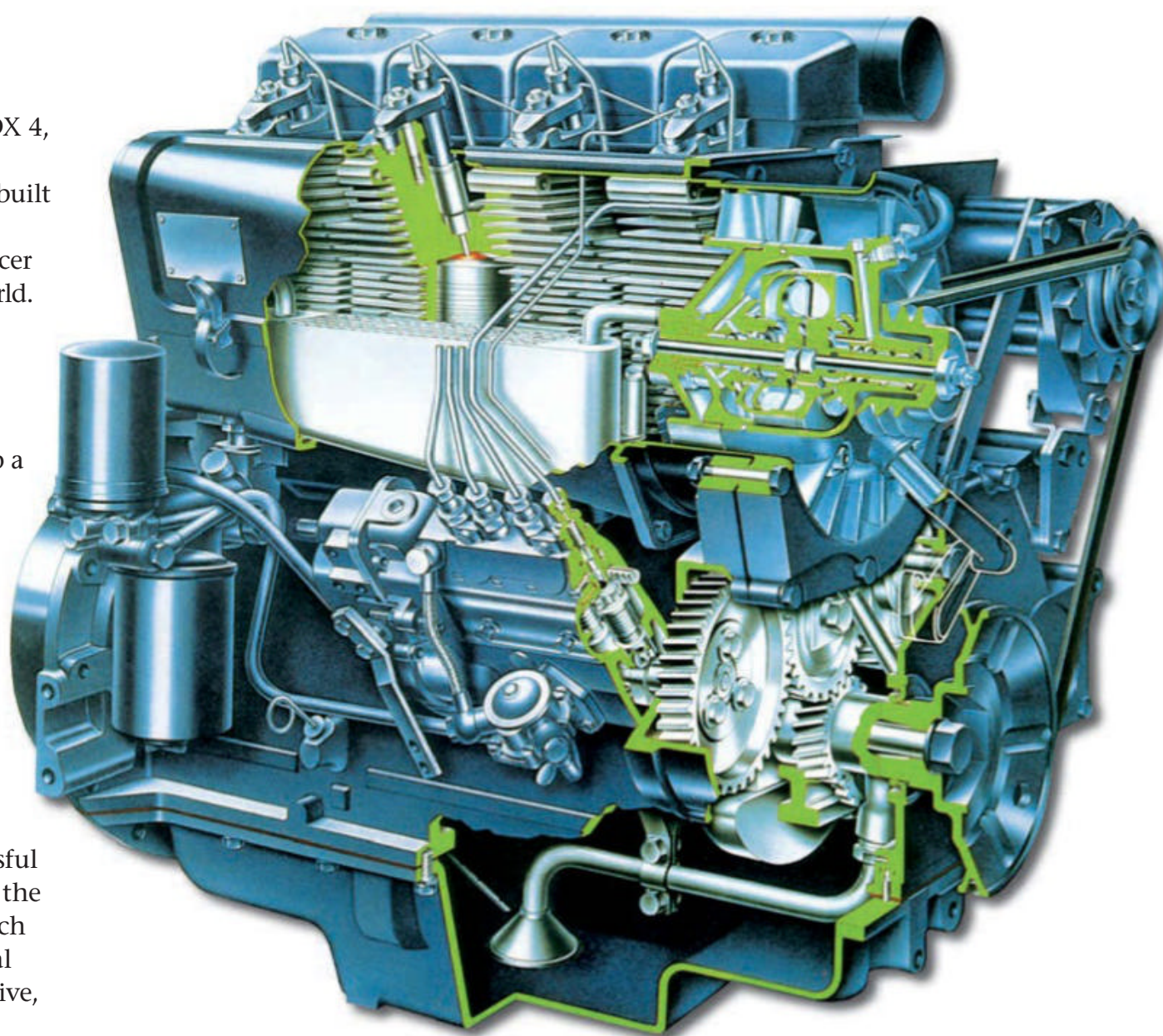
Deutz is a name synonymous with engines, as well as agricultural equipment, and by the time DX 3, DX 4, and DX 6 tractors were leaving the production lines, the company had built more than four million air-cooled engines, making it the largest producer of air-cooled diesel engines in the world.

Knowing the engines' traits, Deutz-Fahr appreciated the advantages of powering its tractors with air-cooled powerplants, and it was beneficial that they had built up a reputation for reliability and economy.

One of their strong points was the ability to warm up faster than water-cooled units – passing the dew point in a shorter space of time and therefore reducing cylinder wall corrosion and lengthening the amount of time between oil changes.

Amongst the fundamental principles of engine design is successful cooling and this is not easy without the use of water/coolant. Deutz's approach worked well and incorporated several strategies to ensure that it was effective, including splash cooling of the underside of the piston crown and continuously injecting oil into the crown itself to ensure effective cooling. The type of strategy used depended on the size of the engine and whether it was turbocharged or naturally aspirated.

To save fuel and reduce wear, the larger models featured a thermostatically-controlled cooling blower. This ensured that it was only operating at peak capacity when absolutely necessary. A valve in the exhaust manifold controlled the flow of oil to the blower's hydraulic coupling, thereby ensuring temperature-sensitive control of the blower speed. This, Deutz



claimed, resulted in up to eight per cent less fuel use per year.

With many parts, such as cylinder heads, barrels, and valves, interchangeable, costs could be kept low, and it was likely that any parts required for an overhaul would be readily available. Plus, the lack of a radiator, water pump and associated hoses eliminated a traditional cooling system as a possible source of breakdown.

DX3

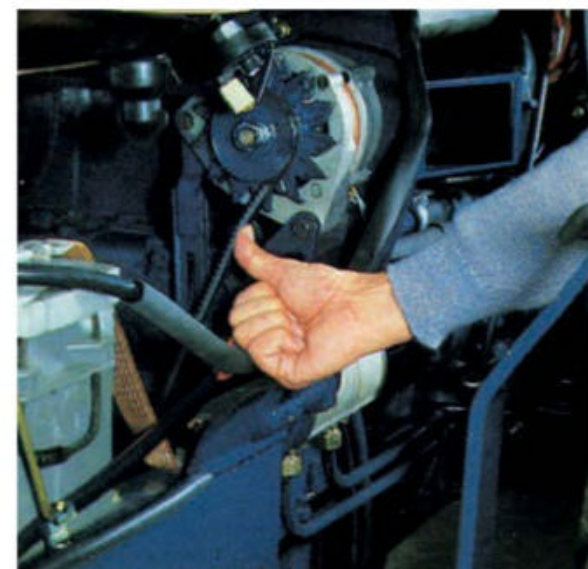
The four-cylinder DX 3 tractors used the F4L 912 and F4L 913 engines and it was these that were by far the most popular

Above: A cut-away illustration of a typical Deutz four-cylinder engine. Note the individual cylinder barrels and heads.

Below: Maintenance is straightforward, with the removable grille and side panels allowing access to the battery and air filter, as well as permitting easy checking of belt tension.

Images: from promotional literature.

models in the range. Alan Petrie was very complimentary about these units but was keen to point out that they have certain quirks that you should be aware of, as well as passing on some helpful tips that he learned through years of working on them. ➤



"These engines are strong and reliable if the operator takes care to ensure the cooling fins are regularly cleaned, especially in the summer months when dry grass and chaff can accumulate around the back of the rear cylinder (referred to as cylinder no.1 by Deutz, as the company numbered the cylinders from the flywheel end). Any debris can be cleared easily by using either a powerful airline or a power washer."

Horror stories about air-cooled engines that have been allowed to overheat do the rounds from time to time, and so we were keen to get an expert opinion. Is a Deutz engine that's overheated never the same again?

"If engines have been overheated, due to poor maintenance practices, or if the fan belt has failed, they will slowly 'tighten up' before finally stopping, as the pistons seize in the cylinder bores," Alan explained.

"Usually, after a cooling-off period, the engine will simply restart and you would not notice anything detrimental, other than a slightly increased vapour plume out of the crankcase breather tube!

"However, a give-away sign that the engine has previously been overheated is a loud 'pop' as the engine fires up from cold. This noise comes from leakage between the cylinder head, the fire ring (a sort of 'head gasket'), and the top of the cylinder barrel," continued Alan. "This 'pop' will not be heard

when the engine is up to working temperature, so it is essential to always start the engine from cold if thinking of buying an air-cooled Deutz.

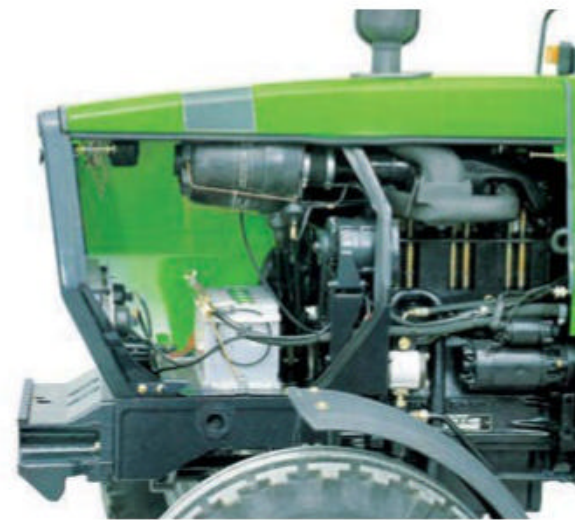
He said: "The repair is fairly straightforward. The cylinder heads should be removed, and they can be skimmed in a lathe to return to flatness. It is important to measure the piston-to-cylinder head clearance during rebuild, to restore the correct 'bump' clearance, which should be 1.0-1.2mm, and this is achieved by fitting thin (0.2mm and 0.5mm) shims under the base of the cylinder barrel.

"The measurement is made by placing a piece of solder wire across the piston crown and bolting the head and new fire ring into place before rotating the engine by hand over top dead centre to squash the solder," Alan explained.

"Then, remove the cylinder head and measure the thickness of the squashed solder and subtract 1.1mm (that is the best bump clearance for good cold starting and smooth running with no diesel knock). The result of the sum will be the required thickness of shims required to be fitted under the cylinder barrel.

"The variation of shim sizes means you can fit single or multiple shims to obtain the clearance required: 0.2mm, 0.4mm (two 0.2mm shims) 0.5mm, 0.6mm (three 0.2mm shims), 0.7mm (one 0.2mm plus 0.5mm), etc."

The DX 6.30, powered by the F6L 913 six-cylinder engine, was rated at 117hp (DIN). Note that this tractor is fitted with the MasterCab. Photo: from promotional literature.



Air that passes through the grille has an unhindered path to the cooling blower on the right-hand side of the engine. Photo: from promotional literature.

Some engines are more susceptible to oil leaks than others, and in the case of these Deutz units on the DX 3 range, oil leaks often occur from the pushrod tube seals, or the rocker cover gaskets. "If noticed, they should be attended to quickly," Alan told *T&M*. "This will prevent debris, blown through by the cooling fan, sticking to the oil and rapidly clogging the cooling fins on the cylinder heads or the cylinder barrels."

BALANCERS

These four-cylinder engines have internally mounted balance shafts on the base of the crankcase, and it is not unheard of for the support castings for these shafts to break. This can occur if the engine has been allowed to overspeed, by letting it run away downhill under load, or if the injection pump flight speed screw has been tampered with. This usually happens when an over-zealous owner or operator wants to increase the engine revolutions to enable a higher top speed!

Alan told *T&M* that you can usually tell if the casting has failed if there's a 'chatter' from the front of the engine, as the gears are no longer correctly in mesh. "It does not usually end in catastrophic failure, but it should be attended to sooner rather than later," he explained. "A good, tried-and-tested 'bodge' is to drop the sump and remove the balancer shafts, gears, and housings, and after tapping out the oil feed hole for them, in the base of the block, fit a suitably sized bolt and copper washer to block the oil feed.

"Then, clean off the sealant – there was no gasket from new – apply some new RTV-type sealant, replace the sump, fill up with correct grade oil, and fit a new filter, and the engine will be fine.



It'll be a little coarser than before, but it takes a trained ear to hear the difference!"

Crankshafts and bearings are bulletproof, provided there's a reasonable maintenance history, and if looked after will easily do tens of thousands of hours without failure.

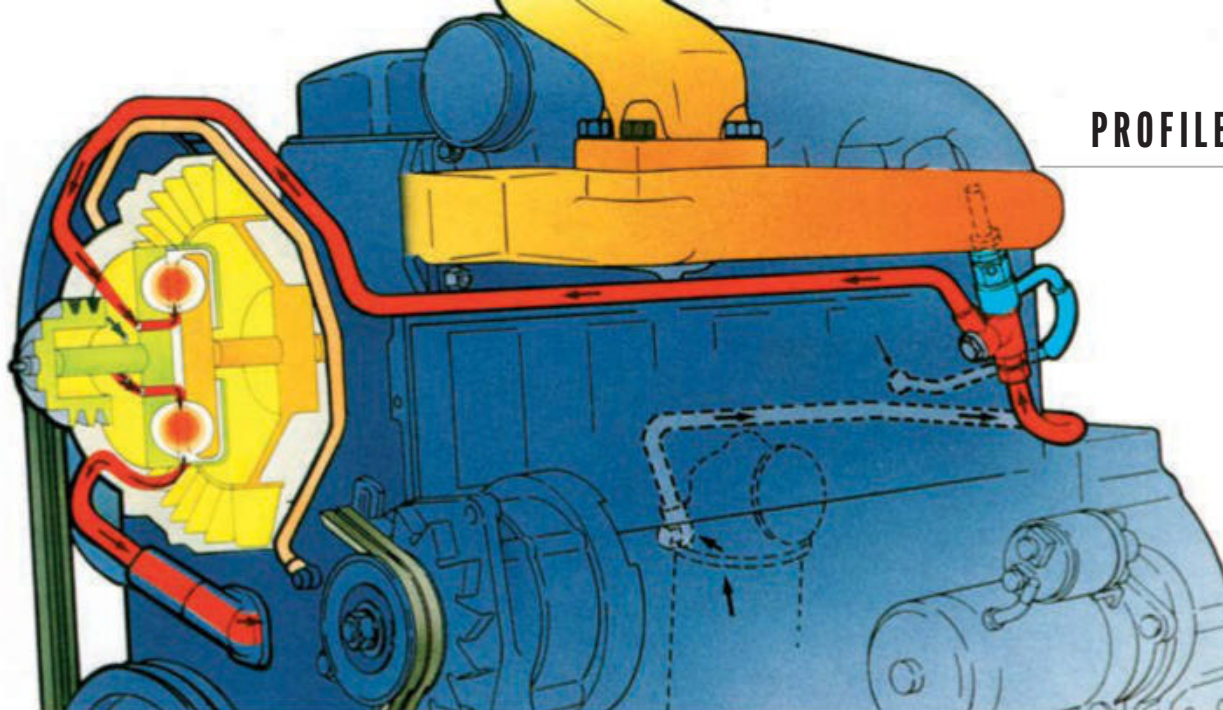
Crankshaft seals are reliable and trouble free (unless baler twine has got wrapped round the crank pulley), but it's worth noting that if you're trying to remove the front pulley retaining bolt, it has a left-handed thread and is very tight!

In terms of maintenance, Alan recommends taking your time and taking care not to be heavy handed. It's perhaps a cliché to say that things should be done 'by the book', but if you do things the right way you will be rewarded with an engine that is reliable and delivers on demand.

"Caution should be taken when adjusting the valve clearances, as it is easy to over-tighten the rocker cover retaining bolt and crack the aluminium cover," Alan pointed out. "It is essential to replace the rocker cover gasket and nylon washer on the securing bolt to prevent leaks, and a thin smear of silicone gasket sealant is always a good idea.

"Each rocker arm has small oil feed jet screw on it to dribble oil along a channel in the rocker arm, to lubricate the top of the valves and the rocker pad (the bit where you measure the valve clearances). These jets are adjustable, by loosening the lock nut and turning the jet screw with a flat-bladed screwdriver.

"Screw in for less flow and out for more flow. The correct flow is small drips every 10 seconds or so, and it should not be squirting out at all. If they are open too much, the rocker chamber can fill



An illustration to show how the cooling blower is controlled thermostatically, using oil to drive it via a hydraulic coupling. Image: from promotional literature.

with oil, and this then goes down the valve guides into the inlet and exhaust ports of the cylinder heads. A tell-tale sign of this is black oil around the manifold-to-cylinder head joints. It also leads to high oil consumption, as the engine digests the excess oil and burns it in the combustion process."

DX4&DX6

As for the DX 4 and DX 6 tractors, the points regarding the DX 3 engines apply, but there are points to note that are model specific. DX 4 used both naturally aspirated and turbocharged engines, with the F4L 912 powering the DX 4.10 and the F4L 913 used for the DX 4.30. The DX 4.50 and DX 4.70 both used the BF4L 913 – a turbocharged version of the engine used in the DX 4.30.

The DX 6.05 and DX 6.10 featured the F6L 912 engine, the DX 6.30 used the F6L 913, and the DX 6.50 was powered by the BF6L 913. There were changes made to piston, piston ring and injection pumps, with the DX 6.50 having the addition of a boost control system on the Bosch inline fuel pump.

The difference between 912 series and 913 series engines is piston diameter and stroke – to give larger cubic capacity on the 913 series. The 'B' in the engine designation indicates a turbocharger was fitted, which also meant a larger-capacity engine oil pump and larger nozzle size on the under-piston cooling nozzles. All had a thermostatically-controlled cooling fan clutch, and oil heating for the cab.

One of the main points to note on the engine in the DX 4 and DX 6 tractors is

the thermostatically-controlled cooling fan. This had an oil clutch built into it that was like a miniature torque converter, or fluid flywheel.

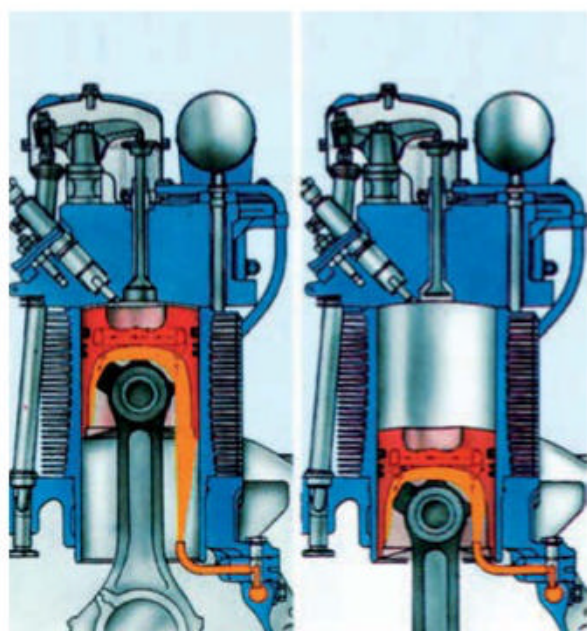
Alan explains the theory behind it: "The thermostat was mounted in the rear of the exhaust manifold, and it was the expansion of the core of the thermostat in relation to exhaust gas temperature, which in turn was an indication of engine load, that moved a small spool valve to increase or decrease the amount of oil flow to the fan clutch. The hotter the exhaust temperature, the more oil went to the clutch.

"The advantage of this system was it only gave the engine the cooling air flow it needed for the work it was doing. So, on a cold winter's day on light duties, the clutch may not engage at all, but on a hot summer's day, flat out driving a power harrow or a forage harvester, the exhaust temperature would be high, and the fan fully engaged.

"It was promoted as a fuel-saving device and Deutz was very focused on selling that attribute of its engines in the 1980s and '90s, with the 'Save diesel. Drive Deutz.' sales strapline.

"There was a simple override that us service boys found for the rare times when the customer wanted full cooling on lower engine loads," Alan explained. "Feeder wagons in dusty cattle sheds was probably the best example in Cheshire!

"On the side of the thermostat is a small, 10mm-head bolt with a copper washer beneath its head. If this bolt was removed, the copper washer taken off and the bolt refitted, it had the effect of opening the spool valve inside the thermostat to its fully open position, resulting in full fan engagement. We simply threaded the copper washer onto the tractor ignition key ring for safe keeping, so it could be reinstalled later if required!"



Left: Naturally aspirated engines use under-crown splash cooling, while turbocharged units feature a channel in the piston crown into which oil is continuously injected. Image: from promotional literature.

PROFILE

As is the case with any tractor, reports on performance and reliability will always differ, but in the main the Deutz air-cooled engine enjoys a good reputation. The key to its success is, however, down to the operator or person maintaining it. Service it in accordance with the manufacturer's recommended intervals, and ensure that the cooling system is not obstructed, and the engine is likely to give you many, many hours of trouble-free running.

There is occasional criticism that these air-cooled engines are noisier than their liquid-cooled counterparts, but this is not widely discussed.

* In part two we will look at the transmissions used in the DX 3, DX 4, and DX 6 ranges. Thanks to Alan Petrie for his invaluable insight ■

The DX 3.65 was powered by the smaller of the two four-cylinder engines used in the range, with a displacement of 3,770cc.
Photo: Farming Photography Ltd.



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Nuffield hydraulic system

The fourth part of this series sees Andrew Hall looking at the hydraulic system fitted to Nuffield Universal tractors.

