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June 2023

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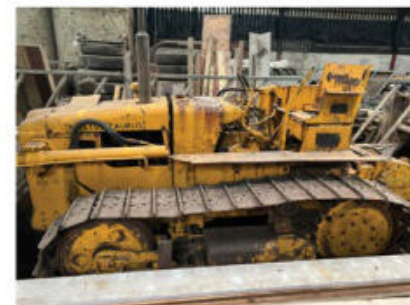
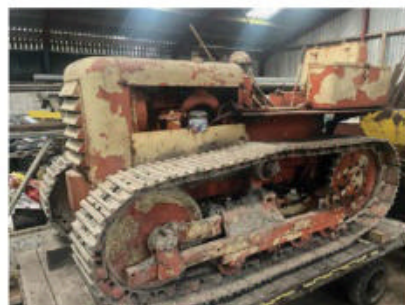
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Retirement sale for Trevor Johnson

CRAWLERS, LOADALL, TIMBER TRAILER, WORKSHOP TOOLS and SPARES



SATURDAY 3rd JUNE 2023

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WEDNESDAY 21st JUNE

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Genuine dispersal sale for Mike Mitchell

CLASSIC AND VINTAGE TRACTORS, PLANT, MACHINERY AND IMPLEMENTS



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Welcome!

Well, another four weeks have slipped by and here we are again! Welcome to the June issue of Tractor & Machinery.

In the time since my last 'Welcome' there have been several auctions that have captured my attention, and these have altered or made my question my perspective on prospective purchases for one reason or another.

Mark Weston engaged Bletsoes to conduct a dispersal sale on 21 April, and amongst the lots was a Collins Teleshift. Several discussions have taken place between father, brother, and I over the years regarding these machines and I think we have finally concluded that if one comes along at the right price, and in good condition, it would certainly be worth considering.

It may not have the finesse of a Loadall, but it's a useful tool and would suit our needs nicely. Our rear mounted Ripvator forklift is great for simple lifting and shifting, but the versatility that a telehandler offers takes things up several notches.

Given the Teleshift's age, finding exactly what we'd like will prove difficult, but it's

certainly worth keeping an eye open for one.

The final auction I'm going to mention was on a slightly larger scale – Cheffins' Vintage Sale, at Sutton, on 21-22 April. This featured three Ford 7000s and it now appears that you need a 'spare' £30,000 if you want to add one of these iconic machines to your collection.

Despite red being 'my colour', I've always had a soft spot for the 7000 and would like to own one at some point. The problem is the money! I'd have to save for a long, long time, but even then I'd be asking myself if it was worth it. After all, you could purchase several desirable classics for the same price, or a modern classic with greater usability, but would they/it have the same appeal, and prove to be such a wise investment?

It's not all about the money, but at that price I'd want to make sure I'd get my money back! Controversial, perhaps, but certainly food for thought!

Until the next issue, all the best.

Scott Lambert

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



This honest-looking, two-owner Ford 7000 sold for £29,500 at Cheffins' recent Vintage Sale. Photo: Peter Love.



Main cover image: Ford's 7000 is an icon of its generation. Photo: Jonathan Whitlam.

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The best place to find the latest deal when taking out a subscription to Tractor & Machinery. Don't miss out on anything that's going on in the preservation and working veteran, vintage and classic movement.

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SEE PAGE 24



MIKE MARSHALL/WHITLOCK SALE

Mike Marshall Roadless/Ford family sale and the late Brian Whitlock Ferguson sale have been combined by H J Pugh to take place in Somerset on Saturday 24 June. This will be the biggest and best sale of its kind to take place in the West Country this year by the looks of it. The stock offered is exemplary; including this concours condition Roadless Ploughmaster 75 and many others. Do make a date and go along, or bid on-line. Further details from H J Pugh, or from our Tractor Mart section in the magazine.

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We have a bumper batch of letters in this issue, with a prize award to the one we like most. Plus, we hear from John Plowright about what happened to his tractors at the recent Cheffins Vintage Collective, which was pretty up and down for him.

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in South Australia, Great Central Railway, Leicestershire and James Connolly reports on the CDTEC Easter Road Run in County Down.

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This month we start to sort out a Howard rotavator for the autumn season.

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GOT A STORY?

THEN WRITE TO THE EDITOR:

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IN BRIEF

WNTRR 2023 - Sunday 18 June

This year's Welsh National Tractor Road Run in Neath has seen entries come from all over England, Scotland and Wales. The organising team has been busy attending various runs and shows publicising the event, including the popular Welsh/Irish run in Haverfordwest. Entry forms and information is available on the WNTRR Facebook page or by email from the secretary, Anne on anne.trials@btinternet.com

The excellent start is situated approximately five and half miles north of Neath and only seven miles from the M4 motorway. The route will include many lanes and roads never used for tractor runs before and will take in views over Swansea Bay and the Vale of Neath. Some sections of the route will be untarred, but are of a hard surface and suitable to be driven on by any vehicle.

Three charities are to be supported this year: Brecon Mountain Rescue, Neath YMCA Baby Bank and Children Christmas Funds.

Kent Show looking for historic pictures

It's the 100th anniversary of the Kent County Show this year and it takes place on 7-9 July at the Kent County Showground, Detling, Kent. All are invited to enter tractors in the Heritage section, in particular tractors that are 100 years old!

In addition, the secretary Nikki Dorkings, is looking for pictures of the

show that were taken over 50 years ago, particularly old black and white pictures. If you can help please get in touch on: nikki@kenteventcentre.co.uk.

Nikki can also supply entry forms for this superb three-day show, which normally hosts 80 tractors in its line-up. If you have never been before, it's well worth attending.



The Ford and Fordson Association always have an excellent stand at the Kent County, thanks to Rodney Gibson's efforts.

DOE takes a flip

IN LATE APRIL THIS YEAR, the 17 April 1964 Doe New Performance Tripe-D D373 unfortunately had a mishap and had to be reloaded, before heading to Northern Ireland and its new life.

The tractor had been offered by a Kent tractor dealer as part of the Jim Aikman Collection sale

on 25 March when the bidding stopped at £33,000.

Interestingly, this Brooks of Newark supplied tractor was listed as D173 in the catalogue when in fact the number is D373. It was supplied new to Smith of Balderton, near Newark, Nottinghamshire.

However, after that, nobody

knows how it ended up in a scrapyard in Germany. It was saved by world renowned tractor dealer Mark Hellier. He had both engines running at the time of the sale and had owned the tractor for seven years. If you have any further history on this tractor please do get in touch: peterlove@madasafish.com



You need experience when driving a Doe Triple-D, the rear unit suffered some damage, but at least the ground was soft.



Seen after the Aikman sale on Saturday 25 March, looking for a new owner at the right money.



Kent Hiab Services were called in to sort things out.

Great Success

ON SUNDAY 19 MARCH the annual horticultural working and play day at Stanfield in Norfolk took place, in dry but very cold conditions. It was organised by Adrian and Steven Hall with helpers from the Starting Handle Club say Paul and Wendy Mackellow.

Paul and Wendy took along some of their superb Planet Junior push hoe collection, as well as a pedal Farmall tractor

and trailer which they were delivering to a friend at the show.

As usual there was a good mix of machines seen at work, including a few walk behinds. Wendy tried her hand on Cheryl Hoys superb International Cub Cadet 100 and thinks Paul needs to buy one for her!

In a separate area of the fields, a number of David Brown 2Ds were at work with various

implements and they attracted a great deal of attention from the excellent crowd.

There were several of the 1970-80s Japanese four-wheel drive 4WD tractors here, from Iseki to Mitsubishi and on to Hino. Other varieties included a John Deere 955 with cab in industrial yellow and a John Deere 755 to name, but a few. All in all a great day was had by all.



Wendy Mackellow tries out Cheryl Hoys fine International Cub Cadet.



Jim Wakefield loves his American Graham Bradley walk behind, all in its original clothes.