By the late 1940s, tractors such as the Ferguson TE-20 range, the Fordson Major E27N, and David Brown Cropmaster were well established machines and included built-in hydraulic lift systems.

As previously covered in *T&M*, the Ferguson System incorporated automatic draft control, which controlled the working depth of soil-engaging implements without the need for depth wheels, whilst the likes of the Fordson Major and David Brown, although able to utilise a three-point linkage, were restricted by the Ferguson patents and had to rely upon depth wheels to control their implements.

THE NUFFIELD TRACTOR

Development of the Nuffield tractor began in the early post-war days of 1945 and was designed and produced by the Morris Motor Company of Cowley, which at the time was headed by William Morris, who had been knighted in the 1920s, made a Baron in 1934 and gained the title of Viscount Nuffield (later Lord Nuffield) of Nuffield in Oxfordshire.

Two prominent names in agricultural engineering were recruited by the Nuffield Organisation to facilitate the development – Claude Culpin, well known for his books on agricultural machinery, and Dr. Henry Merritt, a skilled engineer in the design of gearbox manufacture.



The Nuffield Universal tractor was introduced in late 1948 and featured a hydraulic lift and category two three-point linkage as an option, which remained unchanged until modified to incorporate draft control in 1961 on the 342 and 460 models.

By the middle of 1948, the first Nuffield tractors began to roll off the production line, and in a similar manner to the Fordson Major, accessories such as the hydraulic lift weren't immediately available, but could be retrospectively fitted to existing tractors once more readily available.

The hydraulic units were self-contained and bolted directly onto the rear axle housing of the tractor. The units consisted of a cast iron housing, which contained the gear-type hydraulic pump, control valve block and internal lift cylinder. The pump was driven via the power take-off shaft, which needed to be engaged to operate the pump – a situation that wasn't addressed until the Nuffield had been in production for some years!

SIMPLE CONTROLS

The PTO/hydraulic engagement lever is located low down on the rear left-hand side of the hydraulic unit, and has three positions: neutral, PTO and hydraulics. To operate the hydraulics the lever is placed into the hydraulic position, hence the need for the PTO to be engaged.

Once engaged, the operation of the hydraulics is controlled by two levers at the top of the unit to the right-hand side of the driver's seat. The main lever has a round knob and controls the three-point linkage and a ½-inch BSP external services port situated on the left side of the tractor, near to the top link bracket.

The second lever has a square knob and controls a separate ½-inch BSP external port to the right-hand side of ➤

the top link bracket. Each lever has three positions: low, neutral and lift.

Depending upon what implement is in use, the levers can be used independently of each other or together. To raise a mounted implement the main lever is lifted fully until the implement is at the desired height, when the lever is placed into the neutral position. If an implement is fully raised, the lever will automatically return to the neutral position.

The operation of the second lever is similar when operating external remote cylinders, such as tipping trailers. The second lever is the preferred method of controlling external services, whilst the external service port, operated by the main (linkage) lever, works simultaneously with the linkage, so the link arms rise and fall in this mode!

LOWERING RATE

The speed at which a mounted implement drops, and the rate at which oil returns from a remote cylinder, can be adjusted by means of two screw adjusters on the top of the hydraulic unit. The adjuster for the main lever has a round knob, whilst the external services adjuster has a square knob to assist in identifying them. The maximum drop rate is 1¼ seconds and can be altered by turning each adjuster in or out as required.

When new, the two external ports were identified using a black-painted square adjacent to the right-hand external port and a round circle near to the left-hand port to correspond with the aforementioned round and square knobs on the levers! However, over the years where paint has weathered, or tractors have been repainted, many have been obliterated.

THREE-POINT LINKAGE

The linkage of Nuffield tractors is category two, as the tractors were in the heavier market than the smaller Fergusons and David Brown Cropmasters of the time, but it was a simple lift/lower system able to be held

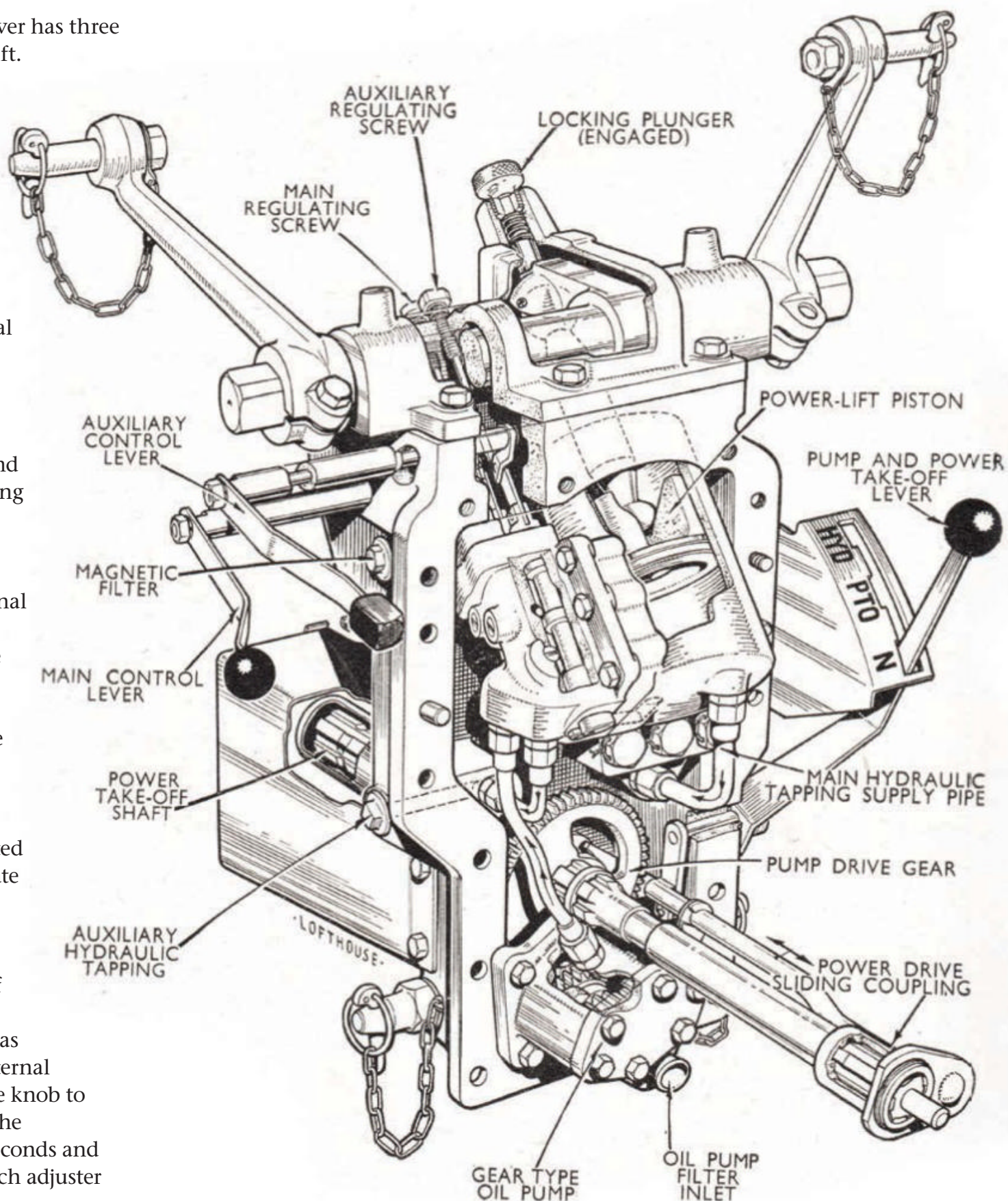
at any desired height. Depth of soil-engaging implements was achieved using depth wheels on the implements, whilst adjustments for levelling an implement were carried out using a screw levelling box on the right-hand linkage drop arm.

Adjustable stays were fitted each side of the link arms to suit the job in hand, and could be locked to prevent lateral sway, or allowed to slide and let an implement follow its own line of draft, such as a plough. A lift lock is

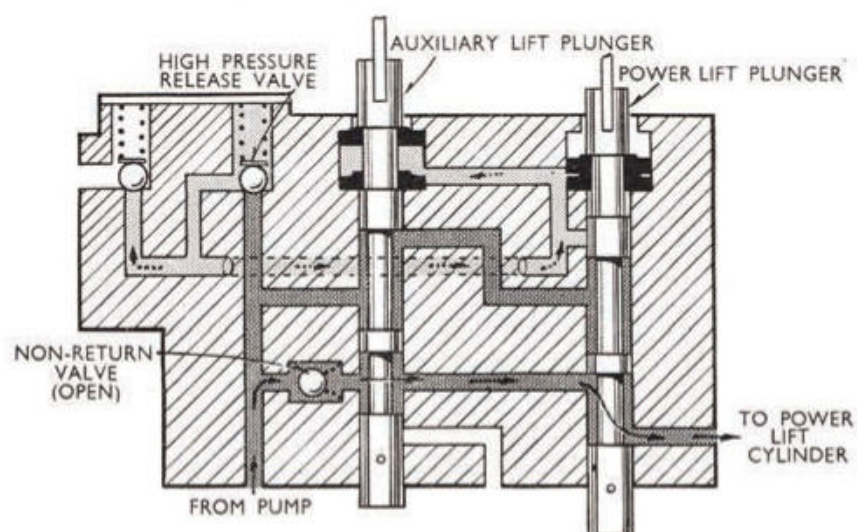
incorporated in the top cover of the hydraulic system to enable implements to be locked in the raised position when being transported between fields!

OIL & FILTERS

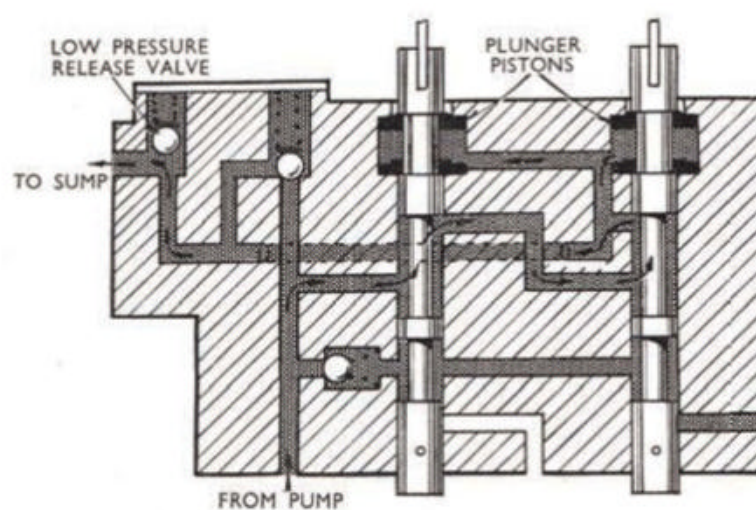
Originally SAE-90 oil was recommended, and the hydraulic system shares the same oil as the gearbox and rear axle. The oil level is checked using the dipstick adjacent to the gear lever on the transmission housing. With the arrival of more modern universal tractor oils, ➤



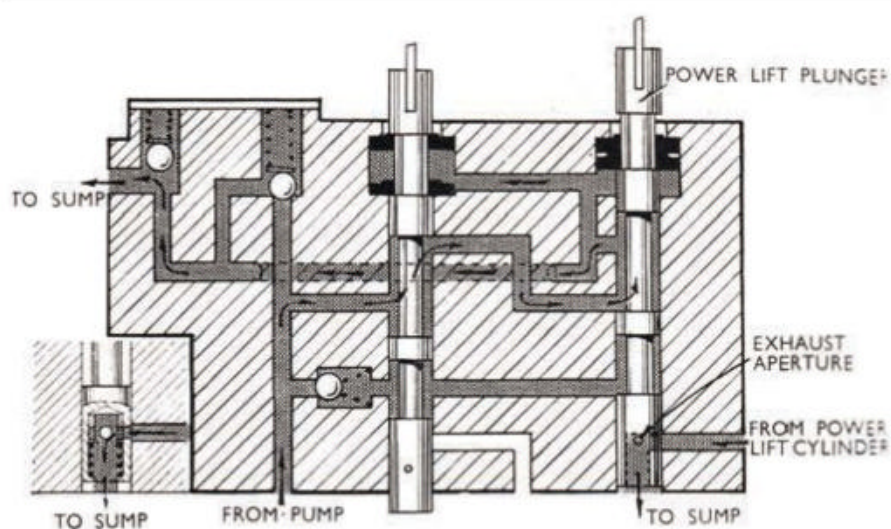
The general layout of the Nuffield hydraulic system, which bolts onto the rear of the axle housing, showing the main features of the unit. All illustrations from *Farm Mechanization Handbook*.



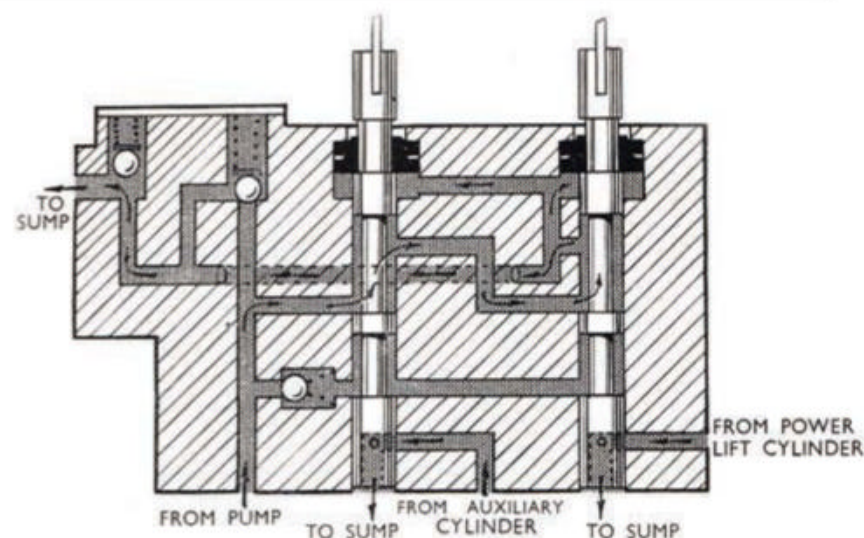
Valve block showing the power lift lever in the raised position and the external lever in its neutral position. Oil from the pump under high pressure (dark shading) is being pumped to the internal lift cylinder, whilst oil at low pressure (lighter shading) is holding the plunger pistons of the external lever valve apart (neutral).



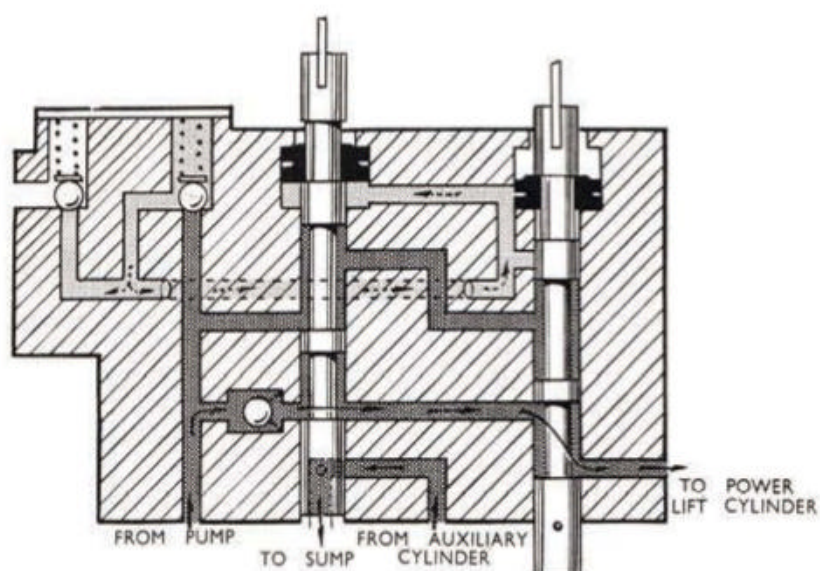
Both levers in neutral and oil from the pump is at low pressure (50psi) holding both plunger pistons of the levers apart. Oil is locked in the internal lift cylinder and prevented from entering the external port.



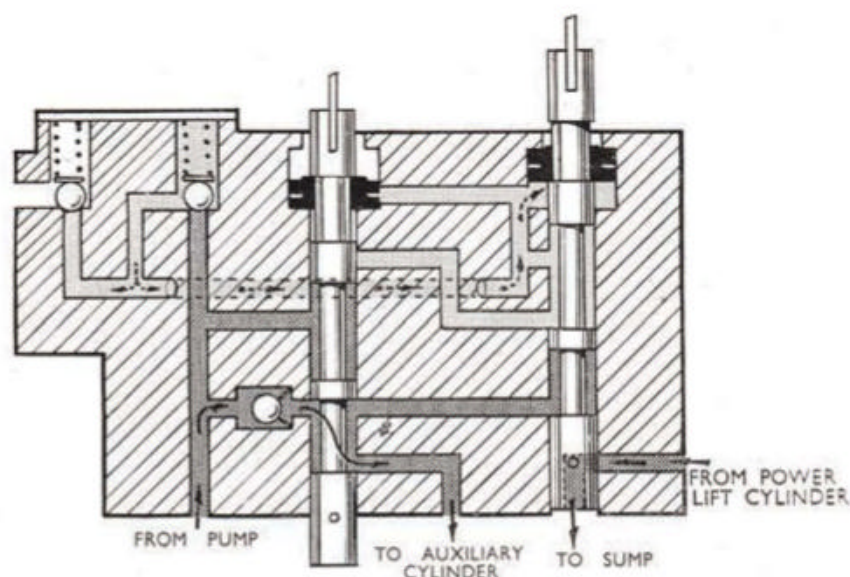
Main lift lever is in the power position, whilst the external lever is in neutral. Oil from the pump is at low pressure holding the external lever plunger pistons apart (neutral) and returning to sump. Oil from the internal lift cylinder is also returning to the sump, as the spool of the main lift valve allows it to flow via a spring-loaded valve, which controls the rate of oil flow and descent of an implement.



Both levers are in the lower position and oil is flowing under low pressure from the pump and returning to the sump.



The main lift lever is in the raised position and oil under high pressure flows from the pump to the internal lift cylinder via the open plunger (dark shading). The external lever is in the low position, allowing oil to return from the external port.



The main lift lever is in the low position, allowing oil to return from the internal lift cylinder to the sump, whilst the external lever is in the raise position and oil from the pump is flowing via the external port to a remote cylinder.

the original SAE-90 can be replaced by universal oil with no issues.

Early Nuffield hydraulic systems up to 1955 operated at 1,000psi, after which they were upgraded to 2,000psi, allowing for heavier and more demanding conditions! Early tractors can be upgraded to 2,000psi by changing the pump and pressure relief valve to suit.

IMPLEMENTS

Ferguson set the trend for matched implements to suit its tractors and the other manufacturers followed suit.

The Ford Motor Company manufactured ploughs for a time and worked in conjunction with Ransomes, Sims and Jefferies and approved other implements for use with its tractors. David Brown also built its own implements and approved implements from other manufacturers too.

The Nuffield Organisation chose not to manufacture its own implements but worked in conjunction with other manufacturers to provide a comprehensive range of matched implements. ■



A view of the hydraulic lift and linkage showing the lift lock at the top near to the toolbox and the external service tappings either side of the top link bracket.

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Going strong!

It was good to be back in Norfolk for the largest Boxing Day tractor road run, which started at The Angel Inn, Larling, not far from Attleborough and Thetford, and held in glorious weather, says *Peter Love*.

I had not been at the event since 2018, when Gavin and Jack Stammers

took over from former National High Cut Champion Shaun Garrod and family, who ran the event for several years and were present in 2022. The creators of the event, David Boggia and David Kidd, were also enjoying the atmosphere as the crowds and tractors packed in beside the booking area

opposite The Angel Inn, which was serving breakfast to those that had arrived early for the run, which totalled more than 20 miles.

When this event started in 2003, it was, according to the two Davids, basically the domain of vintage and classic tractors – amounting to an

It was great to see original John Deere 2650 and 3050 models on the run.



A nice-looking Massey Ferguson 399 with 18 Speedshift transmission.



A lovely line of MB-tracs, with a 1300 turbo nearest the camera.



Malcolm Stammers arrives with his stunning Nuffield Universal with Lambourn cab.



Looking a treat – a late International 454 with slightly earlier period trailer.

average of 120 participants. Today, like so many of the winter charity road runs, the event has changed, and older tractors are no longer as prevalent.

Approximately 60 preservation machines and around 130 modern farm tractors took part this time, but it was great to see, and my congratulations go to the organisers.

The charity chosen to benefit from the funds raised was YANA (You Are Not Alone), which does much for mental health in the East Anglian countryside and it was wonderful to see this event supporting such a good cause. The cost of entry on the day was £20, which included a plaque for attending.

Despite so many entries, the organisers had it all together as the run was on its way at 10.10am, with the older machines leading the pack, led by a 1965 Ford 3000 and John Deere 1030, as well as some interesting Fordson E1A conversions. Then came an MF 135, two lovely original Nuffields, including

Malcolm Stammers' recent purchase with Lambourn cab.