New Steam & vintage fest to take away GDSF blues

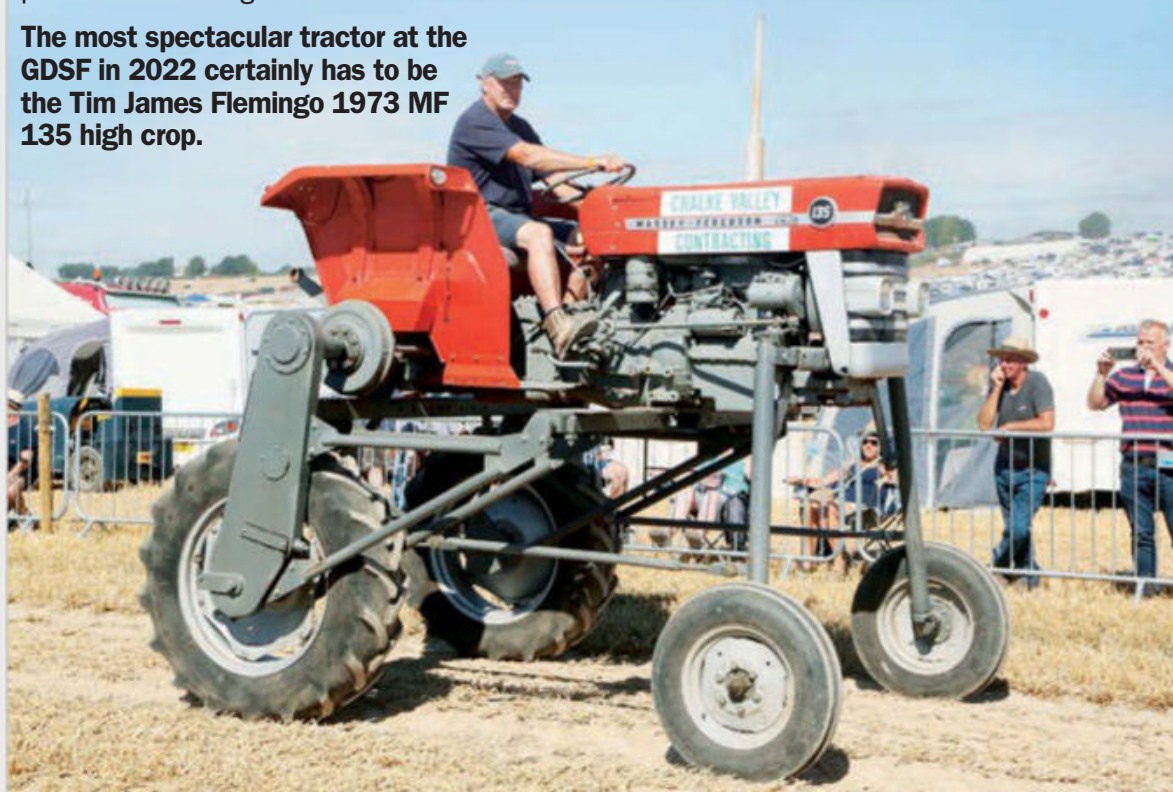
A GROUP OF FRIENDS FELT THERE WOULD BE SOMETHING MISSING in the Dorset area this year, after the cancellation of the GDSF. Thanks to generous sponsors, the new Steam & Vintage Fest, with support from a selection of fellow exhibitors, is slowly taking shape and will take place on 25-27 August 2023.

The most spectacular tractor at the GDSF in 2022 certainly has to be the Tim James Fleming 1973 MF 135 high crop.

The event, hosted by one of the sponsors, will be sited at Fryern Court Road, Fordingbridge, Hampshire, SP6 1ND just off the A338. There will be steam, vintage plant, tractors, stationary engines, heavy horses, trade and craft stands and live entertainment in the beer tent. The show will be

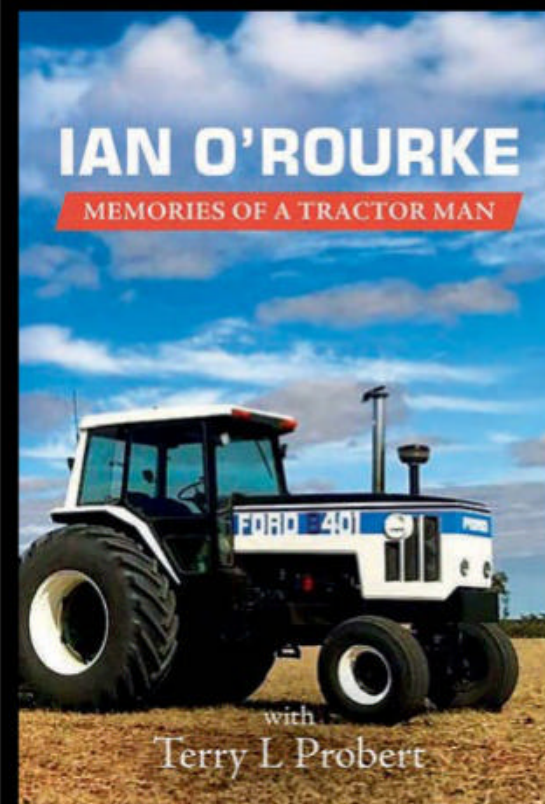
open daily until late with a vintage theme throughout the three-days.

Thomas the Tank Engine will be making a visit too and you are all welcome to enter your exhibit. Further details, tel: 01202 883161 or 07974 404829 - Email: steamandvintagefest@gmail.com



WIN

Book Competition



Possibly the best tractor book to be published in 2022 was Terry L Probert's 300 page softback called Memories of a Tractor Man featuring the life story of Ian O' Rourke.

Ian started out in Burrabori, New South Wales, Australia, well out in the country, where his father managed a farm and he went on to head up Ford Tractor Operations Australia in the 70s-80s. This book is an excellent and entertaining read, about what life is really like.

Following on from our review in our May 2023 edition, the publishers have offered some free copies to readers and we have a number to give away this month!

All you have to do is email your answers to the three questions below. You will find the answers contained within the news pages. Entries via email only please to: peterlove@madasafish.com by 10am 30 June. All the entries will be put in a hat and the winners will be notified on Monday 3 July. Good luck and have fun!

Questions

- 1) What date is this year's Kent County Show?
- 2) What date is this year's Welsh National Tractor Road Run?
- 3) What date is this year's Royal Highland Show?

IN BRIEF

Ploughing for fun

Earlier in the year when I popped in to see Mervyn Thomas at Peaton Hall Farm, Craven Arms for a chat, he kindly offered me a field to do an event and try and raise some monies for his chosen charity, Cancer Research UK says Ivor Davies.

After some discussions with a few friends and members from Teme Valley Vintage Club, I decided to put on a fun day ploughing match, which was held on Sunday 2 April. It was a 40 acre ploughing day with a difference, broken down into three sections, farm ploughing, reversible and conventional and no judges, using any size of tractor and implement. With a very wet week on the run up to the event things were not looking very good, but, the rain stopped on Saturday morning and the sun came out on the Sunday. The event was open to beginners and was a great success with lots of AGCO family tractors on site.

A raffle on the field, run by Linda Davies, was very well supported and with some generous donations, some £1,052 was raised for Cancer Research UK.

On 13th April at The Swan, Aston Munslow, Mervyn and his son Matthew came along and the monies were handed over to Iona Hooley, manager of Cancer Research UK, Ludlow.



The Teme Valley Club raised £1,052 from their ploughing day on 2 April.



There were some great tractors in the fields at Peaton Hall Farm, Craven Arms.

Royal Highland

The Royal Highland & Agricultural Society of Scotland is determined that the Royal Highland Show (RHS), to be held on 22-25 June 2023, will remain a showcase for the whole of Scottish agriculture, despite a call by PETA for the award-winning four-day event to become exclusively vegan.

The show, which attracts up to 200,000 visitors each year, contributing £39.5m to the Scottish economy, is key to connecting producers and consumers in Scottish agriculture.

In its 201st year, the show is a platform for Scotland's agriculture in its widest sense, including fruit and vegetables, oils, meat, and dairy produce, such as ice cream and cheese. It also has a strong focus on driving innovation, with a view to achieving the industry's sustainable targets.

Commenting on the letter, RHASS chief executive officer, Alan Laidlaw said: "We disagree with PETA's misrepresentation of the Royal Highland Show including labelling sheep shearing as 'cruel' – this reflects a lack of understanding of what is required for good animal health, wellbeing and the importance of Scottish agriculture.

"I can only assume that this is to grab media attention, however while most will see through this for what it is, it has the potential to further undermine our proud agricultural sector and our farmers who work 24/7 to feed our nation with a wide choice of fruit, vegetables, dairy and meat for the many millions who choose to make that part of their diet."

RHASS is a registered charity which focuses on promoting the interests of Scottish agricultural and rural Scotland;



It will be the first chance in Scotland to see the latest Fendt 728 Vario Gen 7 tractor.

this includes arable and horticultural farmers, and has over 15,000 members. Each year, RHASS provides free access to around 40,000 children to attend the Royal Highland Show, with school children getting the chance to meet the farmer and understand more about food provenance and production.

It will be the first chance for many in the UK to see the new Fendt Corus 500 straw walker combine. The Corus range offers power outputs of 185-260 horsepower from a 4 to 6-cylinder engine, with all models benefiting from a new electro-hydrostatic drive. The new machines feature an ergonomic joystick.

Fendt says they are looking forward to welcoming customers old and new to see this machine and many others on our stand. This year we will also have the latest Rogator 600 MY23, Cargo T740 loader with its elevating cab, and a variety of tractors including the new 728 Gen 7 which was launched earlier this year," he adds. The latest 728 Vario Gen 7 tractor will be on show in Scotland for the first time.

Supported by the Royal Bank of Scotland, the next Royal Highland Show will take place at the Royal Highland Centre, Ingliston, Edinburgh. Tickets are still on sale and can be purchased via the website: royalhighlandshow.org



Making its debut in the UK will be the Fendt Corus 500 straw walker combine.

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IN BRIEF

41st Slaidburn steam & vintage vehicle display

Plans are well underway for this year's Slaidburn Steam & Vintage Vehicle Display which, as always, will be held on land next to the village pub 'The Hark to Bounty' in the heart of the village. The 2023 event will be the 41st and over four decades the rally has raised more than £93,000 for local good causes within the community, with last year's proceeds going to Slaidburn and Dunsop Bridge primary schools.

Back in 1980 organiser Captain David McNamee parked his steam roller outside 'The Hark to Bounty' which attracted much attention. The following year he was joined by fellow steam enthusiasts and that was the start of what has become a much-loved annual event with a very happy atmosphere and it is firmly established on the rally calendar.

While admission is free, money is raised through honesty tubs, a hugely popular cake stall, raffle prizes, tombola and historically, a barbecue, which is held in the Sunday. This year in the beer garden will be a display of country crafts, including one of the last Lancashire clog makers, basket weaving, a potter, local blacksmith complete with forge and a wonderful Lancaashire sticker maker. Not forgetting of course the steam engines, tractors and so much more. All money raised from this year's event will go to the the Hodder Valley Agricultural Show.

As always we are very grateful to the Slaidburn Estate for letting us hold the show on their land and we look forward to seeing everyone on 10/11 June for what is going to be another fantastic event. Do come along and join in, the countryside in this area is superb.



Vale of Glamorgan

Vale of Glamorgan Ploughing and Hedging Society has changed the venue for the annual ploughing match to be held on 10 September. It will take place at Boverton Place Farm, Boverton, Vale of Glamorgan CF62 4NS by kind permission of Edward Thomas of Pancross Farm.

The site is on the main road between Llantwit Major and St Athan says Basil George. There will be six classes for tractors and one class for horse-drawn ploughs. There will be seven perpetual trophies to be won with cash prizes in all classes. The Ferguson Class will be the Welsh Open, run under Ferguson Club Rules and from the Ferguson Plough

Manual 1947.

The Society has dispensed with membership fees, but would ask if anyone wishes to donate or provide sponsorship of the event? All donators/sponsors will be listed in the programme and will receive a badge in appreciation.

All entries for the ploughing match must be lodged with the secretary before 30 August 2023. Full details of the event can be obtained from the secretary, Sarah Radcliffe, tel: 07976 950680, or the chairman, John Thomas, tel: 07879 026937 or at valeploughing@gmail.com.

The annual Ogmores Castle Tractor Run will be held on Sunday 1 October 2023. Entries taken from 9.30am for a 10.30am start.

Outstanding expertise is always on hand!

MORRIS LUBRICANTS CONTINUES TO BUILD upon its strong reputation in the vintage tractor world, thanks to the expertise of its heritage account manager, Simon Holroyd, a well-known figure within the sector.

Simon has firmly established himself as part of the Morris Lubricants' team after his appointment in 2021, further enhancing the company's position as a key manufacturer of oils and lubricants specifically designed for use in the heritage steam sector. He boasts a wealth of knowledge, after spending many years working on some of the world's most famous locomotives.

Before Simon joined the team at Morris Lubricants, he worked at the National Railway Museum for over a decade. Working at the museum as engineering manager, he got his hands dirty restoring some of the world's most iconic locomotives, such as Flying Scotsman.

As an industry expert, Simon provides advice, expertise, and guidance for heritage railway workshops up and down the country, helping customers find

the best solution to suit their needs and explaining the excellent benefits of using Morris Lubricants' high-quality oils, lubricants and greases. For example, when using inferior oils, locomotives operating under superheat conditions can cause the oil to form heavy carbonaceous deposits around piston rings and cylinders. These deposits are problematic as they can lead to accelerated wear. However, using oils from Morris

Lubricants, which are made from high quality base oils and precise additives, can virtually eliminate this issue.

As well as being a manufacturer and distributor of heritage oil products, Morris Lubricants is a huge supporter of the industry, having created the Heritage Support Scheme.

Further information can be found on the Morris Lubricants website or on the company's social media channels.



The go-to man at Morris Lubricants for tractor oil queries is Simon Holroyd.



Aerial View Make a date and do go along 10 September

Massive JCB ‘street party’ to mark historic Coronation

1,000s of JCB employees geared up for a right Royal celebration to mark the Coronation of HM King Charles III and HM Queen Camilla – with a company-wide ‘street party’.

JCB treated more than 5,500 employees at all its UK factories to a two-course celebration lunch. The ‘Big Coronation Lunch’ was staged at the company’s plants in Staffordshire, Derbyshire and Wrexham where breaks are being extended to allow the historic occasion to be marked in style.

JCB Chairman Lord Bamford said: “The Coronation really is a momentous event in our country’s history and an opportunity for all of us to come together and mark it as a team in traditional street party style.”

Factory restaurants are being decked out with red, white and blue bunting and balloons, ready for classic British cuisine to be served on traditional street party trestle tables. Employees will tuck into fish and chips, sausage and mash, a special Coronation Chicken pie or enjoy a special afternoon tea. A regal fruit crumble and trifle will be offered as dessert.

Qazi Mustafa, aged 18, from Derby,

is a technician apprentice currently working at World HQ in Rocester, Staffs. He said: “It’s good that JCB is marking the occasion – it is a big change in history after all. I’m looking forward to going to the lunch – it will be a nice change. It’s good to celebrate with colleagues.”

Toolmaker apprentice Jimmy Hopkinson, aged 17, from Cheadle, Staffs, who also works at the World HQ, said: “I will be celebrating the Coronation at home, but it’s great to get the chance to celebrate it at work as well.”

Ella Taylor, aged 19, from Stafford, a Material Planner at JCB Power Products, in Hixon, near Stafford, said: “It is good of JCB to show its support for the Coronation and dedicate time for the employees to celebrate.”

Sean Tucker, 20, of Rocester, Staffs, is a welder at JCB Cab Systems in Uttoxeter. He said: “The Big Coronation Lunches are a fantastic idea – it will be great to get together with my colleagues to celebrate the memorable occasion. It’s brilliant that the food on offer will be traditionally British - I’m going to go for the fish and chips!”

Carol Williams, general manager for JCB’s catering contractor Elior, said:

“This really will be a royal celebration to remember. Not surprisingly, given it’s a very British occasion, more than half of those attending have selected fish and chips for their main course!” Over the course of the four-day street party, the team will prepare and serve almost one tonne of potatoes, 172 kgs of chicken, 293 kgs of fish, and 125 kgs of sausage.



JCB celebrated the Coronation in some style with a street party lunch for all its 5,500 employees.

IN BRIEF

JOHN NIXON

Sad news. Anne Bates tells us that ex British & Welsh Ploughing Champion, John Nixon passed away on 10th April, 2023, aged 81.