There was so much to see, including two- and four-wheel drive Ford 7810s – one of which was a Silver Jubilee model – as well as a pink Ferguson TE-D 20! A John Deere 3040 with vintage caravan was an interesting combination, but other JDs that stood out included a two-wheel drive 2040S, four-wheel drive 4220, and an original 2650.

Everyone waved from their cabs, creating a great atmosphere, and made up for the awful weather that this event suffered last year. The magnificent selection of MB-tracs gets better each time I attend, and this time it was the 1100 that I liked best, but a restored 1000 dressed for the occasion looked a treat too.

The organisers made sure there was a good gap between each batch of tractors as more classics went by, including a Massey Ferguson 675 and a 3000 Series model. There were several trailers behind the older stuff, seating people with lots of

layers on – as even with the sun out it was approximately four degrees above freezing by the time the action had started.

As for the modern stuff, there were plenty of Mannheim-built John Deeres, with partners in the passenger seats, but the thing that surprised me the most was the number of JCB Fastracs taking part. More than 25 were in attendance, with the 4220 the most popular model.

There were plenty of New Holland, Claas, Massey Ferguson, and Fendt models, as well as a few McCormicks, but there was also a smattering of Unimogs and Valtras. Deutz-Fahr was represented by several classic and modern tractors and perhaps one of the most interesting of them all was a rare Intrac 6.30 turbo. A few Case IH models were present, but it was an International 454 with trailer that I liked best – from an earlier era, of course!

It was certainly a wonderful Boxing Day treat to be present and the event went on to raise £4,600. ■



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Fordson stars



Tim Burbidge's industrial Fordson Diesel Major.



This 1984 John Deere 2140, owned by Jamie Day from Weston-super-Mare, helped at Queen Elizabeth II's Platinum Jubilee celebrations.

Somerset Traction Engine Club held its traditional New Year's Day Road Run at the Sedgemoor Livestock Market, near Bridgwater, writes *Joseph Lewis*. A variety of vehicles included tractors, classic commercials, cars, and motorcycles, and even a 1905 Burrell 6NHP single-crank compound engine, owned by the Heard family from Westonzoyland.

Tractor stars spanned a newly-restored, industrial Fordson Diesel Major, originally supplied by Thyers of Huntspill, and Fordson Diesel Major V8 conversion – both from the Tim Burbidge stable – to a 1984 John Deere 2140 owned by Jamie Day from Weston-super-Mare.

Jamie acquired the 2140 from Wells, Somerset, where the previous owner used the tractor on a dump trailer. Jamie now puts the four-wheel drive model to good use, pulling the carnival float for Bridgwater-based Griffins Carnival Club.

Massey Ferguson entries ranged from a 65 MkII, 165, and 390T, to what was the largest tractor on the day, an 8480 owned by David Grabham, from Taunton.

The £5 parking charge for non-exhibiting vehicles is given to local charities. ■



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In the next issue...

**SPRING
2023
ISSUE ON
SALE
FRIDAY
10 MARCH**

EUROPEAN ICON

Produced in various sizes, from the early '70s to the early '90s, there are few tractors that captivate the imagination like the MB-trac. We look back fondly.



NO STONE UNTURNED!

Anyone that closely inspected the Fordson E27N with Roadless DG4 half-track equipment at the Newark Vintage Tractor & Heritage Show will have appreciated the quality of the restoration. Peter Love has the story.



HIDDEN GEMS

If you farmed in the United Kingdom in the early '90s, your local Case IH dealer would not have offered you a 40 Series model, but these Doncaster-built tractors had plenty to offer.

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

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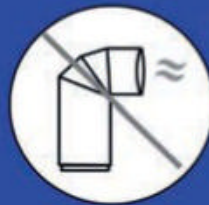
Adjust the temperature, check the fuel level and view notifications directly from the Airrex app.



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LOW CONSUMPTION



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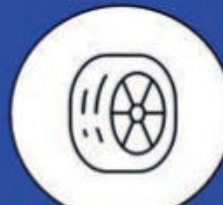
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THREE SPANNER Moderate **FOUR SPANNERS** Challenging **FIVE SPANNERS** Nigh on impossible

Workshop

Projects, expert advice
& product news



68 NEW PRODUCTS

Items of interest for your workshop.

69 STRAIGHT & NARROW

The final part of this series sees Ben Phillips reveal the finished Massey Ferguson 135 MkIII.

72 EXPERTS' ADVICE

T&M readers have an eclectic mix of tractors and implements, which means a variety of technical questions relating to

their upkeep. Our team of experts aims to provide the answers.

75 E27N REVISITED

Good, used parts and a welder come in handy as the next stage of this project poses problems.

78 GOVERNOR INSPECTION

Issues experienced at high revs force Andrew Hall to inspect the governor on his 1952 Ferguson TE-D 20.



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New products

Items of interest for your tractor and the workshop.

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lasertools.co.uk

This new, extra-long carbide scraper from Laser Tools (part number 8393) features a double-sided and super-hard, tungsten-carbide tip, and is ideal for removing corrosion, carbon deposits, gaskets, paint, and varnish.

It's suitable for use on brake caliper and back plate sliding faces, exhaust manifolds and cylinder heads, with the serrated side of the tip perfect for cleaning grooves and edges.

There's a comfortable, ergonomic handle and extended shaft (total length 300mm) for ease of use and hard-to-reach areas. The 32mm blade width lets you remove large amounts of material quickly.



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Laser Tools
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lasertools.co.uk



Heat-shrink tubing is the professional way to insulate wires and connectors, but usually needs a mains-powered heat-gun, which can prove to be inconvenient. This little butane-powered, hot-air blower from Laser Tools (part number 6848) is small, fits in a pocket and gives instant heat when you need it.

Easy to use, a thumb press on/off switch provides comfortable hand-held use. Adjusted by a slide regulator, you can adjust the temperature to deliver the right level of heat for the job. The 10mm-diameter nozzle delivers a gentle heat that is perfect for working with heat shrink tubes. The refillable butane tank has a see-through window, so you won't run out of gas unexpectedly.

The kit also includes a useful starter set of commonly used heat shrink sleeves.

FLEXIBLE MAGNETIC PICK-UP TOOL

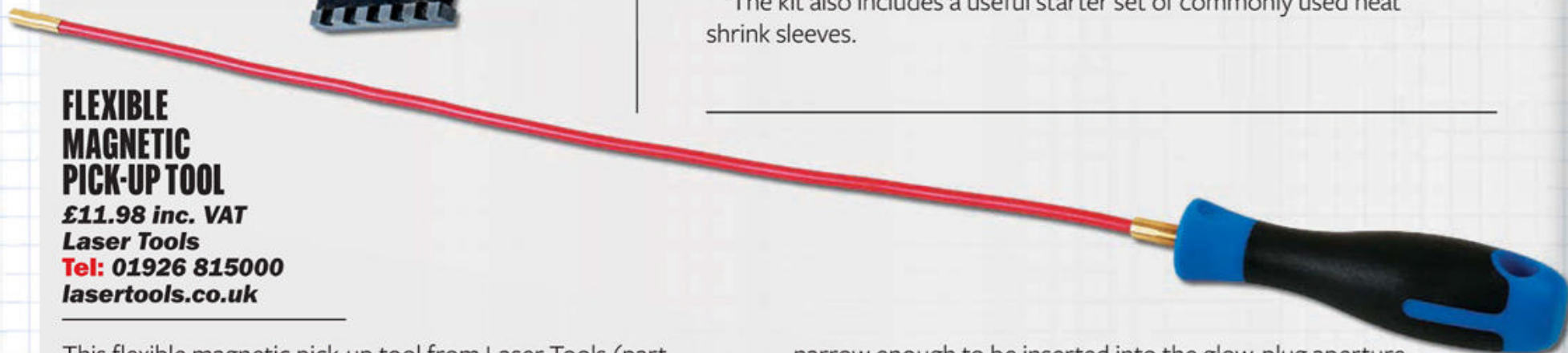
£11.98 inc. VAT
Laser Tools
Tel: 01926 815000
lasertools.co.uk

This flexible magnetic pick-up tool from Laser Tools (part number 7026) has a useful 300mm length but features a very narrow shaft diameter of just 4mm, which makes it ideal for retrieving metal nuts, bolts, screws, and other metal pieces that have found their way into areas otherwise inaccessible.

If you've had to drill out a seized glow plug, this pick-up tool is

narrow enough to be inserted into the glow-plug aperture to retrieve any metal swarf or broken glow-plug debris.

The soft grip handle provides comfort and control over the movement of the pick-up tool. The flexible shaft can be easily formed into any shape that will assist in locating the dropped item and it will hold this shape as you work.



Straight & narrow

Ben Phillips concludes the restoration of a Massey Ferguson 135 MkIII.



PART FIVE

It was nice to get this Massey Ferguson 135 MkIII out of the workshop and in the daylight after all the work had been done.

I had now completed Tim Edwards' Massey Ferguson 135 MkIII, and it was good being able to drive it outside to see it in the daylight for the first time. Even though it was narrow, it wasn't too tricky to get on – as that extra section in the gearbox lengthened the area between the dash and the seat enough to easily swing my leg over.

I had originally advised that this tractor should be put back to its narrowest setting, which now it was complete I was pleased I had. Viewing it from the front I couldn't believe how narrow it was. The front was largely the same as is its British counterpart, with the most visual change being the adoption of an all-black grille.

Attached to the side of the nose were sidelight/indicator combinations made by Auteroche, as the ones I took off weren't good enough to put back on. I searched on the Internet for some new ones, and, to my amazement, they were

still available. Despite these being for sale in France, Spain, and various other European countries, I still found it difficult to obtain them, as the messages I had sent weren't answered.

One evening I was sat by the TV and decided to trawl through the Bepco online catalogue under the section of sidelights. To my amazement I found the rear ones I wanted, but there was no sign of the front ones. All was not lost, however, as they stocked the lenses for the fronts.

I soon worked out that I could probably cannibalise some rear ones and fit the front lenses. This worked well, with only a partition in the units having to be removed. The brackets these mounted onto were finished in Flint Grey, as that's what they were when I took them off.

As tractors have evolved over the years, so has safety, and one area that had been concentrated on was around the fan and

fan belt. This area, involving moving parts, was deemed dangerous, and while there had been a guard over this area since the MF 35 days, it was more substantial on the 135 MkIII. Now both sides had been covered and the one over the dynamo was longer, there was now virtually no chance of accidentally getting your fingers trimmed on the fan.

The Perkins AD3.152 was in good order, but I replaced the water and fuel lift pumps, as well as the front crank oil seal. It also had a complete oil and filter change, and I chose the genuine Perkins filters, as they should be good quality, and being visible would also look good.

Reference material

Another item that looked good on the side of the engine was the downswept exhaust silencer. This fitted on the standard manifold and dropped down neatly behind the injector pump, with a bracket securing it to the bell housing. ➤

I managed to find an original picture on the Internet of this model, which told me that it should be painted in silver. I bought a can of heat-resistant spray paint and did the silencer and manifold, which looked just how I wanted it to.

The bonnet top had seen a lot of welding and I was pleased with the results, but I was even more pleased with the decals. These had been made by Titch Sanders at Machinery Decals and were a great copy of what was on originally. On this French-built model the battery cover had the air pre-cleaner 'mushroom' sticking out the top, and as this section of tinwork had been renewed, I had to cut a round hole in it.

The pre-cleaner was original and had been carefully welded back together, as it

was rotten and in two pieces. An MF 35 steering column rubber boot just fitted tightly around it to seal the hole and make it look neat.

Another area that looked neat was the dash, with all its original gauges fitted. These were made by Jaeger and featured the MF triple triangle badge on each gauge. These were in great condition, and I was really pleased that they could be reused.

This tractor was made in 1979, which is relatively new for me, and had also been looked after during its working life. This meant most of the parts were in quite good condition and I was relieved that the fenders fell into this category. Those used would have been tricky to replace, and while I did have to do some welding and filling, they were

salvageable. Attached to each mudguard was a bracket for the lights and reflectors, and these were both obtained from Bepco.

The three-point linkage looked stronger than the size of tractor demanded. As there is no room for check chains, instead there are some ingenious adjustable brackets that prevent the lower link arms rubbing against the tyres.

When Tim brought me his MF 135 MkIII to restore, he wanted it done for the Newport Show, in Shropshire, which was in July. This was his local show, and he knew the guy that organised the tractor display. On a blisteringly hot day, Tim exhibited the tractor alongside his MF 35 and Fordson Major, and it was pleasing for me as all three had been through my workshop for restorations! ■



Narrow tread

1 From this angle I was really pleased that I had set the tractor to its narrowest tread width.



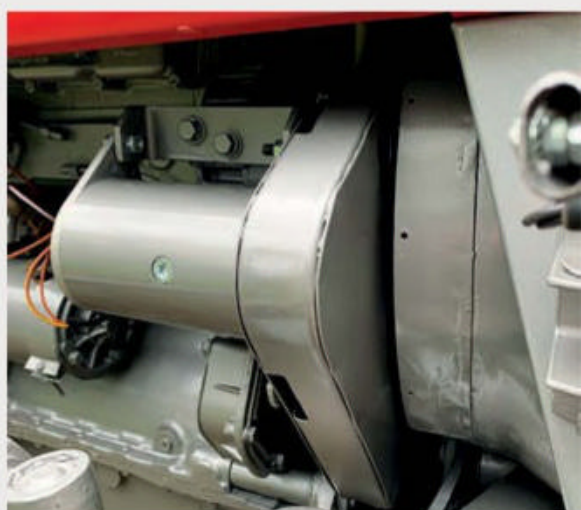
Sidelights

2 The sidelight and indicator combinations were 'very' French and made by Auteroche.



Safety first

3 Compared to earlier MF models, there is more protection around the fan and fan belt – which gives a good indication of the tractor's age.



Pulley guard

4 The safety features also include the dynamo on the right-hand side of the tractor.



Downswept exhaust

5 I love this neat little downswept exhaust silencer, which I finished in silver, heat-resistant paint.



Decals

6 I was really pleased with the bonnet, especially these decals that were made by Titch Sanders at Machinery Decals.



Air pre-cleaner

7 On this French-built model, the air pre-cleaner sticks up through the battery cover.



Original gauges

8 The original Jaeger gauges were retained and are quite different to the British AC equivalents.



Compact rear

9 As with the front, the rear looked great set to its narrowest track width.



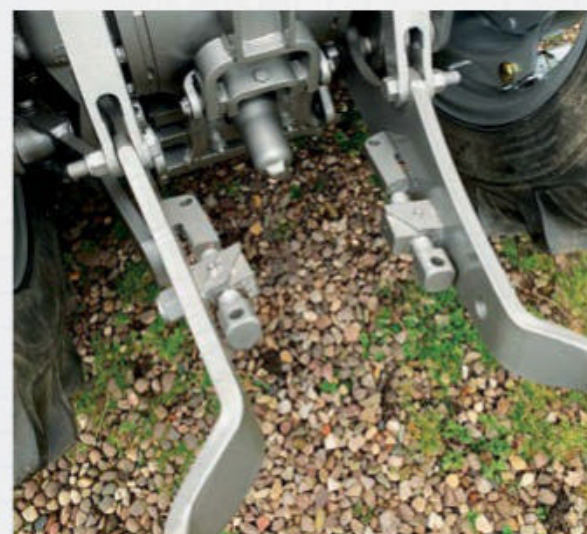
Minimal mudguards

10 There wasn't much metal involved in the construction of the mudguards, but they did protect the driver from the wheels.



Rear lights

11 I was extremely pleased to find these rear lights that were the same make as the original ones found on the tractor.



Lower links

12 The lower links are quite thick and strong. Note the adjustable brackets on the arms, rather than check chains.



No wheel weights

13 Even though these wheels came with weights attached, they were taken off and set aside for future use if deemed necessary.



Show time!

14

Tim Edwards showed his finished MF 135 MkIII at the Newport Show in Shropshire, with his MF 35 and original Fordson Major flanking it.

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.

Massey Ferguson 135

Q have recently replaced my old Massey Ferguson 35 with a 135 to undertake paddock maintenance. The tractor is in good overall condition, having received fresh paint, and engine wise it starts and runs well.

I am, however, experiencing a strange, intermittent knocking noise from the hydraulic system. When the hydraulic lever is lowered the noise disappears but returns when the lever is raised fully, and an attached implement reaches its maximum height.

I'm wondering if there is something loose within the hydraulic system causing the noise. If the team at T&M can help, it would be most appreciated.
Roger Blackstone, via e-mail

A The noise you mention could be caused by one or two reasons. Firstly, if you compare your 135 hydraulic control quadrant with the

previous 35 quadrants you will see some differences in the options displayed. At the top of the main operational lever there is a 'transport' position where implements are at their maximum travel height. Beyond this is a 'constant pumping' section.

If an implement is raised through the transport section into the constant pumping section it causes the pressure relief valve to blow, as the oil is under full pressure. This causes the pump to knock, and the lever shouldn't be left in this position for long periods. It may be that you are entering constant pumping inadvertently. When raising implements, ensure you don't lift beyond the transport position.

It may also be that the system is out of adjustment and the lift reaches constant pumping before the quadrant passes the transport section. This would require adjustments to the quadrant linkage to correct the issue!



Another cause could be that one, or both hydraulic pump-locating dowels has broken, allowing the pump to float and knock against the transmission casing, but is less likely to be the cause, as the pump would knock continuously, and in your case it's only when the implement is fully raised.

The constant pumping section is only usually entered to lift the linkage beyond transport position to enable the carrying hooks (or tee-bar catch) of a pick-up hitch to be released prior to lowering the hook. It is also used to override the internal hydraulics to provide a constant flow of oil to implements using external hydraulic services, such as spool valves where the oil flows back to the transmission housing when not required!

Ferguson TE-F20



Q I took up an offer of a Ferguson TE-F 20 that has been standing idle for many years. A new battery was fitted, and the oil, water and fuel levels checked before attempting to start it. After a lot of cranking the engine fired up and was very smoky and appears to be firing on only three cylinders.

Before I begin stripping it to investigate, can you give me some pointers that suggest what may be wrong with the engine please?
William Hardcastle, via e-mail

A If the tractor has been standing with the engine in one position for any time, it could be misfiring due to a faulty valve seat, where a valve has been open, and the seat corroded.

Removal of all the fuel injectors and a compression test would reveal which cylinder has the faulty valve. If all cylinders have good, even compression, it may be a blocked fuel injector.

These can be tested on a pop tester, whilst removed, and remedied accordingly.

Another reason could be a seized plunger in the inline injection pump. To test this, remove all four injector pipes from the engine, ensure a good clean fuel supply and crank the engine over on full throttle whilst observing the output from each of the pump outlets.

If one proves to be faulty, you'll need to have the pump stripped and rebuilt by a specialist!

David Brown 880

Q My old David Brown 880 needs some cosmetic restoration, but before embarking on preparing and repainting the tractor I need to sort out some oil leaks.

One area where it's leaking is from the offside rear axle hub, and oil is running down onto the rear wheel.

Can I replace the seal without removing the unit, or does it have to come off to do the job?

The other question is what grade of oil should go into the axle unit? I've used universal oil in the gearbox.

Ben Wright, Essex

A It's always a good idea to cure any oil leaks before undertaking any fresh paintwork on a tractor, as any leaks after finishing the work will spoil the new

paintwork and leave the tractor looking a mess!

Oil leaks from the final drive units of DB tractors isn't uncommon. It may, however, be worth checking the breather, which is a drilled bolt in the upper part of the cover plate on the rear of the unit. The drilling allows the units to breath and prevents pressure build-up, which forces oil through the seals. These sometimes block with dirt and are easily cleaned.

Also, don't overlook the greasing of the outer hub bearing. The application of grease through the hub grease point also assists in sealing the seal, so it's well worth trying these jobs before removing and dismantling the final drive unit to replace the seal.

You say it's the right-hand final drive unit leaking, and if you remove it, you must engage the differential lock



pedal before withdrawing the unit to prevent the internal components from slipping

out of line whilst the unit is removed! The correct oil grade for the units is SAE-140.

John Deere 2020

Q My 1970 John Deere 2020 has developed an oil leak from under the rear axle area and is leaving a pool of oil wherever it is parked up. I'm not sure where the oil is leaking from and would appreciate some advice on the matter, as either a friend or I will be attempting to sort it out at first opportunity. Thanking you.

Jonathan Briggs, via e-mail

A Your oil leak is likely to be coming from failed oil seals on the torsion shaft that carries the lower link arms. The John Deere 2020 features lower link sensing for controlling the working depth of soil-engaging implements, rather

than top link sensing used by Massey Ferguson and other manufacturers.

Draft forces of an operating implement act on the shaft and signals are sent to the hydraulic control valve to adjust the working depth, and such a system follows ground undulations more accurately than top link sensing.

The possibility is that the shaft and bushes are worn and it's a good idea to replace the shaft, bushes, and seals as a kit. You need to drain the transmission oil and remove the lower link arms. The shaft can then be knocked out of the transmission housing, allowing the bushes to be pulled from the housing.

The easiest way to pull the bushes is to remove the seals and insert a puller with the legs

outwards into the seal grooves. A slide hammer can then be used to impact the bushes out.

Reassembly is the reverse of the dismantling, making sure no dirt enters the transmission housing while you are working.