He was a multi-winning Welsh Champion, winning three times in all. His first success was in 1960 in Sealand Road, Flint, followed up two years later in 1962 in Llangoedmor, Cardigan. He's final victory came in 1964 which was in Llandrinio, Montgomeryshire when he topped the year off by winning the British Championship at Nuneham Courtney, Oxfordshire at the tender age of 22, using his trusty David Brown 990 Implematic tractor and plough. After retiring from competition ploughing, John went on to help coach other ploughmen, being the Welsh team coach for three years (2000 - 2002) at the championships in England, Denmark and Switzerland. He also sat as the Welsh ploughing representative on the board of the World Ploughing. His son Clive carried on the family tradition being Welsh Champion Ploughman five times. Our sympathies go to wife Kath and the family.

SIX-CYLINDER DEBUT

Making its debut at the Stradsett Park Rally on 30 April was Mike Key's superb Ford 4000 with six-cylinder power! More next month.



Nantmel tractor run – Sunday 23 July

Plans are well under way regarding the route for the ever popular Tractor Enthusiasts of Nantmel tractor run. Organisers are hoping for slightly cooler conditions after last year and the heatwave the year before. Held in aid of Cancer Research UK, entries are available on the day but please ring John on, tel: 07721910405 stating your intentions to attend, for catering purposes.

Irish – Welsh great success even though it rained!

The typical bank holiday weather of rain and mist didn't deter the hardened tractor drivers of the Welsh - Irish Road Run starting from the Pembrokeshire County Showground, Haverfordwest on Sunday 30 April says Anne Bates.

Over 150 tractors gathered with over a third of them coming over from Republic of Ireland. The day started with brothers, Hywel and Alun Mason welcoming the assembled drivers with Willie Day replying on behalf of the Irish contingent.

After the raffle was drawn it was time for the off, the tractors toured the perimeter road of the Showground and adjoining airfield out onto the tarred road. Heading north east the tractors started their tour of the villages and communities of Spittal, Spittal Cross to Puncteston, here the tractors started the climb of Morvil Mountain.

Near the summit a right turn was taken across the narrow lane hugging the edge of the hill through the rolling mist to drop down to Morvil farm, where the tractors had to negotiate the low 10 ft 3in inch bridge under the disused railway. On to Llysfran to the dinner stop at Clarbeston Road village hall, After dinner the road runners headed down through Clarbeston Road village over the main railway line, going south westerly towards New Bridge where they took a sharp double bend under

Leader of the Irish contingent was Willie Day and his Fendt 308LS.



Above: Leader of the pack Hywel Mason and his Ford Force 5000

the railway before cutting across to Poyston Cross

returning to the showground.

With the event completed it was time for the social side of proceedings to commence with Welsh hospitality with an evening of music and socialising at the Mariners Hotel which went on well into the night before the visitors headed home again on the Monday ferry.



It was certainly a day for cabs as seen with this lovely MF 500 series.

Farm Sunday

LEAF OPEN FARM SUNDAY will take place on Sunday 11 June, providing an opportunity for farmers across the country to showcase British food and farming.

At a time when more questions than ever are being asked by consumers, and the media, about how food is grown or reared, the environment, and animal welfare, the day, supported by Linking Environment and Farming, offers a unique chance to collectively raise the voice of farming.

On 11 June, and throughout the month, hundreds of farms will open their gates to host events from small walks to full

farm open days, welcoming anything from 10 people to 1,000s. Every event is individual to the farm and its own story, but all offer a valuable

opportunity to build connections and relationships.

To find out more, or register an event, please visit the website: farmsunday.org



Have a great day out in the countryside on LEAF Open Farm Sunday 11 June.



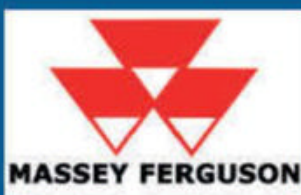
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No place like home 48 years on one farm

With so much interest in the Ford 7000, with no less than three sold at the Cheffins Vintage Collective on Saturday 22 April, Jonathan Whitlam takes a look at an original example that is still working occasionally in Suffolk.

Ever since it was revealed at the Royal Smithfield Show in December 1971, the Ford 7000 has been revered as one of the true classics of farming; an icon, even, dare I say it, a legend. Based on the very successful Ford Force 5000 with strengthened engine and driveline to take 94hp instead of 75 horses, thanks to the addition of a turbocharger, the 7000 became synonymous with power and efficiency and to many people was the ultimate Ford tractor of its generation.

Even though it was physically the same size as the 5000, the 7000 appeared larger as bigger tyres were fitted all-round as standard, giving it a bigger

stature topped off by the tall stalk at the front of the bonnet, in front of the exhaust, that housed a pre-cleaner bowl at the very top and drew clean air into the engine. It was this feature, more than any other, which gave the 7000 its distinctive look and, combined with special decals on the bonnet sides unique to the 7000 and the fitting of the de-luxe version of the Ford safety cab as standard, and you had the recipe for a truly memorable design for a tractor with a then very high-power output.

The 7000 also introduced Load Monitor, a new draft control system that sensed variations in implement and tractor loadings while at work, thanks to lower link sensing on the three-point

linkage. Normal top-link sensing was still retained for fully mounted implements with the driver being able to switch between the two functions as required. A two-speed power take-off was also a standard fitment on the 7000 giving a choice of either 540 or 1000 rpm, and power steering was standard, giving the 7000 a very high specification for the era.

There was no doubt that the turbocharged four-cylinder Ford 7000 was an impressive machine in 1971 and it remained so throughout its production life up until it was replaced by the similar 7600 in 1975. It was well received by farmers and contractors alike so, with the lively performance of its engine, and with plenty of power available, the 7000

This Ford 7000 has lived under the same Suffolk sky for 48 years and still looks pretty much as good as the day it first arrived, back in the summer of 1975.



Left: Ploughing soon became one of the main jobs for the Ford 7000 once it arrived at the Richmond's family farm, having replaced a Force 5000 which had been traded in against it. As such, it was the farm's main prime mover. Note the Massey Ferguson 100 Series weights attached to the front weight frame, which were a relic of the 100 Series tractors that were previously used on the farm before the switch to Ford in the late 1960s (Photo: Graham Richmond). **Middle:** The Ransomes 300 Series plough was set up with three furrows to match the Ford Force 5000 that was used on it before the arrival of the Ford 7000. An extra furrow was soon bolted onto it to make it a four furrow and to take advantage of the big power increase offered by the new tractor (Photo: Graham Richmond). **Right:** The very first job to which the 7000 was put in the summer of 1975 was baling with an International Harvester conventional machine and sled. As Graham drove the 7000 it was usually left to his father to stack the bales in piles to make later collection easier. During the hot summer weather, the only air conditioning available was leaving the cab door open! (Photo: Graham Richmond).



remained a popular choice right up to its eventual replacement.

COMING HOME

Which brings us to the subject of our story; a Ford 7000 that has remained on the same farm on which it arrived back in the summer of 1975 right up to the present day.

The Richmond family have been tenants of a farm on a large estate in Suffolk for three generations now and, after starting off with a Fordson Model N, and then several Ferguson TE20 tractors followed by Massey Ferguson 100 Series machines, had moved back to Ford tractors almost entirely in the late 1960s. Thus, the largest tractor

on the farm in the early 1970s was a Ford Force 5000 complete with the Ford Weathershield safety cab that had been bought from local dealers Potters back in 1968.

By 1975 it had been decided to upgrade the 5000 for a new 7000, and so an order was placed with dealers Knights of Harleston, then a part of the Dalgety Group. As soon as the dealer took delivery from the factory at Basildon it was decided to not deliver the 7000 to the Richmond's straight away so that it could appear at that year's Royal Norfolk Show on the dealer's stand. As soon as the two-day show was over it was delivered straight from the showground to the Richmond's farm, still without number plates fitted.

Graham Richmond,

whose father bought the 7000 and who still owns it on the same farm to which it arrived that summer day, is still enthusiastic about the machine: "It came with everything on it, apart from link arm hook ends, but otherwise it had Load Monitor, Dual Power, power steering, pick-up hitch, dual speed power take-off and of course the de-luxe cab". Dual Power had become available on the 7000 and 5000 during 1974 and was a new splitter type gearbox that gave 16 forward speeds instead of the previous eight and did so by having a high and low selection on each of the main ratios.