If the original shaft is in good order and you choose to refit it, make sure you de-burr the areas around the lynch pin holes to prevent any burrs tearing the new oil seals as the shaft is inserted!



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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XEV16/100 (OL)*	14	3	100ltr	£589.00	£706.80
XEV16/150 (OL)*	14	3	150ltr	£659.00	£790.80
XEV16/200 (OL)*	14	3	200ltr	£719.00	£862.80
XEV16/150 (400V)*	14	3	150ltr	£699.00	£838.80
XEV18/200 (OL)*	18	4	200ltr	£759.00	£910.80
XC36C200†	30	7.5HP	200ltr	£1189.00	£1426.80
XC29/270†	28	2X3HP	270ltr	£1389.00	£1666.80
XC37/270 (OL)*	36	2x 4	270ltr	£1459.00	£1750.80
SE46C270†	40	10HP	270ltr	£2079.00	£2494.80

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Model	Motor	CFM	Tank	exc.VAT	inc.VAT
11/260	2.5HP	9.3CFM	24ltr	£149.98	£179.98
8/550	2HP	7CFM	50ltr	£179.98	£215.98
16/550	3HP	14.5	50ltr	£279.00	£334.80
16/1050	3HP	14.5CFM	100ltr	£349.98	£419.98

Clarke WORKSHOP CRANES



Model	Desc.	exc.VAT	inc.VAT
CFC100	1 Tonne Folding Workshop Crane	£239.98	£287.98
CWG1000	Gantry Crane 1T	£599.00	£718.80

Clarke TURBO FAN GAS HEATERS



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

Clarke ELECTRIC HEATERS



MODEL	VOLTAGE	HEAT OUTPUT	exc.VAT	inc.VAT
DEVIL 2850	230V	2.8kW	£43.99	£52.79
DEVIL 7003	230V	3kW	£76.99	£92.39
DEVIL 7005	400V	5kW	£98.99	£118.79
DEVIL 7009	400V	9kW	£152.99	£183.59
DEVIL 7015	400V	15kW	£229.98	£275.98

Clarke GENERATORS



Model	Volts	KVA	HP	exc.VAT	inc.VAT
PG2500A	230	2.2	5.6	£239.00	£286.80
PG3800A	230	3	5.6	£299.00	£358.80
PG3800ADV	230/110	3	5.6	£329.00	£394.80
PG6500ADV	230/110	5.5	9.7	£579.00	£694.80

Clarke MIG WELDERS

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Model	Min/Max Amps	exc.VAT	inc.VAT
PRO90	24-90	£239.98	£287.98
135TE Turbo	30-130	£294.99	£353.99
151TE Turbo	30-150	£339.00	£406.80
175TECM Turbo	30-170	£489.00	£586.80
205TE Turbo	30-185	£539.00	£646.80

Clarke GARAGES/WORKSHOPS

Model	size (LxWxH)	exc.VAT	inc.VAT
CIG81212	3.6 x 3.6 x 2.5m	£289.00	£346.80
CIG81015	4.5 x 3 x 2.4m	£309.00	£370.80
CIG81216	4.9 x 3.7 x 2.5m	£359.00	£430.80
CIG81020	6.1 x 3 x 2.4m	£389.00	£466.80
CIG81220	6.1 x 3.7 x 2.5m	£429.00	£514.80
CIG81224	7.3 x 3.7 x 2.5m	£539.00	£646.80
CIG1432†	9.7x4.3x3.65m	£1099.00	£1318.80
CIG1640†	12x4.9x4.3m	£2998.00	£3597.60

Clarke BATTERY CHARGERS /ENGINE STARTERS

Model	Max Amps Charge/Boost	exc.VAT	inc.VAT
BC130C	15/120	£72.99	£87.59
BC190	38/180	£112.99	£135.59
BC210C	25/200	£149.99	£179.98
WBC180	35/180	£175.99	£211.19
WBC240	45/240	£194.99	£233.99
WBC400	60/350	£239.00	£286.80
BC520P	50/510	£259.00	£310.80

Clarke 5 TONNE FORKLIFT/TRACTOR JACK - CFT5B

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

Clarke HEAVY DUTY LONG REACH JACKS

Model	Tonnes	exc.VAT	inc.VAT
CJ12GLS	2	£269.00	£322.80
CJ13GLS	3	£349.00	£418.80
CJ15GLS	5	£469.00	£562.80
CJ10GLS	10	£639.00	£766.80

Clarke GENERATORS

Model	Volts	KVA	HP	exc.VAT	inc.VAT
PG2500A	230	2.2	5.6	£239.00	£286.80
PG3800A	230	3	5.6	£299.00	£358.80
PG3800ADV	230/110	3	5.6	£329.00	£394.80
PG6500ADV	230/110	5.5	9.7	£579.00	£694.80

Clarke JUMP STARTS

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

Clarke PETROL ENGINE WATER PUMPS

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

Clarke ANGLE GRINDERS

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

Clarke ELECTRIC/PETROL EARTH BORERS

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

Clarke INVERTER GENERATORS

Model	Max Output	Weight KG	exc.VAT	inc.VAT
IG950D	800W	9.3	£219.00	£262.80
IG1200D	1100W	12.4	£278.00	£334.80
IG1700F	1700W	22	£249.00	£298.80
IG2200A	2200W	26.6	£429.00	£514.80

Clarke SUBMERSIBLE WATER PUMPS

Model	Max Flow	Max Head	exc.VAT	inc.VAT
PSV3A	133L	8M	£49.98	£59.98
PSV1A	140L	5.8M	£59.98	£71.98
HIPPO 2	230V	85L	£69.98	£83.98
PSV4A	216L	8M	£59.98	£71.98

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

Model	Max Flow	Max Head	exc.VAT	inc.VAT
PVP11A	258	11.0m	£89.98	£107.98
HSE130A	140	7.0m	£119.98	£143.98
HSE1400A	430	13m	£389.00	£466.80
HSEC650A	290L	9.5M	£249.00	£298.80

Clarke ANGLE GRINDERS

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

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

Model	Max Flow	Max Head	exc.VAT	inc.VAT
PVP11A	258	11.0m	£89.98	£107.98
HSE130A	140	7.0m	£119.98	£143.98
HSE1400A	430	13m	£389.00	£466.80
HSEC650A	290L	9.5M	£249.00	£298.80

Clarke ANGLE GRINDERS

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Fordson E27N revisited



As the restoration nears completion, Andrew Hall carries out repairs to the drum brake covers.

As I write this feature, we are in the thick of one of the coldest spells for a while, and the temperatures have not been very inviting for anybody wishing to work on projects such as this! Unfortunately, cover for my tractors is limited and so opportunities to work have been non-existent recently.

One job I have been able to accomplish is the sorting out of the drum brake covers. Back in the late summer I worked on the brakes, which were relined back in 2016 and the final adjustment to the brake cables was done in the late summer, before I refit the footplates, as access was easier with them removed.

During the production of the E27N there were various revisions to parts, and one of these was the way in which the brake covers are attached to the brake back plates. Early tractors have three lugs welded onto each back plate, with three

lugs on each cover to correspond, and 1/4 UNC setscrews used for attachment.

Later models have the back plates drilled and tapped 5/16 UNC, whilst the covers have four slots in them to facilitate alignment. This design continued into the production of the later E1A Majors, until disc brakes arrived on Super Majors.

WIRED ON

Way back in the 1980s, when I first bought the tractor, the brakes were stuck on, due to the tractor having stood in a wood for many years on a saw bench, and they took some freeing off before I could tow the tractor home. The brake covers had been wired onto the back plates at some point previously, and as the setscrews were missing, I continued to wire them in place!

This time, having gone to the lengths I have, to sort the tractor I intend to put it back to original. One of the brake

covers was too far gone to repair, leaving me with only one with the lugs to work with. Some time ago I struck lucky when I acquired some brake covers from a Fordson E1A Major, so I decided to repair the original and to make and fit some lugs onto one of the E1A covers.

I selected the best of the covers to use, and the first job was to remove all the existing paint to enable me to assess the condition of them. Both covers have some pitting due to rust, with the original a bit like a lace curtain, but repairable.

NEW LUGS

The E1A cover has slots to attach it to the back plate, so these needed to be welded up and ground smooth, and three lugs made up, to the same pattern as the ones on the original, to be attached. ➤

I measured the gauge of the steel used on the covers, which is 14 SWG (2mm), and selected a piece of similar steel to make the lugs. Using the lugs on the original cover as a template, by drawing round them, I marked out three fresh lugs on the new steel, allowing for the attachment tabs, which were to be folded 90 degrees as per the originals!

The attachment holes were also marked out, centre punched and drilled, before cutting the lugs out. A thin cutting disc was used in the mini grinder to cut them out of the steel plate, and the edges then tidied up. Each lug was then bent to form the attachment tabs in the vice, using a suitable hammer to create a tight, 90-degree fold.

Some slots were then cut along the tabs to allow them to bend to the radius of the cover and to sit snugly in place before welding them on.

TRIAL FIT

The E1A Major cover was fitted to the left-hand brake of the tractor and positioned correctly, in order to mark out the positions of the lugs when welded on. Three arrows were drawn to mark their positions and each lug in turn was clamped into place before permanent attachment using the MIG welder.

Once all three lugs were attached, the cover was refitted to the tractor to ensure the lugs aligned correctly.

FURTHER REPAIRS

As previously mentioned, the original cover was like a lace curtain and in need of repair. A section was cut out where it was damaged most and a fresh piece of steel welded in. Other holes in the cover were dealt with at the same time and it proved to be rather difficult to complete, due to the thin nature of the steel, but after some care I managed to fix them all.

The slots in the E1A cover were also dealt with in the same manner. At this stage I need to grind the repairs of the original cover smooth and to refinish the paint on the covers. Some filler will be necessary to achieve a good finish, due to the pitting, which I'll show in the next issue! ■



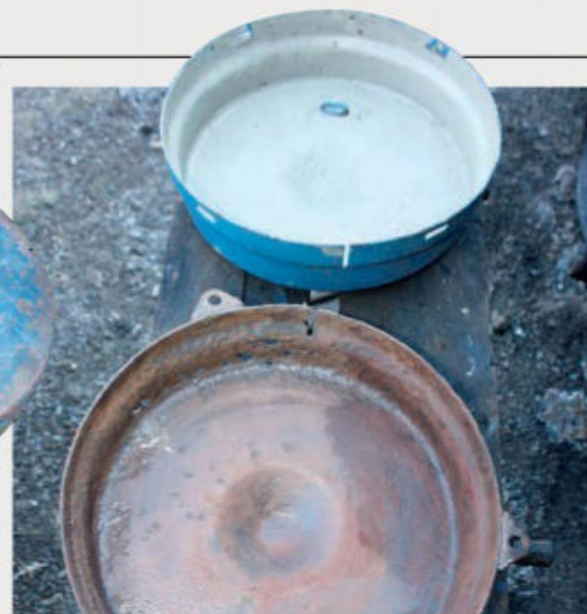
Brakes adjusted

1 The brakes were adjusted back in the summer, having been re-lined in 2016, and now required the covers to be fitted.



Spare cover

2 A cover from a Fordson E1A Major was acquired to replace an original beyond repair. It's seen alongside the original cover with the lugs attached.



Paint removal

3 Paint has been removed from the original cover, whilst the replacement has been painted grey inside at some time in the past.



Flap wheel

4 A flap wheel was used to remove the paint from the outside of each of the covers, to enable me to assess their condition before repairing them.



Lace curtain

5 The original cover is like a lace curtain, so will require some repair before I'm satisfied with it.



Filler

6 After removing the paint there was evidence of some previous filler used on the replacement cover to smooth out the pitting.



New lugs

7 A piece of 14 SWG steel was selected and marked out to make three lugs to attach to the E1A cover by drawing around the lugs of the original cover.



Finished lugs

8 The lugs after cutting and fettling with the mini grinder. The holes were drilled before the lugs were cut out, as it was easier to support the work!



Trial fit

9 The E1A cover was trial fitted and the positions of the lugs marked with a black pen to accurately attach the new lugs.



Slots

10 Slots were cut into the attachment tabs to allow them to bend and follow the radius of the cover when welded into place.



Clamped

11 Each lug in turn was clamped into place, prior to MIG welding to the cover. The same gauge of steel was used for the lugs as that of the cover.



All done

12 All three of the lugs are now fitted and the redundant slots in the cover were welded up and ground smooth.



Original cover

13 Work on the original cover began with cutting out the badly corroded area ready to...



Repair patch

14 ... weld in a repair patch, which will now need grinding to tidy it up, along with the other holes, which have also been dealt with.

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

Governor inspection

When the governor on Andrew Hall's Ferguson TE-D 20 played around, it was time to investigate.

I've owned my '52 Ferguson TE-D 20 for quite a few years now, and it's been used for many jobs along the way, including making many appearances at local ploughing matches. 2022 was a good year for me regarding ploughing, as I was happy with my results and, moreover, particularly pleased with my ploughing using a 10-inch, two-furrow plough.

Overall, the tractor runs very well and purrs away nicely with its original engine, but whilst on the way to my first ploughing match of this year the engine began to run faster than usual, and after climbing a hill and then descending the other side, the engine shut down after closing the throttle lever and wouldn't rev up again when back on the level.

A quick pull into a layby and a fiddle with the throttle linkage soon brought the engine speed back up, but after this it continued to behave badly. Despite its behaviour on the way to the match the engine ran smoothly enough to plough at low revs and continued satisfactorily throughout the remaining matches.

An observation of the throttle/governor linkage whilst revving the engine and slowing it down showed no movement of the linkage where it enters the timing cover, so I suspected a jammed weight assembly and possibly the mushroom that bears on the linkage arm inside the cover.

New parts

To access the governor weights, the timing cover must be removed, which involves draining and removing the



radiator, the front axle, cooling fan and dynamo. I decided to replace the front crankshaft oil seal, and of course the timing cover gasket whilst the cover was removed, as I believe the oil seal is the original and has been weeping slightly for a while!

The first task was to remove the bonnet, which is held by the sliding bonnet stay and the two shouldered bolts either side of the radiator support. Next was the disconnection and removal of the battery, which will go on charge during the job.

The radiator was drained by removing the lower connection of the bottom hose and the old coolant discarded, as

it's been in the engine for a long time. The radiator was then removed, providing better access to the front of the engine.

Supporting the tractor

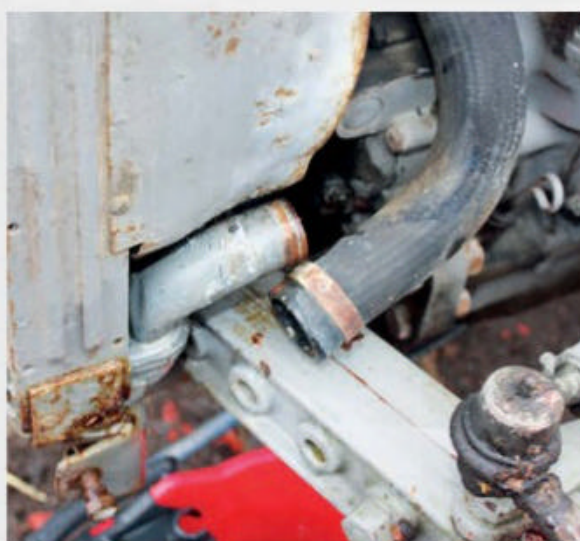
A hydraulic bottle jack was used under the engine sump to lift and support the tractor. A piece of wood was used above the jack to spread the load and protect the engine sump whilst under load, and two axle stands and a bar used as a 'belt and braces' safety measure.

Attention then turned to the radius arm fixings either side of the clutch housing. The footrests were slackened and withdrawn enough to allow the



Off with the bonnet

1 The first task was to remove the bonnet, which is secured by the sliding stay and two shouldered bolts at the base of the radiator support.



Coolant drained

2 I slackened the hose clip on the bottom hose to drain the coolant, which will be replaced with fresh, as it hasn't been changed for a while.



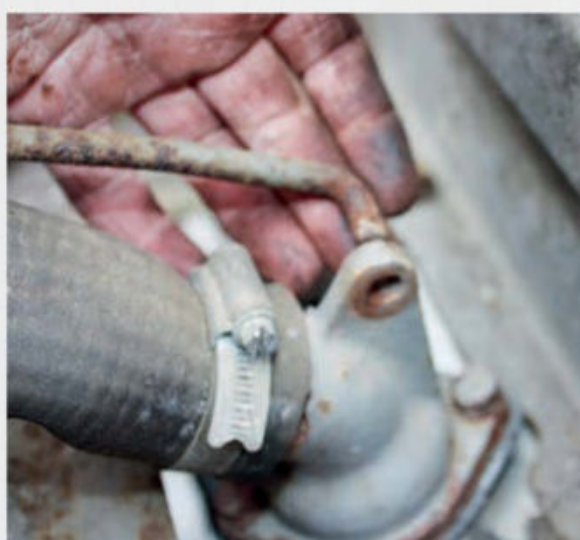
Splitting steering joints

3 A joint splitter was used to separate the ball joints at the front end of the drag links, which were then folded backwards out of the way.



Radius arms

4 Then it was the turn of the radius arm joints either side of the clutch housing. The footplates were eased outwards to allow the footrests to clear.



Radiator stay

5 Next was the removal of the radiator stay, the top hose and the radiator, before removing the front axle assembly.



Wedges

6 Two wedges were inserted to prevent the axle tilting whilst off the tractor, followed by removal of the attachment bolts and axle assembly.



Cooling fan

7 The fan blades and pulley hub were removed to improve access to the timing cover, for cleaning and removal purposes.



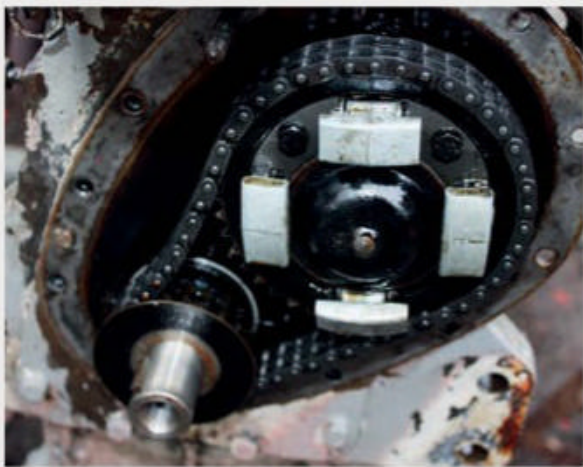
Initial scrape

8 Much of the grime was scraped off before using some...



Degreasing solvent

9 ... degreasing solvent to completely clean the area around the front of the engine.



All looks well

10 At first sight all looks well. I had suspected the governor weights may be jammed or the mushroom that bears on the linkage.



Fully outwards

11 The governor weights were moved fully outwards and are completely free to move with no baulking up.



Fully inwards

12 I then pushed them inwards fully, again with no problems, so the problem may be elsewhere.



Oil seal replacement

13 A large socket was used to gently tap out the old oil seal whilst supporting the cover on a firm, flat surface.



New seal installed

14 The new seal was then gently tapped into its groove, using an engineer's hammer, carefully around its edge to prevent any damage.

radius arms to come out once the front axle had been released from the front of the engine.

A ball joint splitter was used to split the front ball joints of the steering drag links, the axle was blocked with wedges to prevent it tipping, and once the four 5/8 UNF setscrews and two smaller 1/2-inch bolts were removed, the axle was wheeled forward out of the way.

Fan & dynamo

To improve access further, both the cooling fan and dynamo were removed, as the whole front end of the engine required cleaning before removing the timing cover. An initial scrape took much of the grime and debris off, but

further cleaning with some degreasing solvent made a better job of it, as I didn't want any dirt entering the engine whilst the cover was removed. The cover bolts were the next target, and after their removal the cover was gently tapped and prised away from the engine.

Clean condition

The engine is in remarkably clean condition, with no sludge in the timing cover or around the timing chain, and the governor weights and mushroom are also in good, unworn condition. All the weights moved in and out as required and the mushroom was free to move to and fro, so there was nothing obviously wrong in this area.

However, it wasn't a waste of time, as I had the new oil seal to fit. The timing cover is cast aluminium and essentially fragile, so care was required in the changing of the seal. The seal must be pressed into the cover to remove it, so the cover was placed on a firm level surface and a snug-fitting 3/4-drive socket used to carefully tap it out.

The area around was wiped clean before tapping the new seal into place. Gentle tapping was needed to insert the new seal until it bottomed out in its groove. Reassembly was the reverse of the dismantling process, but there are some further tasks to cover along the way, so look out for the next issue of *T&M* to see more progress. ■

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

YOUR REGULAR ROUND-UP OF WORLDWIDE AUCTION NEWS

TRACTOR MART

WELCOME!

As I write we have already had several sales take place. The stock offered has not been very exciting, and in most cases this has been reflected in the prices achieved, but I am sure that things are on the move.

My annual review of market trends across the previous year's auction season is due to start in our Spring issue, following this one, and with hundreds of sales already announced for 2023 there will be lots to go for over the forthcoming months.

Tractor World Spring and the Classic Commercial Show, at Malvern's Three Counties Showground, takes place on 11-12 March 2023 and will see H J Pugh & Co. conduct an auction on the Saturday, containing around 2,000 lots.