As it was summer when it arrived, the 7000 was straight away put to work on the farm's International Harvester conventional baler and sled, picking up ➤



The 7000 certainly dwarfs the farm's Ford Force 4000, the three-cylinder tractor looking a much smaller tractor in comparison despite being fitted with basically the same cab. The two tractors often work together, especially at haymaking time.



Left: Graham busy baling hay with the 7000 – the normal summer role for this tractor for nearly 50 years in this part of Suffolk. Right: There are probably not many people today who use their Ford 7000 for spreading granular fertiliser, but here is Graham applying a top dressing to a spring barley crop with a Kuhn broadcaster. He always made sure to wash down the tractor after this job, but a very small amount of rust on the top of the rear mudguards is due to the corrosive nature of the fertiliser granules after years of doing this important role.

“The Ford 7000 made a big difference to farm work”



A full frontal view shows the distinctive tall air intake pipe complete with pre-cleaner bowl on the top, mounted at the front of the bonnet. This was a distinguishing feature of the 7000 and was designed to avoid taking dust into the engine, an increased concern thanks to the fitting of the turbocharger which was still a relatively new technology, especially on farm tractors, the 7000 being the first successful mass-produced British tractor to be fitted with one.

winter barley straw behind, not only the farm's own combine, but also many others, as the Richmond's were also doing quite a bit of contract work at the time. Previously a Ford Force 4000 had been used on the baler and Graham, who usually did the job, soon found the 7000 a very different proposition: “The 7000 made a big difference, especially on hilly land with much more power available and without making a huge difference to fuel consumption, the 4000 having to work harder while the 7000 took the job in its stride”.

That first season the 7000 made 52,000 bales with the IH baler before moving onto cultivating the stubble, subsoiling and then winter ploughing.

The 7000 was bought complete with a set of cage wheels to match it and it always wears these when carrying out top work, such as pulling a set of Cambridge rolls. I always think that the 7000 looks even more impressive when outfitted with the cages and it certainly makes it look like a proper 1970s scene.





The 7000 also does the mowing on the farm, in this case dropping a very light crop with a Fahr KM22 mower. Graham believes that the 7000 is most happy when doing power take-off tasks, but he does not like the two-speed power take-off arrangement.



Even today the 7000 looks an impressive machine, its stature befitting a tractor of 94hp – a very high-power rating back in the 1970s. A tractor driver at that time would have considered himself very lucky to be piloting such a beast!

The farm's Ransomes 300 Series three furrow plough had another furrow bolted on to make better use of the 7000's increased power over the 5000 used for the job previously. Ploughing would then be a staple for the tractor in its Suffolk home, covering the whole of the arable acreage of the farm every year.

A 15ft wide Parmiter spring tine cultivator was also hooked behind the 7000 to work down the ploughed land. "You could notice the turbo kick in when required on this job and the extra power it gave really was noticeable!" says Graham.

The 4000 was usually in charge of drilling all the wheat and barley, but during the wet season of 1978, the 7000 was used, complete with cage wheels and

the farm's International Harvester drill, to do the task because of the extra traction possible from the bigger tractor. The cage wheels had been bought at the same time as the 7000 and it usually wore them for top work, helping with traction and perhaps more importantly, to reduce soil compaction.

RELEGATED

The 7000 remained the largest tractor on the farm until 1994 when a brand-new Ford 7840 arrived. "The local dealership, Wiggs of Barnaby, had previously wanted the farm to trade in the 7000 against a new Ford 7740 and gave £1,800 against the older tractor", says Graham, "but we didn't go for that, the 7000 was far too

valuable to us and we wanted to keep her. Father had always wanted a six-cylinder Ford and we would probably have had one if they had made one back in 1975 instead of the 7000, so the 7840 fitted that desire. Personally, I would rather have had a Ford 7810, but by 1994 they had been out of production for three years".

Meanwhile the 7000 carried on, finding a niche for itself on the baler and for other work, such as rolling and fertiliser spreading. Despite being on the farm so long it is only now showing 3500 hours, and during that time Graham has looked after it well: "I always let the turbo idle for several minutes before revving the engine and then after work I always let it idle for ➤





Left: The 7000 still gets to do the job which it first did back in the summer of 1975 – conventional baling and is seen here taking a break while moving to the next hay crop. Right: Graham soon removed the rear windscreen from the 7000 and has kept it safe in a barn, the same as the original front wheels. With the rope to control the sled needing to be reached easily and with better visibility, he much prefers the open rear to the cab.

Firming a spring barley seedbed with a set of Cambridge rolls is probably the easiest task for the 7000 during its 48-year tenure on this farm in Suffolk and it clearly shows just how versatile a tractor the 7000 was – and still is.



ten minutes before switching off, just to protect the turbocharger and make sure it is not put under strain, as otherwise the bearings can suffer. She has had a new injector set fitted, a right-hand back axle seal fitted, power take-off seal and a new dynamo and control hose, otherwise that is all that she has needed, except for regular oil and filter changes, with the oil being dropped at 70 hours instead of the recommended 100.

Since the 7840 arrived the 7000 has been retired from ploughing, power harrowing and drilling but she still does all the baling; I never bale at full revs, 1700 to 1800 rpm being the optimal as plenty of power to maintain it with no need for high revs, as the engine produces plenty of torque at that engine speed. She has never been a thirsty tractor, and the turbo was a brilliant idea by the Ford engineers. The extra long oil filters that the 7000 was originally fitted with are no longer available so I have to fit standard ones, which do not give as much filtration as the older ones unfortunately. I used the same oil as the

4000, Castrol Super Three, but the turbo frothed and so I went back to the proper HDD20 oil and it was perfectly alright.

Since 1994 I have used the same newer oil as the 7840; 15W40, which is fine for the 7000 as it is a multi-grade oil. Good for engine starting, with no drain on the battery in cold weather and the oil contains polymers that thicken on warming, so have a more cushioning effect on the engine. The alternative 5W30 oil is really thin and does not do the job, not good for engines in my opinion".

FINAL THOUGHTS

Despite retiring recently, Graham still rents the farmhouse and yard plus a few acres from the estate and still has his Ford 7000. What are his final thoughts on the machine that he has driven since the summer of 1975?

"The 7000 never liked trailer work; it was just never happy hauling grain for instance. She went straight into power take-off work on the baler when she arrived with constant engine revs, and prefers that. She does not like messing

about, just likes to go! Having said that, the 7000 is a good all-rounder. It is a light tractor for its power rating and nowhere near as heavy as the six cylinder 7840. I really liked the old Force 5000 we had, but the 7000 was without doubt a step in the right direction".

After being on the same farm since brand new, Graham's 7000 is not going anywhere soon. It is still used for baling regularly for both Graham and on neighbouring farms and the last time I saw it the 7000 was even hitched up to a massive vacuum slurry tanker for a spreading job that had come Graham's way.

There cannot be many such well looked after original examples of the Ford 7000 left still earning their keep today, and this particular example has enjoyed nearly 50 years on the same farm, making it perhaps unique. Long may it continue to work and give pleasure to Graham, the person who used it on its first ever job of work back in 1975 and who still owns and uses it to this very day. ■

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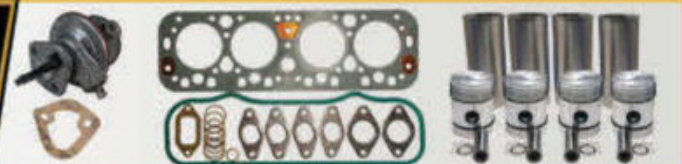


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Back on the scene

Peter Love chats to Rod Seymour about his IH 634 All-Wheel Drive.

Rod Seymour's IH 634 All-Wheel Drive is complete after a protracted restoration.

After a prolonged restoration, Rod Seymour was out rolling the fields at Burwash, Heathfield, East Sussex on Saturday 22 April with his late IH 634 All-Wheel Drive – which is a great example of a preserved working machine.

On the following Sunday it made its rally debut, dust, and all, at the Bodle Street Green Charity 'Drive It Day' Gathering & Road Run, where I caught up with this lovely tractor.

"I bought the tractor in December 2009, from Phil Davidson up in Gloucestershire," farmer and agricultural contractor Rod Seymour told me. "It was first registered in October 1972, so it's among the last of the 634s to be made before production ceased that year."