The auction will see approximately 100 tractors of all sizes entered, along with implements, parts, bygones, literature, and much more.

The sale is well known and there is still time to enter lots. For auction entries, please call: 01531 631122 or visit the website: hjpugh.com

Tractor World Spring is one of the largest shows of its type and has been taking place for more than 20 years.

It'll be packed with veteran, vintage, classic and modern classic tractors, as well as agricultural implements, commercial vehicles, Land Rovers, club displays, stationary engines, miniature steam, models and dioramas, and horticultural equipment.

Finally, I'd like to point out a change to an auction date mentioned in the last issue. Cheffins' sale of the late Richard Vernon's machines will take place on Saturday 3 June, featuring much of the vast collection of steam and veteran tractors he amassed.



Expect the unexpected at H J Pugh & Co.'s Tractor World Spring auction!

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

John Deere 20 Series to be sold

Dave Hiscock's John Deere 20 Series tractors were the stars wherever they were shown, restored to a high standard more than 20 years by the former motorcycle man.

With the help of the late Don Macmillan, Dave sourced a raft of tractors that he and his friends took on

the National Vintage Tractor Road Run and to other events – such as Tractor World Spring – where he was lucky enough to win awards.

Since Dave's passing, his daughters have looked after the tractors well, and in the last few years they have been rallied in Hampshire. They have now

decided to sell them at the Cheffins Vintage Collective on 21-22 April, with the tractors being sold on 22 April.

The lots include a 3020, 4020, 5020, and 4620. The 3020 came from France and had to have a major engine rebuild, including a new crankshaft. All are well restored and go as well as they look.



In 1995, this 1969 John Deere 3020 arrived from France and was totally rebuilt by Dave.



Bought at a Cheffins sale in 1994, this 1967 JD 5020 was imported new to the UK.



The 1971 4620 is rare in the UK and was bought from Austin, Texas, in 1996.

Cheffins on the road

Besides its monthly sales, three vintage collectives at Sutton, Cambridgeshire, and one at Harrogate in August, this year Cheffins has announced a glut of other sales that it will be conducting at various locations, with more set to be added.



The A R Wilson two-day auction will be a big event on enthusiasts' calendars this spring.

Thursday 16 February, Lancashire: Auction of 23 tractors, seven forage harvesters, four self-propelled mowers, four loading shovels, grassland machinery, and implements.

Wednesday 1 March, Hertfordshire: Auction of tractors, implements, and machinery.

Tuesday 14 March, Lancashire: Auction of tractors, forage harvester, implements, and machinery.

Wednesday 22 March, Lancashire: Auction of tractors, forage harvester, implements, and machinery.

Saturday 25 March, Kent: Auction of classic and vintage tractors, implements, and machinery.

Friday 19 & Saturday 20 May, Nottinghamshire: Auction of 100s of Caterpillar, Holt and Best crawler tractors, implements and spares.

Thursday 25 May, Suffolk: Auction of tractors, implements, and machinery.

Saturday 3 June, Leicestershire: Auction of steam engines and vintage tractors. Note: date changed.

Saturday 17 June, Lincolnshire: Auction of vintage and classic tractors, implements, and bygoners.

Saturday 24 June, Warwickshire: Auction of vintage and classic tractors, implements, and spares.

Tuesday 12 September, Buckinghamshire: Timed online auction of Claas tractor and telescopic loader, John Deere 855D Gator, implements, and machinery.

Thursday 14 September, Cambridgeshire: Auction of combine harvester, tractors, and machinery.

Field-Marshall

David Philpot (91), from Luton, has been in touch to tell us that he still has his Field-Marshall Series One with winch for sale. It runs and does everything it should. Please call 07815 561015.



The Field-Marshall Series One with winch is still available.



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

Turner Yeoman of England

Robin Simmons, from Diss in Norfolk, has been changing things around recently and has several tractors that he has deemed surplus to requirements. These include a lovely, clean 1937 John Deere B unstyled row-crop, with four new tyres. It's an excellent runner and is available for only £3,350.



1953 Turner Yeoman of England Mk3.

A 1951 John Deere R, which was the first diesel model John Deere offered, has seen the main engine and donkey overhauled and the tractor runs very well. It's in original condition with V5C and is for sale at £6,750.

Robin also has a 1949 Fordson E27N with Perkins P6 engine. It's a good starter with low-speed transmission and



The Fordson E27N Perkins P6 requires a replacement wiring loom.

working hydraulics. The wiring loom is not on the tractor and will need replacing, hence the price of £5,500.

Dating from 1953 is a Turner Yeoman of England Mk3 in excellent running condition with hydraulics and V5C. It is ready to go at a very reasonable £12,250.

Serious parties should call 01379 650504.



Looking good – this John Deere A row-crop is ready to be rallied.

Fergusons



The 1956/57 petrol/TVO-powered Ferguson 35.

Whilst travelling in Cheshire recently I came across a pair of clean tractors that will be good investments for the future, as well as having the opportunity to enjoy them at the same time.

The first is a 1956 Ferguson TE-F 20 with V5C that's very clean and goes as well as it looks, while the second is an FE 35 that was painted in MF colours during its life but is a 1956/57 grey and gold model. It's on the button, and the axle, transmission, and engine all match.

For more details, call 07989 866251.



Another solid tractor that's well equipped with lights.

Ed Larson sale

Aumann Auctions' Ed Larson retirement sale concluded online in mid-December, with the lots based near Milan, Kansas.

Of interest to us was a 1975 Versatile 800 Series II in good, original condition, with 9,518 hours on the clock. It sold for £4,893. The Blanchat 12-18 plough, in good order, sold for £6,009 at the conclusion of the sale, which had created great interest across the world.



Top: Ed's Versatile 800 Series II was purchased new in 1975 and had racked up 9,519 hours. It is fitted with a Cummins N855 235hp engine. Above: The Blanchat 12-18 plough sold for £6,009.

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Dermot O'Connor
077 4190 6132
dermot.oconnor@euroauctions.com



Chris Rankin
077 3964 1518
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Forthcoming Auction

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On behalf of W M Sampson & Sons (Benhall) Ltd.

Timed Online Dispersal Sale of Combine, Tractors, Loader, Sprayer, Trailers & Implements

Nr Benhall, Saxmundham, Suffolk

Bidding via www.clarkeandsimpson.co.uk, www.i-bidder.com & www.bidspotter.co.uk

Opens Wednesday 8th March 2023 & closes Wednesday 15th March 2023

Viewing 9am-4pm on Friday, 10th & Saturday, 11th March 2023

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Michigan sale

Aumann Auctions held the Ken Gill disposal sale at Albion, Michigan, concluding on Monday 14 November. It was a sale that featured tractors from the 1930-60s in various conditions and reflected models of this fruit area in their day.

The one they all wanted was a Massey-Harris 44 Diesel Hi-Clear Special, no. 53468A, said to be one of two survivors. In older restored condition it sold for a huge £44,544. Massey-Harris prices have not been very exciting recently, but this one turned that around.

Next up was the 44 O (orchard), no. 801072, that featured on the cover of a C H Wendel Massey-Harris book decades ago. Looking reasonably clean it sold for £16,533. The second oldest tractor in the

sale was a Massey-Harris GP 15-22 with the earlier Hercules side-valve engine. In running condition, but needing work, it was moved on at £11,533. As for the oldest, a Wallis 20-30 in older restored condition, just £2,613 was paid for it.

Massey Fergusons were Ken's first love and an Oliver-built 1958 MF 97 with the GM 3-71 engine, an older restoration, sold for £13,363. An amazing 'dusty' MF 98 LPG four-wheel drive, with a cab fitted, made much less at £4,540.

This area always sees some 'lesser known' tractors that roamed this area in the late '30s and '40s turn up. The Empire 88, no. 5577, which looks more like a Jeep than a tractor, and does use a Willys engine, sold for £3,383. This company went bust in 1950 and its stock was bought by Jabez Love, who was based in Michigan, and this example more than likely came from this stock.



The big one in the Ken Gill sale was this Massey-Harris 44D Special hi-crop at £44,544.



The older restored Massey Ferguson 97 with GM 3-71 sold for £13,363.

Results (abridged)

1950 M-H 44 Special Diesel hi-clear, older restored, £44,544
 1948 M-H O, older restored, £16,533
 1932 M-H 15-22, older restored, needs refresh, runs, £11,564
 Case 12-20, no. A301176, needs refresh, £4,197
 1958 Massey Ferguson 97, GM 3-71 engine, older restored, £13,363
 1962 Massey Ferguson 98 4WD, no. 25300262, older restored, needs refresh, £4,440
 M-M UTC LPG hi-clear, rare, needs refresh, £7,795
 1938 M-H Pacemaker orchard, needs refresh, £5,224
 1939 Co-Op No. 3, older restored, £2,142
 Cletrac EHC-76 crawler, needs much work but not rusty, £1,156
 M-H Challenger row-crop, unstyled, nice needs refresh, £1,970
 1935 M-H 25, older restored, £1,670
 1958 M-H Pony 820, needs refresh, £663
 Wallis 20-35, older restored good, £2,612
 1933 Allis-Chalmers 20-35, steel/pneumatic conversion, painted green, needs refresh, £2,784
 Oliver-Hart-Parr 28-44, no. 500014, needs refresh, £2,184
 Minneapolis-Moline M5 hi-crop, clean, original, needs refresh, £2,266
 Case LA, no. 53311839, older restored, good, with starter motor, £2,227
 M-H 44, six-cylinder, older restored, £1,841
 Empire 88, no. 5577, with lights and starter, needs refresh, £3,383
 Allis-Chalmers UC, need restoration, £2,013
 M-H 30, needs the works, £239
 M-H 44 standard, not bad, £2,142
 M-H Super 101 Twin Power, original, £2527
 Gibson D, horticultural, restored, good, £1,841
 Worthington G-6 industrial, original, £2,313
 1951 Love C-51, dual rear wheels, potential, £749

Ford 5000 hi-clear

Aumann Auctions held a very interesting sale at Perry, Georgia, at the beginning of December, containing 180 tractors.

The stars were in the first day of the auction, which featured restored John Deere row-crop models, with full lift implements, from the 1950s. It started with a 330S at £8,499, a 330U at £10,903, a 420V at £13,908, and a 320 at £11,761. In the larger line, an LPG-powered 60, the subject of a stunning restoration, sold for £13,135.

A pair of rare Ford 5000 hi-clears was included too – one of which had been restored and left outside, giving it flat and faded paintwork. It was in running order and sold for £7,125, while the

rough example with wrong bonnet reached £3,176.

This is an area of the USA where many of the older tractors were scrapped following the two WW2 scrap drives but, thankfully, on the second day of the sale



Looking complete, this JD 420V sold for £13,908.

there was a raft of well restored 1920-30s IH Farmall W series row-crop tractors on offer. Sadly, they sold for less than £1,000 on average.

Interesting to see was a Leader tractor, in restored condition, that sold for £1,365.



The better example of the pair of rare Ford 5000 hi-clears sold for £7,125.

A R Wilson sale part two

In late December, Cheffins launched the second of the online A R Wilson Agricultural Ltd. sales, which concluded on Friday 6 January. It featured 17 crawlers and one wheeled tractor (Allis-Chalmers A) of various sizes.

Perhaps the most significant crawlers offered were the two International TD-35 petrol-start diesel models. Although they were preservation imports, it's said that 45 of these crawlers came to the UK in the 1930s. Both examples need a full rebuild and raised £3,000 between them.

The sale opened with a nearly finished Caterpillar Ten – a model introduced in 1928 to replace the 2-Ton. Just under 5,000 were made of this 'baby' Caterpillar, which features a 2.3-litre, side-valve engine. The tractor had been painted and just needed the finishing touches. It changed hands at £2,300.

Next was a Caterpillar Thirty sprayed in Hi-Way Yellow, so presumably it's a late example. This type of crawler was part of the C L Best outstanding line of crawler designs and was ahead of the similar Holt opposition when introduced in 1921. This lot saw the hammer fall at £3,000, with the radiator looking to need a new core.

An untouched Caterpillar RD-4 looked an early example. The model was made between 1936-38 and was the diesel version of the gas-powered R4 Thirty. This early, imported example was complete and sold for just £1,000.



Selling very well indeed was the Allis-Chalmers A at £5,600.

Next up was a Twenty – another model that had its roots in the C L Best dynasty, with a 4.5-litre, overhead-valve engine which produced 29hp. This was an early example and went on to sell for £900. There was another example that sold for similar money.

A popular model in the UK is the Caterpillar D6 9U model, when good examples come along. The 8U (60in gauge) and 9U (74in gauge) came along in 1947 and featured the new six-cylinder D318 65dbhp engine and the model lasted until the late 1950s. This imported, 1949 example looked the ticket and featured hydraulics and made top crawler money at £5,200.

As for the 1940 Caterpillar D8 1H, it was very straight and had great potential, particularly at £3,600.

Many of the Caterpillar parts were cheap, but there is a limited market. There was VAT on all the prices quoted here.

What conclusion can one reach from these sales? Well, preservation of tracked equipment is not so hot as it was 10 years ago. At one time there was great fanaticism for Caterpillar preservation in the UK, but it looks to have gone now, not helped by the fact you need a low-loader to move them about.

The last of the A R Wilson Agricultural Ltd. sales to be staged by Cheffins, starts with spares on 19 May and the crème de la crème is being offered on Saturday 20 May.



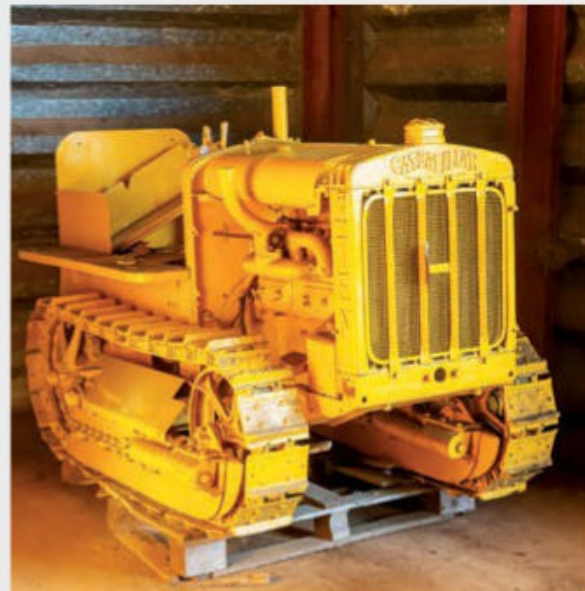
1964 Caterpillar D7E pulled out of the greenery, but very straight, sold for £3,500.

Results (abridged)

Caterpillar Ten, nearly restored, painted, good, 2/4, £2,300
Caterpillar Thirty, in parts and painted, 2, £3,000
1936 Caterpillar RD4, 4G2436, original, complete, good tracks, 2/3, £1,000
Caterpillar Twenty, early type, needs the works but good, 2, £900
McCormick-Deering TracTracT-20, good tracks, lots missing, 2, £600
1964 Caterpillar D7E, pulled out of the greenery, with blade arms, very straight, 2, £3,500
1940 Caterpillar D8, 1H6775, good tracks, looks good, 2/3, £3,600
1949 Caterpillar D6, 9U3556SP, with hydraulics, good, 2/3, £5,200
Caterpillar R2, gas, 40in, very complete, 2, £1,900
Caterpillar Fifteen orchard, good tracks, needs the works, 2, £1,300
Caterpillar Twenty, early type, tracks good, some parts missing, 2, £900
1949 IH TD-9, TDC36617T8B, clean, good tracks, 2/3, £2,100
1936 IH TD-35, IDBB550, 2/3, £1,500
1937 International TD-35, TDEE2748, good tracks, not so good as other model, £1,500
Allis-Chalmers A, gas, needs the works, a good price, 2/3, £5,600
Holt 2-Ton, all in bits, very dusty, 2, £2,700
Caterpillar Ten, skid unit, not complete, £240
Caterpillar Ten, not complete, £440
Caterpillar No.2 grease bucket, £80



Caterpillar D6 9U import was well equipped and was to sell for £5,200.



The Caterpillar Ten was almost finished and sold for £2,300.



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PART M-P

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

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

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

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

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

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

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

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

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

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

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

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

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

WHAT OUR CODING SYSTEM MEANS

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

Band 1

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

Band 2

A tractor that is running and needs some work.

Band 3

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

Band 4

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

Band 5

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

Band 6

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

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



MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
MASSEY FERGUSON (CONTINUED)							
2720	1981-84	£3,950	£4,800	£10,700	£7,600	£9,600	NA
2725	1984-87	£4,450	£4,800	£10,960	£7,500	£9,700	NA
350 2WD	1986-95	£5,800	£9,900	£19,800	£11,600	£18,500	NA
360 2WD	1986-95	£6,100	£10,400	£23,800	£14,700	£21,700	NA
390 2WD	1986-97	£4,300	£10,600	£27,000	£15,200	£18,700	£19,950
390 4WD	1986-97	NA	£11,900	£24,800	£10,300	£16,900	NA
MASSEY-HARRIS							
No 2	1920-23	£11,850	NA	NA	£30,000	NA	NA
No 3	1920-23	£40,000	£45,000	£62,000	£50,000	£55,000	NA
12-20 (also as Wallis)	1926-35	£5,400	£5,700	£8,200	£6,700	£7,300	NA
General Purpose 4WD SV & OHV	1930-36	£5,800	£6,800	£12,200	£7,000	£10,800	£14,500
Type 25	1933-38	£2,250	£4,400	£7,800	£5,200	£7,400	NA
Pacemaker 12-20	1936-37	£3,400	£4,100	£6,200	£4,900	£5,200	NA
Challenger V	1936-37	£3,900	£5,100	£7,400	£5,400	£7,600	NA
Challenger V front styled	1938-39	NA	£4,100	£7,500	£5,800	£7,700	NA
Challenger standard axle	1938-39	£1,950	NA	£4,200	£5,200	£5,200	NA
Pacemaker styled	1937-39	£2,200	£3,800	£7,700	£5,200	£8,600	NA
25 styled	1938-40	£1,900	£2,500	£6,200	£3,900	£6,800	NA
101 Standard	1938-42	£1,600	£2,300	£4,700	£3,600	£5,100	NA
101 Super standard	1938-42	£1,150	£2,600	£4,000	£3,900	£4,200	£5,100
101 Super Twin Power row crop	1938-42	NA	NA	NA	£3,700	NA	NA
102 Junior standard	1939-46	£950	£1,800	£2,400	£4,600	£4,100	£5,000
102 Senior standard	1941-45	£1,900	£2,100	£4,600	£3,700	£5,200	NA
201 245 cu in Chrysler engine	1940-42	NA	£3,600	£6,900	£7,900	£6,100	NA
203 303 cu in Continental	1940-47	£3,200	£3,800	£6,100	£5,900	£6,200	£8,400
203 Perkins P6	1940-47	NA	NA	£5,250	NA	£9,300	NA
44	1946-53	£1,800	£2,300	£3,000	£3,100	£3,700	NA
55D	1949-55	£2,000	£2,400	£4,900	£2,900	£4,800	NA
55K	1947-55	£1,800	£2,800	£5,900	£4,200	£5,100	NA
22	1948-53	£1,900	£2,300	£3,000	£3,100	£3,500	NA
744 PD	1948-53	£2,400	£3,300	£4,800	£3,500	£6,700	£6,500
744 PD Hi-Arch	1948-53	£2,500	£2,900	£4,500	£3,400	£6,200	NA
745 (inc Sunshine model 1)	1954-57	£2,800	£3,200	£4,900	£3,900	£5,900	£5,750
745S	1957-58	£2,600	£3,700	£5,200	£4,400	£6,900	£6,200
333 V row crop	1954-57	NA	£1,000	NA	NA	£3,600	NA
555	1954-57	NA	£3,700	NA	£4,100	£4,600	NA
444	1954-57	£900	£1,900	£4,800	£3,800	£4,400	NA
Pony 11 & 14 Woodstock CN made	1947-57	£1,000	£1,900	£2,000	£2,100	£2,900	NA
Pacer 16	1953-56	£1,000	£1,600	£2,300	£2,000	£2,700	NA
Pony 811-812-814-820 French	1951-58	£850	£1,200	£2,100	£1,200	£2,900	£5,700
Pony 820 vineyard	1953-58	£1,000	£1,600	£2,400	£1,600	£2,900	NA
MATBRO							
Super Loadstar loading shovel	1953-64	£1,400	£2,600	£2,800	£2,400	£3,800	NA
M25D Major Forklift	1954-63	£1,500	£2,000	£2,500	£2,300	£2,900	NA
Mantis	1956-62	£1,300	£1,700	£3,100	£2,300	£2,800	NA
Mastiff 6-100MT & MKII	1962-67	£26,000	£31,000	£65,000	£42,000	£52,000	NA
MUIR-HILL							
Fordson F Industrial Shunter	1924-8	NA	£2,100	NA	£3,000	£4,500	NA
Fordson N Industrial Shunter	1928-45	£1,400	£1,900	£3,200	£2,500	£3,400	NA
Fordson N Dumper various sizes	1931-38	£1,000	£1,700	£2,800	£1,900	£3,500	NA
Fordson N Dumper various sizes	1939-45	£850	£1,800	£3,500	£3,900	£4,300	NA
Fordson N Crane	1934-45	£750	£1,200	£2,900	£1,900	£2,900	NA
Fordson E27N Dumper 10RB	1946-52	£1,000	£1,600	£2,400	£2,100	£2,800	NA
Fordson E27N Shunter P6	1946-52	£1,600	£2,400	£4,500	£3,900	£4,800	NA
Fordson E27N Shovel p/p	1946-52	£900	£1,400	£2,500	£1,800	£2,900	NA
Fordson E1A 2WL Loader	1953-63	£900	£1,700	£2,100	NA	NA	NA
Fordson E1A Shunter	1953-61	£2,600	£2,300	£4,200	£2,900	£4,100	NA
101 Mk 1/2&3	1966-72	£5,900	£7,900	£18,100	£14,300	£21,500	£24,700
110 P 6354	1968-75	£6,800	£9,800	£24,600	£13,400	£23,900	NA
111 Mk3	1972-82	£6,900	£8,900	£22,000	£18,200	£24,100	NA
121 Series 1-2 & 3	1972-82	£6,800	£11,100	£24,000	£20,900	£23,100	£33,000
141	1978-82	£9,600	£12,800	£26,900	£21,500	£26,900	NA
161	1969-75	£11,200	£12,900	£48,100	£25,400	£27,400	NA
171	1975-82	£12,700	£24,400	£37,000	£26,900	£34,170	NA
MB-TRAC (MERCEDES-BENZ)							
U406	1976-82	£4,600	£7,900	£15,800	£12,900	£14,100	NA
65/70	1973-82	£4,700	£9,800	£26,800	£16,000	£22,900	NA



This industrial MF FE 35 petrol/TVO sold well on 24 January at £5,000.