The skid unit would have been taken to County Commercial Cars of Fleet,



Hampshire, from International Harvester's Doncaster plant, and then modified by the conversion specialist. This tractor is one of 260 produced between 1969-72, and part of a separate batch from the 634s converted using kits produced by Roadless Traction of Hounslow.

GBD 654L was originally supplied in IH's industrial yellow and off-white livery and sold by Saville Tractors – one of the largest IH dealers at the time – to a firm for use in road construction and civil works. Latterly, it was sold to an agricultural contractor by Rea Valley Tractors in the West Midlands, before being repainted in the IH red and off-white livery it is seen in today.

"When I first purchased the tractor, it was in good running order, with a genuine 3,400 hours on the clock," Rod explained. "But the yellow paint was showing through in places, so I made the



Rod was keen to complete the tractor with a 'period' look and so imported Firestone F151 tyres from the USA.



decision to pull it to bits, shot blast, and sort out a few problems. Unfortunately, other work got in the way, and it has taken several years, and a lot of help from my great friend, Stephen Fuller, to get it back up and running.

"The things that we did on the tractor were a full engine rebuild to the 66hp unit, including pistons, liners, main shells, and a head overhaul. The injection pump was changed, as someone had fitted the wrong one at some time, and Auto Marine at Hove said they couldn't achieve the right horsepower with what had been fitted. New seals in the driveshafts, a new core in the radiator, and new set of glow plugs were also fitted.

"The hydraulic top cover was removed to sort out the lift arms, as they were plumbed into the spool valve. I took the cab off and glass out to repair some

corrosion around the frame. New glass and sealing rubbers went in, as well as a re-wire, and I fitted, I'm afraid, some non-standard side lights with indicators.

"I managed to find a genuine front weight bolster, which was missing when I bought it. I also imported a set of Firestone F151 All Traction Field & Road tyres from the USA, via Richard Keel in Worcestershire, as they were more year appropriate. It was all followed by a respray, which took something to do.

"The tractor now starts and runs really well, and I have been busy flat rolling some grassland, with two ballasted rolls in tandem, to bed everything in."

As can be seen, the result was well worth all the effort and it was much admired by those that attended the charity event. Congratulations to Rod for giving this tractor a new lease of life ■



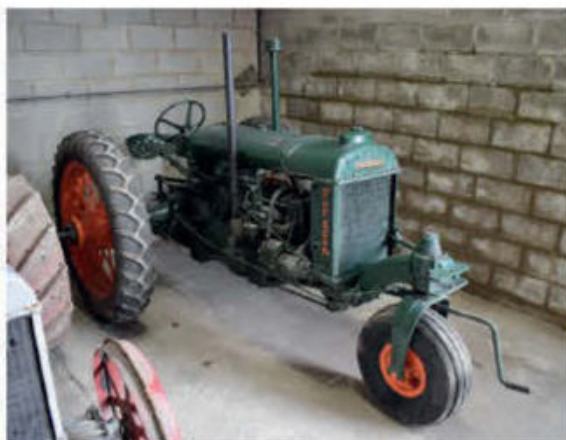
Left: The front hubs are typical County products, driven by telescopic shafts running parallel to the skid unit. Middle: The correct-style DPA injection pump was fitted to obtain the right power output. Earlier examples were fitted with a Simms inline unit. Right: IH equipped the 634 with a lower link-sensed, Vary-Touch hydraulic system and it became famed for its draft ability and pulling power.

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STAR LETTER

Coventry Climax

Dear T&M,

I enjoyed reading the articles in the November 2014 and May 2019 (p53) issues of Tractor & Machinery, but they do not make any mention of the Coventry Climax.

We have had two over the years, and our current one is a TR25-4 Tough Terrain. The previous one caught fire, which I think is a common problem. We use our vehicle every day. Can you, or any of your readers, confirm where this fits in with the Collins

Teleshift?

Many thanks for your interesting articles.

David Theakstone

SL: It is my understanding that the Coventry Climax TR25 was based on the Kalmar TR2.5, but I would love to hear from readers that know for sure! There also appears to be a connection between the Collins Teleshift and the Kalmar, but I have not been able to establish if this is the case. Please get in touch if you can join the dots!

Potato prices

Dear T&M,

I saw a Facebook post about mid 1970s tractor prices recently. In 1976, and the following year to a lesser extent, potato prices reached £400 per ton for ware-grade spuds, meaning that every 20t lorry load was worth the price of a brand-new 65hp tractor!

My uncle farmed about 120 acres in mixed livestock and arable enterprises and bought a Massey Ferguson 165 Multi-Power and an IH 574, both new that year. I doubt if spuds have reached that price since.

Willie Carson via e-mail

SL: 1976 certainly was a bumper year for potato growers, as a

combination of factors (notably the drought) meant that the harvest was poor, and a top price was paid for those that did make it out of the ground. I don't have access to the price for an MF 165 at the time but can tell you that an MF 565 Multi-Power had a list price of £5,064 (June 1976), and at the Smithfield Show that year an IH 574 had a list price of £5,074.

Model	Price (£)
Regular 1650	1,954.00
Regular 1650	2,000.00
Regular 1650	2,050.00
Regular 1650	2,100.00
Regular 1650	2,150.00
Regular 1650	2,200.00
Regular 1650	2,250.00
Regular 1650	2,300.00
Regular 1650	2,350.00
Regular 1650	2,400.00
Regular 1650	2,450.00
Regular 1650	2,500.00
Regular 1650	2,550.00
Regular 1650	2,600.00
Regular 1650	2,650.00
Regular 1650	2,700.00
Regular 1650	2,750.00
Regular 1650	2,800.00
Regular 1650	2,850.00
Regular 1650	2,900.00
Regular 1650	2,950.00
Regular 1650	3,000.00
Regular 1650	3,050.00
Regular 1650	3,100.00
Regular 1650	3,150.00
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Regular 1650	4,750.00
Regular 1650	4,800.00
Regular 1650	4,850.00
Regular 1650	4,900.00
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Cropmaster

Dear T&M,

My father driving a David Brown Cropmaster with me sat alongside him. The photograph was taken c1954.

Chris Connett via e-mail

SL: What a fantastic photograph, Chris. Thanks for sharing it with us.



Basil and Harry

Dear T&M

The Tractor Boys of Aberthin recently held the Spring Tractor Run from the car park at Arthur John's in Cowbridge, Vale of Glamorgan. Around 30 tractors took part in the event. A David Brown industrial RAF vintage tow truck no.63424 proved a handy seat for the oldest supporter, Basil, and young

Harry, having a chat about old times. As always, tea and rolls were supplied by the young ladies and the route took the tractors through the Vale of Glamorgan which looked its best on a lovely sharp spring day.

Basil George via e-mail

SL: Thank you Basil what a great picture.



From John Plowright

Dear T&M,

Just to keep you informed regarding what happened at the Cheffins Vintage Collective on Saturday 22 April regarding the tractors and implements we offered for sale.

Lot 2762 The Massey Ferguson 42 DSA567A achieved £8,500. Unfortunately, the tractor was started by a man who was accompanied by a young boy, apparently, he allowed the boy, who I was told appeared to be 11 or 12 years old, to be on a tractor and with the engine running. He put both hydraulic levers into maximum lifting position and the tractor was fitted with the rear T piece which was locked, therefore offered resistance to both the hydraulic lift and also the draught. Apparently there was a tremendous bang! The father stopped the engine immediately but the damage was done. I was told they departed very quickly. When I checked, there was no response at all from the hydraulics, we think it has ruptured the casing of the hydraulic cylinder; the hydraulic top appears to be ok.

I immediately informed Bill King, who was most concerned and we both agreed that this problem had to be announced prior to selling. I informed Bill that I would cover the cost of any parts required and it would be up to the purchaser to cover labour costs. It was sold into Yorkshire and the buyer was fully aware of the problem. I feel quite gutted, I think the tractor would have achieved more had this incident not happened; it was noticeable that the internet was unusually quiet, but that was understandable.

What can be done about this type of almost vandalism, the father had his own Lucas key, I often disconnect batteries, as you do at shows, but these types just open the bonnet and



Lot 2762



Lot 2795

away they go, if you leave your tractor with no battery then buyers immediately surmise there is a problem.