Doing well at the Brown & Co. 24 January sale was this BMB President at £2,500.



Sold by Brown & Co. at Newark was this 1954 M-H Pony with mower for £2,350.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
700	1976-82	£6,800	£12,200	£18,900	£14,100	£20,200	NA
800	1976-82	£7,850	£12,700	£21,500	£22,500	£28,300	NA
900 Turbo	1976-87	£8,480	£16,900	£24,300	£20,500	£24,800	NA
1000	1976-84	£8,400	£14,800	£22,250	£24,900	£28,700	£21,000
1100	1976-87	£12,400	£23,900	£70,250	£23,300	£32,800	£46,500
1300	1976-87	£12,200	£24,100	£24,200	£27,100	£36,700	NA
1400	1987-91	£12,300	£20,900	£56,000	£37,000	£48,500	NA
1500	1980-87	£12,700	£21,700	£60,000	£28,500	£51,200	NA
1600	1987-91	£13,200	£27,600	£54,700	£34,400	£56,400	NA
1800	1989-91	£14,100	£27,900	£61,800	£38,500	£62,700	NA
MINNEAPOLIS THRESHING MACHINE CO.							
40-80	1912-20	NA	£47,000	£122,000	£92,700	£127,900	NA
20-40	1914-19	NA	£52,700	£32,700	NA	£44,200	NA
No 15/15-30/12-25	1915-26	NA	NA	NA	NA	NA	£69,700
35-70	1920-29	£21,300	£32,000	£46,000	£108,500	£122,000	£149,890
22-44	1919-27	£35,300	£39,800	£54,000	£52,150	£64,754	NA
17-30A-B	1920-34	£9,500	£8,200	£21,900	£25,800	£21,400	£16,600
39-79	1929-31	£9,100	£14,900	£26,200	£24,100	£28,200	NA
MINNEAPOLIS-MOLINE							
ZTS	1937-47	£1,850	£2,200	£3,600	£2,900	£3,000	NA
RTS	1939-47	£1,500	£2,400	NA	£3,600	£4,100	NA
RTU	1939-54	NA	NA	NA	£1,900	£2,950	NA
RTI	1947-54	NA	£2,100	NA	£3,300	NA	NA
UDLX	1938	£33,200	£39,200	£77,638	£75,400	£75,200	£97,333
UTS	1939-54	£1,800	£2,800	£4,000	£3,200	£4,400	NA
UTS Perkins P4	1939-54	NA	NA	NA	NA	£4,800	NA
ZTU	1936-48	£1,700	£2,500	£3,400	£2,300	£3,900	NA
GT	1938-41	£2,700	£3,600	£5,400	£4,100	£6,100	NA
GTA	1942-47	£2,400	£3,850	£5,100	£4,200	£5,900	NA
GTB	1947-54	£2,800	£3,100	£4,000	£3,400	£4,900	NA
GT/A Perkins Conv	1938-47	NA	£4,900	NA	£6,800	NA	NA
UDM Meadows engine	1947-50	£3,200	NA	NA	NA	£16,000	NA
UDS Dorman engine	1947-50	NA	NA	NA	NA	£10,000	NA
ZA	1949-53	NA	£1,800	NA	£2,400	NA	NA
ZB	1953-55	NA	NA	NA	£3,000	NA	NA
GB	1955-59	£2,200	£2,600	£6,600	£6,200	£8,900	NA
GBD	1955-59	NA	£3,900	£6,100	£6,100	£6,300	NA
UB Special	1955-57	£2,400	NA	NA	£5,200	NA	NA
G1000 Wheatland/Vista	1965-69	£2,300	£2,800	£3,400	£3,100	£3,800	NA
Jet Star 4 diesel	1960-62	£950	£1,100	£1,900	£1,800	£2,000	NA
G1050	1969-71	£900	£2,100	£3,400	£6,900	NA	NA
A4T-1600 Artic	1969-72	£4,500	£6,700	£21,000	NA	£10,400	NA
MOLINE PLOW CO.							
Universal C 2-cylinder	1916-18	£9,000	£15,700	£34,000	£14,900	£36,200	NA
Universal D 4-cylinder	1918-23	£8,100	£18,200	£26,000	£27,250	£28,750	NA
NEWMAN							
AN3 three-wheeler	1948-53	£900	£1,200	£1,800	£1,900	£2,400	NA
AN4	1948-53	£450	£1,000	£2,500	£1,000	£2,300	NA
NORMAG							
K18	1952-57	£1,200	£1,300	£2,700	NA	£3,400	NA
NORTHROP							
5004	1965-5	£26,000	£49,500	£74,000	£44,000	£37,500	NA
5006	1966	NA	NA	£106,000	NA	NA	NA
NUFFIELD							
M4 Universal	1948-56	£850	£1,700	£5,600	£2,400	£3,900	£5,900
MV3 rowcrop	1948-56	£2,600	£4,600	£7,900	£5,600	£7,400	£8,500
DM4 Perkins P4	1950-54	£1,700	£3,200	£6,900	£3,300	£5,300	£6,100
DM3 Rowcrop Perkins P4	1950-54	NA	NA	NA	£7,300	NA	NA
Universal DM4 & 4DM	1954-61	£780	£1,750	£3,600	£2,900	£4,900	£6,200
Universal DM4 4WD Canttore	1958-61	NA	£4,900	£8,400	NA	NA	NA
3DL Universal Three	1957-61	£850	£1,500	£4,300	£2,900	£4,800	£5,200
Universal Three 4WD	1960-62	NA	£5,600	NA	NA	NA	NA
460	1961-64	£750	£1,500	£3,900	£2,200	£5,600	£6,400
460 rowcrop	1961	NA	NA	NA	£4,000	NA	NA
3/42	1961-64	£875	£1,400	£3,400	£2,700	£4,700	£5,900
10/42	1964-67	£950	£1,900	£3,900	£2,900	£4,200	£5,200
10/60	1964-67	£900	£1,900	£3,900	£3,100	£4,600	£5,300
M4 Universal	1948-56	£850	£1,700	£4,200	£2,400	£3,900	£5,900
MV3 rowcrop	1948-56	£2,600	£3,600	£7,900	£4,600	£6,900	£8,500
DM4 Perkins P4	1950-54	£1,700	£3,200	£6,900	£3,300	£5,300	£6,100
DM3 Rowcrop Perkins P4	1950-54	NA	NA	NA	£7,300	NA	NA
Universal DM4 & 4DM	1954-61	£780	£2,000	£3,600	£2,900	£4,900	£6,200
Universal DM4 4WD Cantore	1958-61	NA	£4,900	£6,200	NA	NA	NA
3DL Universal Three	1957-61	£850	£1,500	£4,300	£2,900	£4,800	£5,200



At the Brown & Co 24 January sale was this Nuffield p/TVO that was a snip at £3,250.



Picking up at the last minute was the grade 5 John Deere styled G at £4,750.



Grade 5 Ford 8N looks well restored and sold at the Brown & Co. sale for £5,000.

Universal Three 4WD	1960-62	NA	£9,600	NA	NA	NA	NA
460	1961-64	£950	£1,500	£4,900	£2,200	£5,600	£6,400
460 rowcrop	1961	NA	NA	NA	£4,000	NA	NA
3/42	1961-64	£875	£1,400	£6,400	£2,700	£4,700	£5,900
10/42	1964-67	£950	£2,100	£3,900	£3,900	£4,200	£5,200
10/60	1964-67	£900	£1,900	£5,900	£4,100	£4,600	£5,300
BMC Mini (with hydraulics)	1965-68	£950	£1,800	£4,200	£2,900	£5,100	£5,400
BMC Mini (without hydraulics)	1965-68	£780	£1,000	£3,250	£1,100	£2,000	NA
4/25	1968-69	£850	£2,950	£4,850	£3,100	£4,200	£5,900
3/45	1968-69	£950	£2,950	£4,900	£3,400	£5,600	£6,400
4/65	1968-69	£1,000	£2,600	£5,800	£3,800	£5,750	£7,100
4170 4WD Cantore	1964-67	NA	£7,400	NA	£8,600	NA	NA
OLIVER							
Oliver 18-28	1930-36	£1,900	£2,500	£4,600	£2,800	£4,300	NA
Oliver 28-44	1930-36	£2,000	£2,200	£5,000	£3,200	£4,500	NA
Oliver 90	1930-37	£2,100	£2,900	£5,600	£5,900	£5,400	£7,000
Oliver 99	1938-48	£1,900	£2,300	£4,900	£3,800	£4,800	NA
Oliver 80 Standard	1938-52	£1,900	£2,500	£6,400	£3,200	£5,100	£8,800
Oliver 80 V rowcrop	1938-52	NA	NA	NA	£3,100	NA	NA
Oliver 70 V rowcrop	1938-52	NA	£2,600	£3,400	£3,100	£5,200	NA
Oliver 70 Standard	1937-48	£2,300	£2,900	£4,100	£4,900	£7,300	NA
Oliver 60 Standard	1935-48	£1,700	£2,100	£4,000	£3,900	£4,000	NA
Oliver 60 rowcrop	1935-48	NA	£1,700	NA	£2,500	£3,000	NA
Oliver 77 Fleetline Petrol	1948-52	£1,900	£1,800	£3,200	£2,600	£3,600	NA
Oliver 88 Fleetline Diesel	1948-52	£1,900	£2,700	£3,900	£3,800	£7,200	NA
Oliver 99 Super Diesel	1954-58	£2,000	£3,600	£4,500	£4,200	£5,900	NA
Oliver 99 Super GM Diesel	1954-58	£3,900	£4,800	£6,400	£6,200	£7,300	NA
Oliver 55 Super Diesel	1954-58	NA	NA	NA	£5,100	£10,000	NA
Oliver 770	1958-63	NA	NA	NA	NA	£5,200	NA
Oliver 880	1958-63	£1,600	£2,100	£3,600	£2,900	£3,100	NA
Oliver 990 GM Diesel	1958-61	£1,800	£2,900	£3,900	£3,100	£5,800	£11,000
Oliver HG crawler	1944-51	£1,600	£2,100	£3,300	£2,300	£3,400	NA
Oliver OC-3 crawler	1944-51	£950	£1,200	£3,600	£2,900	£3,100	NA
Oliver/Cletrac FDE w/blade	1945-52	NA	£2,900	NA	NA	£6,750	NA
Oliver OC-6D	1953-60	NA	NA	NA	NA	£3,100	NA
Oliver-OC18 with blade	1952-60	NA	NA	NA	NA	£8,000	NA
Oliver-OC4	1956-58	NA	£1,850	NA	NA	NA	NA
Oliver-OC-46	1962-65	£1,600	£2,300	NA	NA	NA	NA
Oliver G1355	1969-71	£2,700	£3,800	£6,900	£5,600	£7,200	NA
Oliver	1955	1970-74	£1,900	£2,300	£3,500	£2,900	£3,600
Oliver 2255 V-8	1972-76	£3,400	£4,600	£9,100	£8,100	£10,300	£15,700
OPPERMAN MOTO CART							
Tipping Cart JAP Tricycle	1948-56	£120	£450	£1,800	£1,200	£1,700	NA
OTA (OAK TREE APPLIANCES)							
Row Crop three-wheeler Monarch	1949-55	£560	£900	£1,400	£1,200	£1,800	£2,100
PAMPA (ARGENTINA)							
IAME 55hp hot-bulb Bulldog copy	1951-55	£4,800	£7,200	£9,800	£5,900	£8,900	NA
DINFIA 60hp hot-bulb Bulldog copy	1955-60	£3,900	£6,900	£5,900	£6,300	£9,250	NA
PARRETT							
12-25 H	1918-20	£26,600	£32,000	£46,000	£37,600	NA	NA
PATTERSON (GOLF COURSE TRACTORS)							
Ford AA/B	1929-39	£650	£1,200	£2,900	£1,900	£3,800	NA
Bedford W	1934-39	£900	£1,400	£3,000	£2,000	£2,400	NA
Ford 10hp MK14	1939-50	£650	NA	NA	NA	£2,700	NA
MK12SB Land Rover eng conv	1939-56	NA	NA	NA	£1,800	NA	NA
PETERBRO							
Peterbro 18-35	1920-28	£28,600	£48,000	£55,000	£36,000	NA	NA
PIONEER							
30	1910-27	NA	NA	NA	£145,350	NA	NA
PORSCHE							
Allgaier AP17	1950-53	£3,100	£4,600	£9,800	£4,950	£12,600	£16,200
Porsche A111	1952-57	£2,250	£4,800	£10,600	£7,200	£9,200	£17,400

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FEBRUARY

6-14 February

Online Timed Collective Auction of Farm Machinery & Effects.

Located on farms throughout Devon, Dorset, Somerset & Wiltshire.

Symonds & Sampson

tel: 01884 218911

9-10 February

Plant, Machinery & HGVs Auction.

Brightwells Auction Site, Stoney Street, Madley, Herefordshire HR2 9NH.

Brightwells

tel: 01981 250642

10 February

Machinery Sale.

Applegarth Mart, Northallerton DL7 8LZ.

Northallerton Auctions

tel: 01609 778786

11 February

Reduction Sale of Vehicles, Plant, Equipment & Sundry Items.

Barnstable, North Devon. Kivells

kivells.com

16 February

Major Auction Sale of Agricultural Tractors, Forage Harvesters, Self-Propelled Mowers, Loading Shovels, Grassland Machinery & Implements.

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

17-22 February

Timed Online Machinery Sale.

Kivells

kivells.com

18 February

Collective Sale.

Ardingly Showground, Ardingly, West Sussex RH17 6TL.

South East Marts

tel: 01323 844874

19 February

Crilley Toy Literature Online Auction.

Nokomis, IL, USA. Aumann Auctions

aumannvintagepower.com

21-2 March

Timed Online Root Equipment Auction

Cheffins

cheffins.co.uk

21-22 February

Online Timed Auction of Machinery, Trailers, Tractors & Vehicles.

York Machinery Sales

ylc.co.uk/machinery

22 February

West Country Farming & Machinery Show Collective Auction.

Westpoint Showground, Exeter. Edward Buckland

tel: 01872 306090

22 February

Dispersal Sale of Farm Machinery & Equipment.

Grove Farm, Roydon, Diss, Norfolk IP22 5RF.

Durrants

tel: 01379 642233

23 February

Auction of Modern Farm Machinery & Specialist Potato Equipment.

Great Limber Grange, Great Limber, Grimsby, North East Lincolnshire.

Brown & Co.

tel: 07966 597930

23 February

Online Sale of Implements, Plant, Machinery etc. Dingwall.

Dingwall Highland Marts

dingwallhighlandmarts.com

23 February

Dispersal Sale of Machinery & Implements.

Lowthian Gill Farm.

Harrison & Hetherington

tel: 01228 406200

24 February

Plant, Machinery & Sundry Items Auction.

Brightwells Auction Site, Stoney Street, Madley, Herefordshire HR2 9NH.

Brightwells

tel: 01981 250642

24 February

Online Timed Machinery Collective Auction.

Edward Buckland

edwardbuckland.co.uk

24 February

Wessex Machinery Sale.

Salisbury Road, Shaftesbury, Dorset SP7 8BT. Southern Counties Auctioneers

tel: 07971 571612

24-25 February

Auction of Industrial Plant, Construction & Agricultural Equipment.

72-74 Omagh Road, Dromore, Co. Tyrone

BT78 3AJ. Euro Auctions

tel: 02882 898262

25 February

Dunswell Auction.

The Cattle Market, Dunswell, Hull HU6 OAW.

Frank Hill & Son

tel: 01964 630531

25 February

Dispersal Sale of Machinery & Livestock Equipment.

Berry Barton, Dunsford. Kivells

tel: 01409 253253

26 February

Online Auction of James Gay Memorabilia & Literature Collection.

Nokomis, IL, USA. Aumann Auctions

aumannvintagepower.com

28 February

Stephensons Rural – Timed Online Auction.

York Auction Centre

ylcautions.co.uk

MARCH

1 March

Auction of Agricultural Tractors, Telescopic Loader, Implements & Machinery.

St Albans, Hertfordshire. Cheffins

tel: 01353 777767

1 March

On-line sale of Tractors, Machinery, Plant & Commercial Vehicles.

Carlisle. Harrison & Hetherington

harrisonandhetherington.co.uk

3-8 March

Online Grounds Maintenance, Garden, Machinery Auction.

Thimbleby & Shorland

tsauction.co.uk

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

6-9 March

Collective Online Timed Auction of Agricultural Machinery.

Voyce Pullin

voycepullin.co.uk

9 March

Implement Sale.

Lanark Agricultural Centre, Hyndford Road, Lanark ML11 9AX. Lawrie & Symington

tel: 01555 662281

10 March

Plant, Machinery & HGVs Auction.

Brightwells Auction Site, Stoney Street, Madley, Herefordshire HR2 9NH.

Brightwells

tel: 01981 250642

11 March

Spring Tractor World – Sale of Vintage & Classic Tractors, Implements, Tractor Spares & Agricultural Bygones.

Malvern, Worcestershire.

H J Pugh & Co.

tel: 01531 631122

11 March

Auction of Vehicles, Farm & Garden Equipment & Machinery, Timber, Tools, Shrubs & Trees.

The Saleyard, Winestead, Hull HU12 0NH.

Frank Hill & Son

tel: 01964 630531

11 March

Dispersal Sale of Machinery & Livestock Equipment.

Hole Farm, Holbeton, PL8 1LJ. Kivells

tel: 01409 253253

13-21 March

Online Timed Collective Auction of Farm Machinery & Effects.

Located on farms throughout Devon, Dorset, Somerset & Wiltshire. Symonds & Sampson

tel: 01884 218911

14 March

Auction of Agricultural Tractors, Forage Harvester, Loading Shovel, Grassland Equipment & Machinery.

Preston, Lancashire. Cheffins

el: 01353 777767

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CASE C



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CASE LA

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1950, £7,000. Selling a bulldozer D4D 1950 and onion scrapper. Both in good working order, spare wheels for scrapper, and new wire ropes fitted. Offers over £7000 no vat. Please call 07836575788, North West.

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117600

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117601

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

117602

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117965

FERGUSON TE-F

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117592

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David Brown 1412 - £4250
Good working order. 4-cylinder 91hp engine, power steering, pick-up hitch, hydra-shift gearbox, solid tinwork, runs and drives well.



John Deere M - £3850
Registered in 1959 to renowned collector Donald Macmillan. Fitted with 12V electrics, fully serviced. Starts and runs well. Hydraulic lift. Buff logbook.



Fordson Dexta - £3995
Excellent runner, starts well with some heat. Pick-Up hitch, nearly new tyres, good brakes and hydraulics. Good tinwork, period lights, Steelfab loader and bucket.



John Deere H - £3950
Petrol/TVO, 2-cylinder side-by-side engine, starts and runs well. Lightweight, very manoeuvrable, adjustable width of rear wheels. Full electrics, PTO, good tyres.



Nuffield 4/65 - £3495
Desirable model. 4-cyl BMC Diesel engine. Starts easily, and runs well. Has had a complete overhaul of the brakes. Hydraulics & PTO work as they should.



International B275 - £4200
1963. Starts well with some heat, runs and drives well. Hydraulics, PTO & brakes responsive. Lambourne Cab. Excellent tinwork. Current V5 document.

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FERGUSON TE-A 20



1947, £2,200. 1947 Ferguson TEA 20 PETROL, nice tidy tractor, not run since covid, so will need a little TLC, V5 in my name, illness forces sale, offers around £2200

Tel - 07485114197, Cambridgeshire. Please call 07485114197, East of England.