Being wise after the event, but in future, my tractors, especially if restored, will be taped off and a polite notice to keep off and please do not start without permission will be displayed.

Lot 2794 Straight petrol wide winged TE-P Industrial very clear and original serial number plate, sprung front bumper, hydraulic brakes, sold for an excellent £8,000. This needed to be recommissioned, the tractor had not been running for almost 20 years and was not running on the day, it attracted lots of interest due to the fact it was 100 percent original. Is this a record result for a non-running (but engine free) TE-P? It is joining a well known Ferguson Collection down in Kent.

Lot 2795 Diesel TE-T-20 full Industrial spec including front sprung bumper and folding grill guard complete with Horndraulic Loader, again been standing for almost 20 years, needed recommissioning, engine is free and the tractor was of very good appearance and sold for a very respectable £4,800 and on its way to Northern Ireland.

We had some Ferguson implements in the top compound, these I believe all sold to internet buyers and achievements excellent prices.

Lot 2564 Ferguson/ Hydravane 25 CFM compressor with hedge cutting attachment

and all good and clear, serial number plates sold for a very good £1,100.

Lot 2565 Front Dozer Blade with all linkage to fit T20 sold for excellent £1,100 also.

Lot 2566 Massey Harris Ferguson/ Hydravane 60 CFM compressor no attachments but again serial number plates in very good and clear condition sold for what we think was a record achievement £3,800 (Howard Pugh sold a similar machine with Jack Hammer for £3,100).

These larger 60 CFM compressors are very rare, we had owned all these machines for some 20 years, I remember

paying £500 for the 60 CFM then, which was quite a considerable amount of money at that time.

John Plowright via e-mail

PL: Thank you for your letter John, we are so sorry to hear what happened. You were certainly in a very difficult position and you did the right thing by being open about the whole incident. It's very much a case of 'dammed if you do, dammed if you don't' regarding disconnecting the battery. But policing your lot at a big sale, like Cheffins, is far from easy. I guess CCT TV has got to come in eventually.



Lot 2794

WIN!

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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

Still going strong

Joseph Lewis discovers a Ford 8210 still working every day for a Dorset-based contractor.

ne of the attractions at the 2022 30th Anniversary Berwick St. John Country Fayre was a 1984 Ford 8210 owned and used by

John Coffen, from Purbeck. John was exhibiting his 8210 in the static tractor line-up and it also aided the steam traction engines coming down the steep hill from the Great Dorset Steam Fair.

John explained why the Ford 8210 is a central part of his working fleet: "I grew up on the family farm in the Purbeck area of Dorset," he told T&M. "In the mid 1970s, my father had a Nuffield 10/60, a BMC Mini tractor, and, later, a Zetor 6748, so my interest in tractors started at an early age. "During the 1980s my uncle



John Coffen with his son, Willoughby, also a keen classic Ford tractor enthusiast. Photo: Joseph Lewis.



bought a Ford 8100, which he used for contracting. The 8100 seemed a very big tractor in its day, and probably started my interest in the Ford range of tractors. My admiration for Ford 8210s started as a child, after seeing them at the old Stanley Pond Ford dealership in Blandford."

After completing an engineering apprenticeship when he left school, John had various roles in engineering and design. Following this time, in his late 20s, he decided to set up a landscaping business with his wife, Amelia. He was keen to work outside again after spending many happy childhood hours outdoors.

"When starting the business, I bought my dad's Zetor 6748 from him, which I used for transporting an early Kubota mini digger," continued John. "The 6748 was also used with a Howard five-foot

rotovator when preparing lawns for turfing. The business has grown over the years and my brother, Mark, also left his job in engineering to join me.

"As the projects became larger, we bought bigger excavators and dumpers and needed larger tractors to move them around. We then bought a Ford 7910, two-wheel drive, from Richard Pocock and used this for many years moving machinery and for other associated landscaping work.

"Later, we had the need for a four-wheel drive tractor and traded up to a Ford 8210. This was quite rough and ready, but mechanically very sound. More recently, we bought our current Ford 8210, which we still use for similar duties. We couldn't bear to part with our older 8210, so it is still part of the fleet

and occasionally we still use it on a local estate for mole ploughing duties.

"This was the culmination of that childhood dream standing outside Stanley Pond's and admiring the 8210 for many years. We also understand that our 8210 is a well-known Dorset tractor. Mark Farwell previously owned our current 8210 and used it in his plant hire business. It was then acquired by Peter Rideout, who used it with a mid-mounted hedge cutter. We are grateful to them both for looking after the 8210 so well and we understand it was one of Peter's favourites!"

BASIC TRACTOR

John also chose the 8210, as everyday work is local with not many road miles. Therefore, speed from a more modern ➤

1984 Ford 8210, supplied by Peter Rideout, and Willoughby Coffen on the Ford 1100.



All photos: The Coffen family (unless stated).



This Ford 7910 was replaced by the 8210.



John's Ford 6610, complete with front linkage and weights, is another valued member of the fleet and is used for rolling and transporting equipment.



The 8210 helping to set up at the 2022 Berwick St. John Country Fayre, by assisting steam engines.

50kph or 60kph transmission is not required, or an issue. The ruggedness and simplicity of the 8210 are key factors, enabling the owners to do any repairs required themselves.

The advantages of running an older machine like the 8210 is the relatively low outlay to purchase, simple servicing and maintenance, no electronics or computers to go wrong, and spares are still readily available and affordable.

The first 8210 replaced a Case IH 1594 Hydra-Shift, which although a nice tractor, was just not blue! The 1594 replaced the Ford 7910, which was acquired to replace John's father's Zetor 6748.

The 8210 has an active role and is used for fencing with a Malone post knocker and installing water mains and fibre optics on a local estate using a vintage mole plough, which works very well. John also uses his classic Ford to tow the family living wagon to local steam fairs and exhibit both the wagon and tractor.

The weight and horsepower of the tractor is very well suited to the mole ploughing application. No adaptations have been needed to fulfil any of the work.

The 8210 is part of a collection of tractors that also includes a Q-cabbed Ford 6610, Q-cabbed Ford 4600, a

six-cylinder Fordson Major with a Boughton winch, Fordson Diesel Major, Massey Ferguson 35X, Massey Ferguson 35, Massey Ferguson 20F, and a Ford 1100 compact tractor that John's son, Willoughby, uses for transporting logs to the house. All the tractors are used throughout the year on duties such as log splitting, cutting wood with a saw bench, chain harrowing and rolling.

"I've always bought tractors that I liked the look of," concluded John. "The newer 8210 has to be my favourite, and in my opinion there's nothing like the sound of the Ford six-cylinder engine when pulling!" ■



The weight and horsepower of the 8210 makes it very well suited to mole ploughing with a vintage implement. This is the first 8210 that John acquired, in slightly more 'rough and ready' (but mechanically sound) condition.



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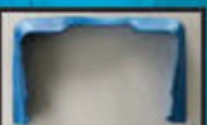
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A different type of tractor

In the previous three instalments we have met the very first MB-trac of 1972 and then traced its evolution into a more sophisticated range of specialist four-cylinder tractors. We have also told the story of the first six-cylinder heavyweight machines that arrived in 1976. With two separate ranges, the MB-trac was now becoming a force to be reckoned with in the world of farm machinery, and in 1982 a new middleweight model joined the party, taking the best of the existing ranges and producing a popular hybrid that would eventually become two models.

Daimler-Benz had really hit gold with the MB-trac, sold under its more familiar Mercedes-Benz trade name. From its inception in 1972 it had taken the new principle of an equal-size wheel, four-wheel drive tractor, with a centrally mounted cab and spacious load-carrying platform, to new heights, and proven that the idea worked. In addition, it featured axle suspension and the capability to fit a front linkage complete with power take-off, as well as the conventional rear-mounted versions.

The first models of this remarkable new attempt to reinvent the tractor were powered by four-cylinder Mercedes-Benz diesel engines, joined in 1976 by the first in a range of heavier duty six-cylinder machines of much larger physical stature and power outputs, although also retaining the overall MB-trac design principles, the larger frame allowing for a bigger and more well-appointed cab, as well as larger rear load platform.

In 1979 the four-cylinder range was revamped and included a similar, although much narrower, cab as the larger range, giving much better driver

comfort to those who preferred the four-cylinder tractors and setting the standard for future MB-trac design.