117692

FIAT 1000 DT



1980, £6,500. Rare Opportunity to purchase as much sort after model. In running order, good tires, needs tin work restoration, 1 rear spare tire. Please call 07984 911454, North West.

117894

FIELD MARSHALL SERIES 3



£12,500. Field Marshall series3, a good original example, to leave as oil rag barn find, good starter runs and drives well. Please call 07821184799, South West. (T)

117604

FORD 9N



1939, £6,000. This is not a 9N like you see 1000s of them around, this is one of the very first ones built that has all the exact same features as the first 500 that came off the line except that it doesn't have the aluminum hood and dog legs worth \$31500USD (see auction pic). But everything else is the same, see pictures for details. Please call 519 955 0010, Canada.

117478

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 4100



1976, £5,650. 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

FORD 7610 FORCE TWO



1987, £12,800. Good condition for year for wheel drive tyres f70% b50% good starter everything works please ring for more details number 07882912889. Please call 07882912889, South East.

117630

FORDSON DEXTA

POA. Have early tax disc. Good running order and condition, best offer secured. Please call 07885146905, Wales.

117810

FORDSON N



POA. Running, good block. Please call 07855399487, South West.

117987

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FORDSON DEXTA



1960, £3,995. I have for sale a Fordson Dexta 1960. This tractor is in very original condition as it has been in the south of France all its life. works as it should and a very sweet engine. All tyres are good. The most recent work it has had is a new dual clutch and steering box parts. Please call 07787882204, North East.

117989

FORDSON POWER MAJOR



£3,850. Jan 1960 V5 original number plate. Same owner last 35 years, only used for ploughing matches/road runs in that time. Many new parts, runs well. Please call 07419 777752, East of England.

117993

FORDSON FORDSON



£1,500. Ideal for farm entrance or playground. Engine is stuck, so not running. Please call 07855 399487, South West.

117496

FORDSON SUPER DEXTA

POA. Fordson Super Dexta, new performance. 1963/64 with logbook. Good runner. Please call 07779 921934, Wales.

117521

FORDSON TRACTORS



1946, £1,850-£3,500. Two Fordsons for sale. Standard 1944 Narrow wing, barn stored 12 years, £1850. E27W P/P with Laingbury Kingham Winch 10 Ton good rope RE/Con engine, unfinished due to health reasons, £3500. Both being sold due to health reasons. Please call 07861925024, Yorkshire and the Humber.

117560

FORDSON N

£2,200. Wide wing, GREEN, Good Tyres, EH Vaporiser. Please call 07778 525037, Greater London. (T)

117593

FORDSON MAJOR E27N



£3,000. Fordson Major E27N. Please call 01469 530373, Yorkshire and the Humber.

117706

INTERNATIONAL 510



POA. International 510 loading shovel. 1976, spares or repair, engine blown. Needs a 268 block. Everything else works as it should. Please call 07710515536, East of England.

117969

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POA. international W4 ELECTRIC START WITH WORKING LIGHTS VERY STRAIGHT AND ORIGINAL RUNS VERY WELL. Please call 07855 399487, South West.

117490

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117520

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117591

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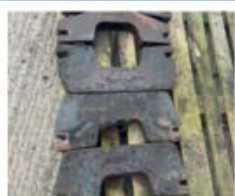
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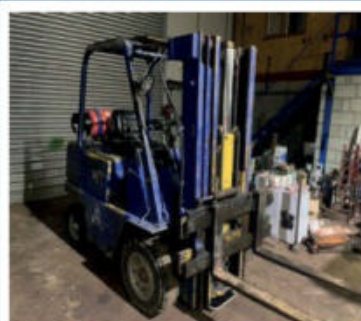
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£3,250. Good Working Order, c/w 4-in-1 buckets. Please call 07778 525037, Greater London. (T)

117594

JOHN DEERE D



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117893

JOHN DEERE 175



£160. Runs/drives with mower deck and seat skirt. Electric problem, spares or repairs. Please call 07768055990, West Midlands.

117959

JOHN DEERE BR



POA. Electric start, runs very well. Please call 07855399487, South West.

117983

JOHN DEERE AR



POA. Electric Start, running. Please call 07855399487, South West.

117984

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 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

JOHN DEERE BW



£2,000. This is a model bw which has been in farm shed for years and years. It's the straight front axle model which was to get both sets of wheels in the same line. Obviously not original front wheels, just put them on to move it from the shed. Pretty much all seems there - great project for someone. Please call 07881935012, East of England.

117798

LEYLAND 384



POA. Leyland 384, very original condition, all glass in cab, good starter. Please call 07779 921934, Wales.

117980

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

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LEYLAND 255



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117597

MASSEY FERGUSON 135

1969, £6,500. UGC, Loader with spike and bucket. Retiring, owned for many years. Only surplus rust, otherwise perfect. 'G' reg log book etc. Please call 07976268273, West Midlands.

117846

MASSEY FERGUSON 135 V5

POA. 35 Multipower, off farm condition. Please call 07769906857, Rest of the world.

117847

MASSEY FERGUSON 35X MULTI POWER

1964, £7,500. good condition starts well hydraulics work ok multi power ok no v5. Please call 07769906857, East of England.

117861

MASSEY FERGUSON 203



1962, £6,500. Digger loader. Good runner 3 cylinder diesel. New powersteering pump, ball joints, wheel bearings, repainted rare reg. Number 633 RHT. Please call 07981 213648, East Midlands.

117903

MASSEY FERGUSON 135



£8,000. Massey Ferguson 135 fitted with Duncan cab, 'P' reg, std 6 speed transmission, totally original paintwork. Please call 07831 665757, West Midlands.

117962

MASSEY FERGUSON 35 3 CYL



1960, £5,650. The tractor has been fully restored, has all brand new tyres, has full respray, is in excellent condition and is ready for work. Please call 07803 344097, South East.

117964

MASSEY FERGUSON 65



£8,500. Manufactured 1961, registration No 385 BOT, totally original condition, equipped with, Swinging drawbar, tipper pipe, oil return and full lighting kit, on 12.4 x 32 Dunlop 20% cross ply tyres and new 6.00 x 16 front, very little wear on clutch and brake pedals. Please call 07831 665757, West Midlands.

117971

MASSEY FERGUSON 35X 3 CYLINDER



£10,500. Massey Ferguson 35X 3 cylinder 1964. Stored since restored 4 years ago. VGC full working order. Please call 07973 600902, South West.

117979

MASSEY FERGUSON 3085



1992, £15,250. This tractor has AC, PUH, 2 speed PTO, 2 hydraulic valves, hydraulic trailer break, 32 forward gear, 32 reverse gear, passenger seat, cooler box, warning beacon. Starts on the button every time, even in cold weather. Not long had new exhaust cap and bulbs in all spotlights. Only bad points 2 small rust patches on left hand door and paintwork starting to fade but no real rust or holes. Linkage all in good working order. Comes with 5 tonne tipping trailer. Please call 07549207174, South East.

117990

MASSEY FERGUSON 135



£10,200. Previously supplied to local farm. Now completely overhauled and fully restored to exceptionally high standard by experienced engineer. A real show winner. Impressive list of new parts and work done available, also photos. V5C. Delivery possible. Please call 07970 918811, South East.

117994

MASSEY FERGUSON 135



£9,600. Just completed full restoration. Now like new with replacement pistons, liners, bearings, clutch, injector pump, all electrics, tinwork, brakes, wheels, tyres and much more. Can send full list of work done and photos. V5C. Delivery possible. Please call 07970 918811, South East.

117995

MASSEY FERGUSON 135

£6,500. With loader and spike, ex farm, no rust, first to view will buy, retiring, perfect running order. Please call 07976 268273, West Midlands.

107377

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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 FERGUSON 135



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118042

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£7,500. Massey Harris 203. 5.4 litre petrol / tvo. Fully restored, electric start and on the button. Please call 07736422943, Ireland.

117981

MASSEY-HARRIS 203



POA. Nice original tractor, electric start, runs really well. Please call 07855 399487, South West.

117493

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

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£3,250. Very well looked after machine all in good working order. Please call 01458 269210 / 250978, South East.

117609

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£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

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117613

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117910

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

NUFFIELD 4DM

1960, £2,850. Good for year been born stored for 15 years plus. Please call 01953883293, East of England.

117617

OLIVER 80



POA. Nice running tractor. Please call 07855399487, South West.

117985

OLIVER 90



POA. Electric start, runs very well with working lights. Please call 07855 399487, South West.
117491

MASSEY FERGUSON 130 FRENCH SPEC



£2,600. Starts, runs, new mains/rings. Easy restoration. Please call 07768055990, West Midlands.
118015

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1950/60s, £3,500. Davis Task Force Trencher. All work completed by R H Crawford. New hoses conveyor chain and rollers all in last 10 years Spare teeth Runs and works All bills available. Please call 07831237903, East of England.
117736

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£10,000. Porsche 329 tractor, imported and repainted. Please call 07831 665757, West Midlands.
117961

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£3,495. 1954 good tin work, v5 Road registered and ready for work original. Please call 07939 207232, South East.
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£5,500. Yanmar 1401DT. Please call 01458 269210 / 250978, South West.
117614

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£4,995. Yanmar YM1601DT. Please call 01458 269210 / 250978, South West.
117615

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117586

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£350. Engine turns over. It needs some parts eg, Fuel tank, Carb and magneto. I have castings for fuel tank filler and cap and carb body and mag. Please call 07779 989193, South East.

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POA. 1907 in pristine condition on trailer, c/w exhaust box ready to rally. Please call 07831 373008, South East.

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117837

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£200. 2 D type Listers. 1 JLC pump all on trolly's, all painted. Please call 07770388242, South East.

117880

LISTER 2 D TYPE LISTERS.

£200. 2 D type Listers. 1 JLC pump all on trolly's, all painted. Please call 07770388242, South East.

117549

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£250. Lister D Gas engine. Plus, demand valve a gas bottle. Please call 07599419878, East Midlands.

117572

INTERNATIONAL

£550. Nice engine on unusual 'Rollo' tracked trolley in original red paint. Good compression. Used regularly at rallies before Covid restrictions. Reducing collection due to loss of storage. Please call 07779 989193, South East.

117974

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

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£120. Hot built engine, starting lamp. Buyer collects. Please call 07599419878, East Midlands.

117570

SLD 4 INCH SELF PRIMING WATER PUMP



£900. SLD 4 inch self priming water pump. Single cylinder diesel engine. Old but still pumps as it should. Please call 07798872221, Yorkshire and the Humber.

117960

FULLY ENCLOSED STEAM VEHICLE TRANSPORT



POA. Aveling and Barford AD602 Diesel Road Roller, ordered new in 1939 and registered TL8615 and powered by a Ruston and Hornsby 3 cylinder 3VSOR engine. Total restoration needed, thought to be one of three left. Offers over £3000. Please call 07909875599, East Midlands.

117972

BONSER 3 WHEEL TRUCK



£300. For restoration. Villiers petrol engine non runner (not seized). Please call 01354638382, East of England.

117992

LOCAL AUTHORITY HIGHWAYS TRAILER

Wanted 80's local authority highways trailer with road springs and o/r brakes if poss. some were made by marston trailers. Any condition considered to put behind 1975 ford highways 3000. Please call 01371830451, South East.

118027

JONES SUPER 22 CRANE



POA. Vintage Restoration Project, Collection near North Walsham, Norfolk. Please call 01692 773044, East of England.

118041

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

COMMERCIAL TRAILER



£2,200. 14ft 6in bed, heavy duty winch, heavy duty ramps, LED lights, tubeless tyres, 175R 14C spare wheel, ball hitch. Please call 01945 773183, East of England.

117683

SCAMMER TRUNKER

1968, POA: Good working order, new tyres, brackets, new air bags. 07768276115. Please call 07768276115, South East.

117684

COREMASTER GREENCARE 12



£1,100. Coremaster Greencare 12, turf aerator 55 inch wide new pto shaft £1100 cash (open offers). Please call 07749866756, North West.

117756

DAVID BROWN CROPMASTER

1950, £2,500. 1950, Barry find condition. Please call 07831408329, South East.

117750

RUSTON HORNSBY

1925, £2,000. 1925 Tankcooled 5HP. Sat on early lister trolley. Good runner. Please call 07970966112, Yorkshire and the Humber.

117835

FOWLER EX STANDARD COMPOUND



Exchange rare, large 3" B6 Fowler Ex/ standard, V Cert compound plougher, in good order, or BSA 34 19 brake, steel tank, match numbers, full fun engine. Please call 07950809542, South West.

117851

STEEL BOILER



£300. Steel boiler and fittings 300 pounds sterling. For further information and delivery. Please call 01293 783530, South East.

117503

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

4" SCALE FOWLER A4 AGRICULTURAL



2007, £19,000. Welded CE marked boiler by Holt. 150 PSI working pressure, road registered with full boiler history from new. Professionally re-tubed this year -2022 and steam certified until 30th May 2023 also hydraulic certified until 31st March 2029. Engine built using scaled drawings from Reading University. This engine has been built to a very high standard. Engine to be sold with very well put together 4 wheel trailer plus a set of firing irons. Buyer to collect. Please call 07774942604, Wales.

117746

FERGUSON 2F



£250. Ferguson 2 Furrow, plough with semi-digger bodies. Good original condition. Not used for a few years. Kept under cover. Please call 01767692578, East of England.

117857

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

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

INTERNATIONAL 2 FURROW PLOUGH

£475. 2 furrow trailing plough in good working order, 1930s little genius model. Please call 07976434090, South East.

117685

FERGUSON 2 FURROW PLOUGH

£285. 2 Furrow Plough with width adjuster, new handslides fitted in good working order. Please call 07976434090, South East.

117686

ROTAVATOR



£150. Small rotavator. Ideal for small tractor eg Ferguson etc. Please call 01948 663768, North West.

117742

PETIT 3 TON TRAILER



£300. Petit 3 ton trailer. Made by F.W Petit LTD of Moulton, Lincolnshire. In useable condition with good tyres £300. Please call 01767692578, East of England.

117852

TRAILER AXLES



£1,200. Trailers Axles, Spare Wheel suitable. For 6" or 4", traction engine, winch ramp. Good Conditions. Please call 07481 606010, South East.

117856

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



£1,500. Ifor Williams, single axle, braked trailer, fitted 12v winch. Tyres good, rated 1400 kgs. Please call 07395060390, West Midlands.

118034

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

WOLSELEY AIR COOLED 1.5 - 5HP

£235. Rare air cooled petrol/paraffin engine green, original exhaust and aluminium air intake. Used regularly at rallies before Covid restrictions. Reducing collection due to loss of storage. Please call 07779 989193, South East.

117975

TRUCKS/LORRIES

AEC MAMMOTH



1953, £15,000. Mammoth Major 8. Wheel flat. Age and health force sale of this rare British masterpiece or lorry engineering. Drives lovely. Please call 07887752613, South West.

117904

AEC MATADOR



1969, Post war AEC Matador - owned this vehicle since 79, it was a snow plough in Orkney and rebuild in 04 with zintec cab (will not rust) and garwood equipment, was shot blasted and sprayed at the same time - came originally off a Ward le France and converted to hydraulic. In excellent condition and has been parked in a dry shed since 04. Please call 07743743797, Scotland.

117926

BEDFORD TM



1978, £280,000. Bedford TM recovery vehicle. V8 Detroit diesel, spicer gearbox. Built by TFL in 1985. 12 ton hydraulic extending JIB with underfloor Ramsey H-600 winch. Brand new tyres and rims on front axle. Rear tyres hardly worn. Includes all towing equipment. Please call 07850694042, South East.

117822

BEDFORD TK

£3,950. 29FT Removal lorry, marsten drop well 330 engine with new clutch, used as mobile home. Can deliver UK Ireland, TAX exempt, No MOT. Please call 07751 726800, South West.

117909

BEDFORD DORMOBILES



POA. Two Classic Martin Walter 'Dormobiles' (Debonaire + Bedouin) tax and MOT free, easy restoration for the coming Season. Neither expensive; Victor:. Please call 07720380866, East of England.

117944

BEDFORD VAM14COACH



POA. Duple Leyland Engine - 45 seats. 2 owners from new. Please call 01352 733252, Wales.

117958

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

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 2400 DK



POA. DAF 2300 6X4 RORO. Low Milage. Originally snow plow on the airport. Please call 07939163712, South East.

117832

DENNIS



1959, £16,000. Dennis Pax recovery vehicle, Perkins PG engine, 4 speed gearbox. Body built in 2009, original lifting crane. All tyres like new. Tow boy and all other equipment included. Trophy winner London to Brighton and Great Dorset Steam Fair 2019 and 2022. Please call 07850694042, South East.

117821

DODGE 50



1986, £2,200. 1986 Dodge 50s66 fire engine .Perkins engine, 200gal tank, godiva pump .Some restoration work needed, not much sold as seen, repairs or spares. Please call 07976692031, North West.

117734

FAUN



POA. Faun 6X6 fitted with Mercedes V12 Twin Turbo. Please call 07939163712, South East.

117828

FODEN TIPPER



POA. Foden 6 Wheel Tipper (350 TX Rolls). Please call 07939163712, South East.

117831

FORD IVECO CARGO

1986, £1,500. Recovery furbed beaver tail, no MOT, but MOT ready remote, 4 Ton Winch. Please call 02950142182, East of England.

117705

IVECO 7.5T



£2,900. 7.5T IVECO 1994 Flat with Hiab 1.5T lift. MOT to July 2023. New front tyres. Same owner since 2005 (now retiring). Reduced to clear. Please call 07721 937937, Yorkshire and the Humber.

117947

LDV CONVOY

1999, £1,495. LDC Convoy drop sides truck. Ford 2.5Di engine. Very rare survivor now. Owned since 2007 and unused dry stored since 2017. Load space requires attention. This has been a fantastic vehicle to us. Please call 07917 007905, South East.

117924

LEYLAND DROPSIDE



1964, POA. Leyland Dropside Truck 1964. To break or sell complete. Please call 07939163712, South East.

117829

LEYLAND ROAD-RUNNER



Leyland Road Train 4X2 TU (Rolls Royce Engine). Please call 07939163712, South East.

117830

MERCEDES 508



1978, POA. Two owners, worked continually to 2020. Electric crane in body. Please call 07812146478, Yorkshire and the Humber.

117688

MITSUBISHI CANTER



2008, 87000 miles, £6,000. 7.5t beavertail recovery truck, closed bed, new winch, long ramps, long MOT, crew space for storage or seating. Email for more info. Please call 07956895355, East Midlands.

117750

MORRIS DROPSIDE



1956, £7,500. Brakes fixed newly wired, new alternator, new lights. All round going great, 6 cylinder petrol, new tank and new new timber on back, needs Cab painted and 2 holes fixed. Please call 07730368808, Yorkshire and the Humber.

117687

GENERAL PURPOSE TRAILER

£80. General purpose trailer all steel 8 x 4 strong galvanised body. Good tyres. Please call 01132 874846, Yorkshire and the Humber.

117647

HORSE TRUCK



£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.

117660

SCAMMELL HANDYMAN



POA. Scammell Routeman tipper chassis cab. Rolls 220, David Brown box. Brand new old stock cab, all new running gear . 90% completed. All parts are there. Please call 07815 875605, South East.

117827

WILLYS JEEP



£12,500. Fully restored in good working order. All original import documents are present along with the UKV5. Please call 07814 559583, East of England.

117967

PARTS

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.

117770

TRUCKS/LORRIES CITROEN-SUNVALLEY



£3,000. 8ft non-operational Refrigerated shipping container. Wind and Watertight - Insulated with polyurethane. Made of aluminum and Stainless. A really good option for storage, offices, and projects. ATC CONTAINERS LTD is a small family-owned business based in the UK. We are specialized in shipping container sales in the United Kingdom. We are present in the most important UK ports. Wherever you are located in the UK, we can supply you with the right shipping containers. Small enough to cope, and big enough to care. Please call +447537133714, East Midlands.

117917

DAVID BROWN 880 GLASS WINDSCREEN

£35. Seletamatic Cab. Please call 01747 828469, North East.

117807

DAVID BROWN P - P



Crop Master Cylinder head with valves ready to go, good condition. Please call 07752 259980, East of England.

117862

FERGUSON EARTH SCOUP

£500. B-JE-A20 Link Box, F-JE-A20 and bonnet. All reasonable condition. The lot. Please call 01469 558170, North West.

117805

FERGUSON SPRING TINE CULTIVATOR



£250. Ferguson spring tine cultivator with 9 tines. Some ware but still useable. Please call 07393 758511, South West.

118039

FIELD MARSHALL CYL HEAD



£500. Field Marshall cyl head , has been repaired, possible to carry out an improved repair. Please call 07831 665757, West Midlands.

118006

FIELD MARSHALL SERIES 3/3A CYLINDER BLOCK



POA. Field Marshall series 3/3a cylinder block no frost damage. Please call 07831 665757, West Midlands.

118008

FIELD MARSHALL FIELD MARSHALL FRONT BONNET



£500. Field Marshall front bonnet with cut away. Please call 07831 665757, West Midlands.

118010

FORD REAR WINDOW FORD CAB



£175. Rear window and lower rear window and frame for Ford AP cab. Please call 07711508200, Yorkshire and the Humber.

118009

FORD FORD PARTS



POA. Ford parts, 2x 10 series filters , one 60 series hydraulic filter , and 2x Ford brake discs , and some Ford engine oil filters and fuel filters. Please call 07711508200, Yorkshire and the Humber.

118023

TRUCKS/LORRIES FORD D



1986, £180. For sale Tyres and Rims: Tyres 20" x 9" and Rims 20" x 7" HD super (single split ring). Refurbished for resto but not needed. Nearly new Austone radial tyres. New tubes and inner shields. 10 stud 335mm PCD. Centre bore 280mm. Rims stamped FoMo 4/86 (maybe from D series). £180 each. Can put on pallet for collection. Tim M 0452480864. Please call +61426080864, West Midlands.

117673

INTERNATIONAL OBSOLETE PARTS



Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs. Transfers, trackrod boots, tractorometers, check chains, levelling boxes, axle pins/bushes, handbrake repair kits. Please call 01524751220, North West.

117774

JCB 3CX BUCKETS



£950. 900mm digging bucket and ripper tooth. 45mm pins. Excellent condition, very little use. Please call 07968 968869, South West.

117860

MASSEY FERGUSON MCCONNEL HEDGE CUTTER BRACKETS



£100. Ayle mounting brackets to fit Massey Ferguson tractor models 175, 178, 185, 188, 298, 390, 398, 399. Please call 07738 818901, West Midlands.

117999

MASSEY FERGUSON 240 CAB



£500. Massey Ferguson 240 cab some glass missing. Please call 07831 665757, West Midlands.

118012

MASSEY FERGUSON ROLL BAR



POA. Roll bar to fit MF35-135-165-175 and certain Ford models less bolts manufactured by Lawrence Edwards. Please call 07831 665757, West Midlands.

118014

PETTIT 3 TON TRAILER



£400. Made by F.W Pettit LTD Of Moulton, Lincolnshire. Usable condition with good tyres. Please call 01767692578, East of England.

117817

MAGENTO FOR E27N

£120. Standard Fordson. Please call 01647 252818, South West.

117843

TRAILER

£4,000. Tandem axle step. Frame trailer with beauer tail and ramps. 36 foot long. 3 line brakes. Please call 01460234733, South West.

117844

LEYLAND DAF 65



Complete Exhaust box x brackets and covers + tail pipe in good condition. Please call 07752 259980, East of England.

117859

PLANET HOE AND PLANET DRILL



£200. Planet hoe and planet drill both restored, both restored £120 each or £200 the pair. Please call 01945773200, East of England.

117997

FLOTATION WHEELS



£150. Flotation Wheels, 550X/60 22.5, 8 stud, quantity 4. £150 each. Please call 07970 856341, North East.
117998

MICHELIN LATITUDE CROSS TYRES



£120. Set of 4 Michelin Latitude Cross tyres, 7.50x16 off a Landrover. Good condition. Please call 07909 553650, East of England.
118018

THREE BANK SPOOL VALVE



£120. Three bank spool valve to suit front loader. Please call 07711508200, Yorkshire and the Humber.
118021

LISTER D PETROL TANK CAP



Wanted. Lister D petrol tank cap. Please call 07789706099, Scotland.
118030

LISTER PS1 COVER FOR THE OIL WELL



Wanted. cover for the oil well on a Lister PS1 small piston water pump. Please call 07789706099, Scotland.
118031

FORD CARGO 0813



£300. Ford cargo 0813 brand new clutch still boxed. Please call 07747677788, East of England.
117489

DIGGER DUMPER



£225. digger dumper thawaths digger buckets original manufacturer's spec bucket to fit digger arm and from 70,s fitting.for sale four buckets needs one repair. Please call 01489 895578, South East.
118035

5 VARIOUS D ENGINES



£2,500. 5 various d engines 330 360 380, complete.£2,500 the lot or can sell seperate. Please call 07976 225680, South West.
118036

FERGUSON BUTTER FLY PLOUGH



£150. Ferguson butter fly plough not sure if complete but would make into a plough boards n discs missing plate that fits on tractor. Please call 07939 207232, South East.
118037

MERLIN TURBO 250 STICK WELDER



£65. brand new stick welder, buyer collects. Please call 01352761705, Wales.
117501

REAR WINDOW AND LOWER WINDOWS



£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

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

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

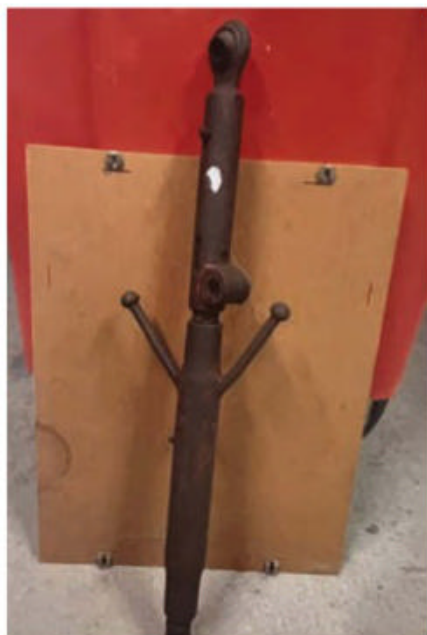
REAR WHEEL WEIGHTS



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

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

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

CLAYTON DEWANDRE



£250. New Old stock, air compressors. Twin 2.812 x 2.250 £150. Single cylinder £100. Also i have some spare pistons. Please call 01743884568, West Midlands.

117768

MISC.

DAVID BROWN BALER



Very good condition. All complete good tyres, chains, belts, guards, new stickers. Some spare parts. Please call 07866 308658, Wales.

117905

TS59 RANSOM PLOUGH



£350. TS59 Ransom Plough. Please call 07809 267945, East of England.

117804

COLLECTION OF MANUALS

£50. Mult-level elevator, Allis Chalmers model 157, Bamfords W25-W26 Wuffler and more. Please call 01747 828469, South West.

117808

VARIOUS MAGAZINES

1996, £75. Collection of magazines: Old Glory (1996 - present, approx 200+ editions), Classic and Vintage Commercials (2000 - present, approx 180 editions), Classic Tractor (2001 - present, approx 200 editions), Tractor and Machinery (1999 - present approx 220 editions), Vintage Roadscene (1998 - present, approx 150 editions). Each available as a job lot. £75 per collection – buyer collects (mid Suffolk). We will not be selling individual editions or smaller bundles. Please email alex.dinsdale@gmail.com. Please call +447793863317, East of England.

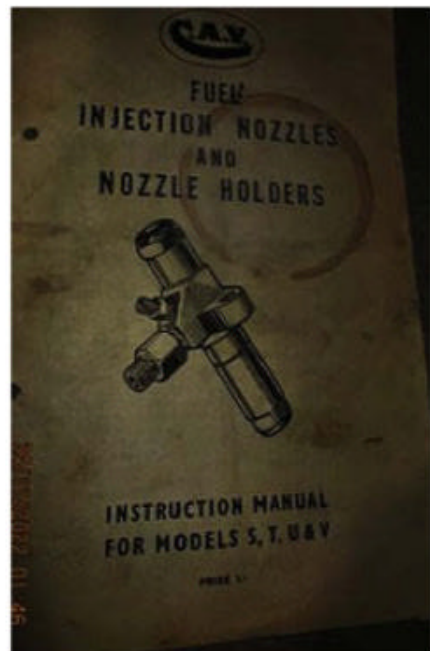
117816

ENGINE LITERATURE

Engine instruction and parts list books. Also engine related books. 37 items and 200 copies. Free if collected from West Midlands. Please call 0138478359, West Midlands.

117836

INSTRUCTION MANUAL FOR C.A.V



£10. Fuel injection and nozzle holders. Models S.T.U and V. Good condition. Please call 017873 71618, East of England.

117838

GARDENER MANUALS FOR 6LX AND 6LXB AND BLXB

£10. Parts manuals and w/shop. Leyland road train w/shop and parts manual. Also have other manuals. Please call 07763 175267, North East.

117845

6 TIN SIGNS



£40. 8x12 inches shell can be BP oils. Please call 07968 659967, South East.

117899

TRANSPORTATION



Tractor and Machinery transportation
Eurowide, national and local hiab and winch.

Please call 07899 822133, North Midlands.

SAW BENCH



£250. Saw bench made by Brixey LTD Of Poole. Bearings and blade good. Please call 01425 616275, South East.

117901

BMC ENAMEL BADGE



£45. Car/Truck badge. Bar fixing, driver club. Please call 02083 997541, South East.

117902

VINTAGE MOTORCYCLE BADGE

£50. Mint Condition, Bar Fixing. Please call 02083 997541, South East.

117913

GB TOURING PLATES

£125. Boyce Motometer, universal mint condition. 5.5 Inch. Please call 02083 997541, South East.

117916

SHEEP SHEARING COLLECTION FOR SALE.

£1,000. Lister D 'Major' set, Lister 'Mounthill', Wolseley BSA sets, Wolseley electric belt drive, Swift, Burman, Cooper Stewart, Lister and Wolseley hand turn machines and numerous hand pieces. Please call 07779 989193, South East.

117977

ANTIQUE FARM TOOLS

£100. Antique farm tools for sale Wood and hide corn flail Milk maids yoke with metal chains Old wood handled scythe Wooden rake Wood handled bagging hook. Please call 07785 997879, East of England.

118001

LISTER STATIONARY ENGINE HANDBOOKS



£7.95. Lister stationary engine handbooks. Very good second-hand condition. £7.95 each. Please call 07989951895, South East.

118002

BOOK FOR MCCORMICK-DEERING

£45. instruction book for McCormick-Deering Farmall Tractor model F-12. Printed 1935. Please call 07774 773350, East of England.

118007

HONDA GX140 DUEL VOLTAGE GENERATOR



POA. HONDA GX140 duel voltage generator. 240/110. Flitted new tank and carb, requires slight attention to carb, but runs. Exchange for Lister D any condition, but completer or WHY. Could deliver / collect reasonable distance. Please call 07824375233, South East.

118011

TRAILER



POA. Massey Ferguson No18 5 ton capacity, grain trailer, auto rear door, in very good condition. Please call 07831 665757, West Midlands.

118013

REPLICA VINTAGE LIVING VAN COAL STOVE



POA. Replica Vintage living van coal stove c/w separate oven, draught control flap, ash tray , complete ready to fit except chimney. Please call 07801199001, South West.

118017

AGRICULTURAL MACHINERY BOOKS

£30. Bamford, Dowdeswell, Perfect, Ryetec, Petter Engines, Ransomes, Parmiter, SKH, Shelbourne Reynolds, Allman, Twose, JF, Loaders, McConnel, PZ, Vicon, Howard, Lister Engines, Lister Clippers. Also, some smaller amounts of books - Weeks trailers, Vortex, Wessex, Bush Hog, West Dual Spreaders, Belle, Walterscheid Hardy Spicer. Cabs - Duncan, Sirroco, Sekura and Lambourn. Bundles between £30 and £60. Please call 07971 412497 , South West.

118019

SEALEY 180AND#X2F;1 SUPER MIG WELDER



£60. for sale a Sealey 180/1 super mig welder / spot welder complete with gauge cables wire, no bottle,. Please call 01452 728340, South West.

118020

P T O SHAFTS FORD 10 AN 40 SERIES



POA. P t o shafts ford 10 an 40 series , 21 spline shafts. Please call 07711508200, Yorkshire and the Humber.

118022

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

RAILWAY BRASS UNIFORM BUTTONS



£38. GWR Railway brass uniform buttons , 25mm diameter, plus GWR brass service badge 33mm wide A1 condition. Please call 07801199001, South West.

118024

RAILWAY BRASS UNIFORM BUTTONS



£40. Corris Railway original uniform buttons ,25mm and 15mm size , A1 condition. Please call 07801199001, South West.

118025

EARLY HORSE DRAWN POTATO LIFTER.



£100. Early horse drawn potato lifter. From B Bruce 8 Ford End Hail weston. Please call 01480 472315, East of England.

118026

OPERATOR INSTRUCTION BOOKS

POA. Operator Instruction Books: Massey Ferguson 168, 178 and 590, David Brown 880 and 885, Leyland 344, Ferguson TE20 workshop manual, Ford 5600-7600, McCormick B64 and 275, Land Rover workshop manual 1954-57 for models 64, 88, 107 and 109, Morris Mini Minor instruction book and many more. Please call 01263 862020, East of England.

118029

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

CORONET MAJOR WOOD LATHE WITH CIRCULAR SAW



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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.

Following on from my comments in February's Last word column, regarding the Science Museum, I have since received correspondence from Jack Kirby, Associate Director of Collections Services, Science Museum Group. His e-mail read as follows:

"I am writing to you from the Science Museum Group to provide more information on our plans for the National Collections Centre in Wroughton, Swindon, Wiltshire, and more contexts to the recent sale of tractors, both of which featured in an article published in *Tractor & Machinery* magazine.

"The Science Museum Group Collection contains 47 tractors, many of which are of national or international significance. Our records show that when the Group purchased tractors from Frank Smith in 1982, there was an intention to identify which should remain in the collection at a future date. We retain 35 of these tractors.

"In the early 2000s the Group worked closely with the Rural Museums Network, taking stock of the Distributed National Collection of tractors in museums across the UK, which identified machines of technical and social significance. By 2018 the Science Museum Group had embarked on a review of the 7.3 million items in its collection, examining their significance in light of curatorial research.

"This ongoing review provides the opportunity to ensure the collection is sustainable and can be enjoyed by future generations. It has highlighted areas for future collecting and identifying a small number of objects that are no longer appropriate for the collection and could be best utilised elsewhere.

"As part of the review, our curators identified four tractors which told very similar stories to other tractors in the collection and were considered to be of lower significance given the breadth of the Group's collection and collections around the UK. Following a rigorous

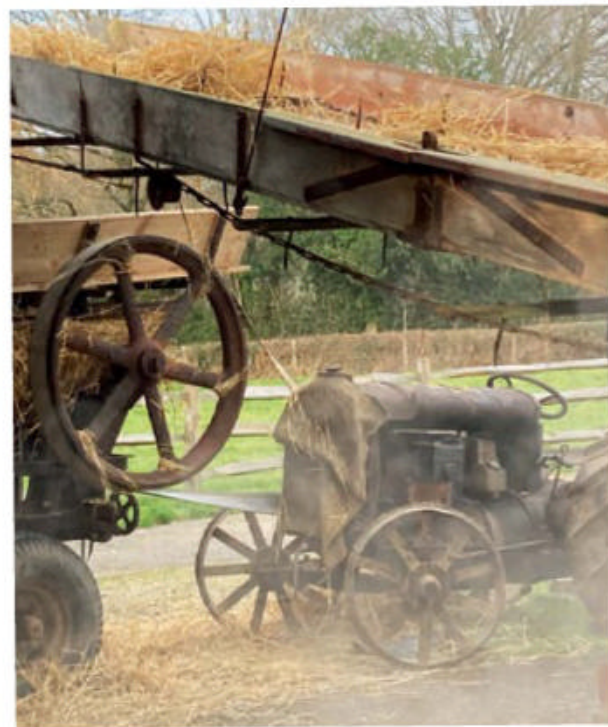
internal process, the decision was taken by the Group's Board of Trustees to advertise these four vehicles for transfer to another museum. No offers were forthcoming and so the tractors were sold at auction, with the sale proceeds reinvested in the collection in line with Arts Council England guidance.

"As mentioned, I also wish to provide some clarification around our plans for the National Collections Centre in Wroughton, Wiltshire. The Science Museum Group is in the middle of an ambitious project to move 300,000 historic objects into a new collection management facility at the site. This will enable public access to much of the collection from 2024 through regular public tours, school and research visits, ensuring these historic objects continue to inspire future generations.

"The new facility provides the stable environmental conditions needed for the long-term preservation and care of the Science Museum Group Collection. At 90m wide and 300m long, the facility is equivalent in size to 600 double decker buses. It features a spacious storage hall containing 30,000 metres of shelving and huge open space which house the collection, conservation laboratories, research areas and a photography studio.

"The complex process to study, record, photograph, digitise and pack the 300,000 objects has been under way for several years, with the first objects arriving in their new home in summer 2021. Thousands of objects already housed at the National Collections Centre – including an inert Polaris missile, a revolutionary Leyland Titan double decker bus and a record-breaking balloon gondola used to study the stratosphere – will also move into the facility.

"The new facility will enable the Science Museum Group to better store, conserve, research and photograph our unique collection, while also improving the process of displaying items in our five national museums and increasing the number of items loaned to UK and



What an amazing site! An early Fordson F on trembler coils driving a Fisher Humphries baler. Photo: Bryan Kemp.

international institutions. The public can already discover more of the Science Museum Group Collection than ever before thanks to our rapid digitisation efforts. Almost 200,000 historic objects can be seen in our online collection, with hundreds of new object photographs published online each month."

It is great to hear from the Science Museum about its plans and I look forward to the time when the new facility at the Wroughton site will be open to the public.

I was out and about at various points over the festive period and had the pleasure of seeing the High Weald Steam Working Weekend gang threshing near Uckfield, East Sussex. Driving a Fisher Humphries baler was William and Dave Mansi's early Fordson F – a very genuine, original tractor running on trembler coils. It was good to see this venerable machine in action, which must have been the oldest tractor working over the Christmas period.

See you soon,

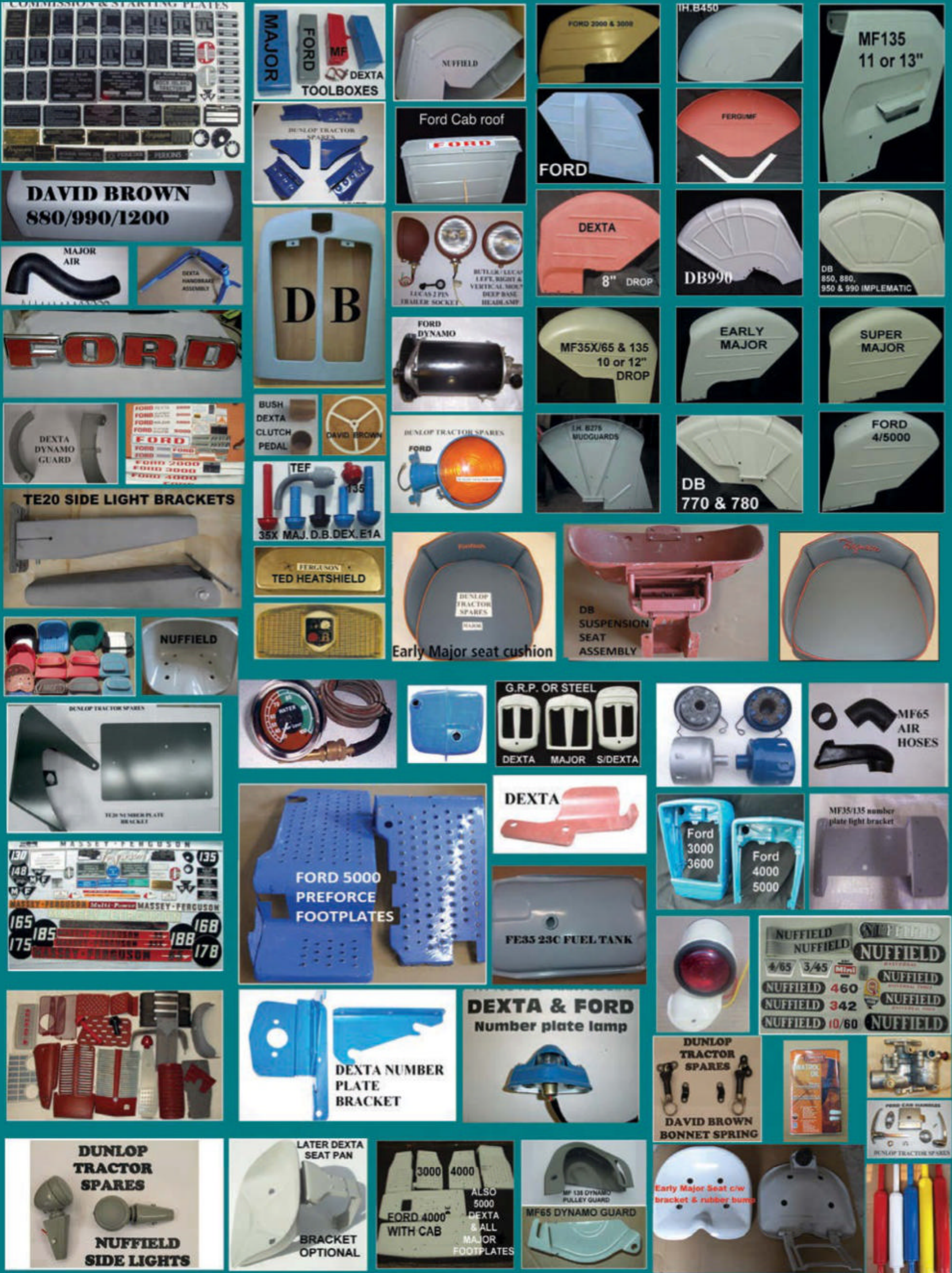
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