GAP IN THE LINE-UP

By 1982 there were three models of four-cylinder MB-trac, from the 700 up to the 900, and three models of six-cylinder heavyweight machines in the form of the 1100, 1300, and 1500. This meant that there was a gap between the 85hp 900 and the 110hp six-cylinder 1100 – a gap that was already catered for by other manufacturers and was quickly becoming a strong sector of the market, with 100hp

The MB-trac 1000 launched in 1987 filled the gap between the four-cylinder, 85hp 900 and the larger framed six-cylinder, 110hp 1100, its six-cylinder engine producing 95hp.





Left: With front loader attached, the equal-size wheel, four-wheel drive MB-trac 1000 is a formidable performer, being a relatively compact, yet powerful machine capable of a fast turn of speed. **Right:** This MB-trac 1000 is equipped with special implements used for covering sugar beet clamps to protect the crop from frost damage. The integrated front linkage was a very useful part of the MB-trac design.

machines increasing in sales year on year. Daimler-Benz needed to address this situation and the result was the launch of the new MB-trac 1000 in 1982.

That power gap also included a gap in tractor weight and pricing. The 900 weighed in at almost four tons, while the 1100 was close to six tons, and the price varied from DM85,000 for the 900 to DM115,000 for the 1100, marking just how different the tractors from the two ranges were.

The answer was to take the frame from the four-cylinder models and then fit the six-cylinder OM 352

engine, that had proven itself in the MB-trac 1100 since 1976, into the smaller chassis. This is a bit of an oversimplification, as the frame had to be lengthened by almost 40cm.

The cab was also redesigned for this use, based on that used on the four-cylinder models but with better noise and vibration insulation, and more headroom inside the cab along with a higher roof line that gave the option of mounting extra work lights.

The result was a very capable looking machine and one that proved to be just as good as it looked. The OM 352 naturally aspirated six-cylinder engine was derated from the 110hp used in the 1100 model to a lesser 95hp at 2,400rpm in the new MB-trac 1000, giving a lively performance and plenty of torque. The result was also a long-lived power unit thanks to not being

overstressed in this application.

The transmission itself was either 14 forward by eight reverse, or a 16 forward by eight reverse unit, controlled by levers mounted to the right-hand side of the driving seat, allowing for a flat floor cab, as had now become standard on the range.

Sales were good. The 1000 proved just what was needed at the time and helped to propel the MB-trac concept further, providing a powerful but lightweight machine with all the benefits of a factory-fitted front linkage and power take-off, making it ideal for top work when drilling – the rear load platform also being ideal for carrying fertiliser or seed hoppers. The powerful engine, meanwhile, allowed for the 1000 to be a very versatile machine, still capable of ploughing and other heavy cultivation work. ➤



On this Holder spraying rig mounted to an MB-trac 1000, the openable door window is put to good use for operating the sprayer controls. Judging by the 'Turbo' badge on the grille, this tractor has had its power boosted by the fitting of an aftermarket turbocharger.

MORE POWER

As the bestselling area of the tractor market continued to grow in terms of power output, an improved version of the MB-trac 1000 replaced the original in 1987, when its OM 352 engine was replaced by the OM 366 unit, which was more powerful – with a rated output of 100hp at 2,400 rpm. This made the model more competitive with the competition at the time and suited farmers' requirements for a tractor nearer the magic figure of one hundred horses.

The new uprated version also garnered a larger choice of transmission options, with either 14x8, 16x8, 21x11 or 23x11, 12x12, 14x14, 18x18, and 21x21. This made the tractor even more versatile than ever, with the purchaser given a much wider choice of gear ratios to fit with whatever tasks the tractor was going to undertake. This expanded range

of ratio options also allowed for a choice of either 25, 30 or 40kph top speeds, the latter making the MB-trac one of the fastest tractors around.

Both versions of the MB-trac 1000 were very successful, the middleweight concept being widely adopted by farmers that already knew of the benefits of the MB-trac approach, and those that tried the green tractors out for the first time.

Almost 7,000 of both types of the MB-trac 1000 would be produced at the Mercedes-Benz factory in Gaggenau, Germany, home of the MB-trac and its Unimog stablemate, making the MB-trac 1000 one of the bestselling of all the MB-trac models, only being surpassed by the ever popular, four-cylinder MB-trac 800.

At the same time as the introduction of the more powerful MB-trac 1000 in

1987, another new model was also launched based on the middleweight concept, taking the number of models in this range to two. It would also recycle an existing model number.

SAME NUMBER, DIFFERENT TRACTOR

The MB-trac 1100 had been launched in 1976 along with the more powerful 1300 as the first of a new range of heavyweight MB-trac machines powered by six-cylinder engines. With 110hp available, the 1100 was often overlooked, with customers preferring the more powerful 1300 (and, from 1980, the flagship 150hp 1500).

Perhaps because of the poor sales performance of this model, and without doubt because of the success of the middleweight 95hp MB-trac 1000, Daimler-Benz radically altered the 1100

With four-wheel drive from equal-size wheels and excellent weight distribution, the MB-trac 1000 could perform well in difficult field conditions. Although it could be argued that the rear load platform restricted visibility of the linkage, the actual design of the back end did allow the driver to see most of it from the large, single-piece rear window.





Left: The MB-trac 1100 joined the 1000 in 1987 as the second member of the middleweight series. With 110hp available from its six-cylinder Mercedes-Benz engine, the 1100 built on the success of the earlier 1000 and was ideal for top work roles, such as using front coil packers and rear-mounted combination drills. The fitting of dual wheels all round also helped the tractor tread even more softly. Right: Haulage is perhaps one of the best-known applications for the quick and comfortable MB-trac. The 1100 used the same lengthened chassis that was used for the 1000 but, thanks to more power, it was capable of even more versatility than its stablemate.

**BASIC SPECIFICATION:
MB-trac middleweights**

Model	MB-trac 1000	MB-trac 1100
Engine	M-B OM352	M-B OM366
Cylinders	6	6
Power	95hp*	110hp
Capacity	5,675cc	5,958cc
Transmission	14 fwd, 8 rev** 16 fwd, 8 rev** 21 fwd, 11 rev 23 fwd, 11 rev 12 fwd, 12 rev 14 fwd, 14 rev 18 fwd, 18 rev 21 fwd, 21 rev	14 fwd, 8 rev 16 fwd, 8 rev 21 fwd, 11 rev 23 fwd, 11 rev
Weight	4,500kg	4,570kg

*100hp for 1987.
** Pre-1987 only. All options listed available 1987 onwards.



in 1987 to make it a new member of the middleweight range, rather than the larger machines.

As with the upgraded MB-trac 1000 launched the same year, the new 1100 would use the OM 366 naturally aspirated powerplant, instead of the OM 352 used originally. With 10 per cent more horsepower than had previously been put through the hybrid lightweight-style chassis used, the new 1100 was designed using a new intermediate group of gears in the transmission, a design that in turn required shorter axle ratios.

Of course, by adopting the same features as the 1000, the new 1100 looked very different from its earlier incarnation, with a straight nose to the bonnet, smaller wheels, and a shorter cab. Indeed, without decals it is hard to distinguish it from the smaller powered tractors in the range. However, all this also meant that the selling price went down – the older 1100 selling for DM128,000 in the autumn of 1985, while its smaller successor was available only two years later for DM10,000 less and therefore obviously giving a substantial saving without loss of performance.

The idea of the same performance from a smaller tractor was one that was becoming quite common at the time. Take the Ford 7810 for instance, also launched in 1987 and which took a six-cylinder engine from a larger model and placed it in a modified chassis from a smaller four-cylinder model in the Series 10 range.

The result was that the 7810 became the best-selling model in the Ford tractor range by the end of the decade. When it

came to the MB-trac 1100, sales were not that brisk, but it did manage to sell 1,283 units by the end of production in 1991 – the slightly smaller 1000 model being the real jewel in the MB-trac crown in terms of sales, perhaps further reinforcing the idea of the figure of 100hp having a magical draw on farmers!

COMPLETING THE RANGE

With the MB-trac design now available in three ranges encompassing the lightweight four-cylinder range, the six-cylinder middleweights and the six-cylinder heavyweight tractors, Daimler-Benz had a comprehensive range of tractors from 70-150hp to offer farmers.

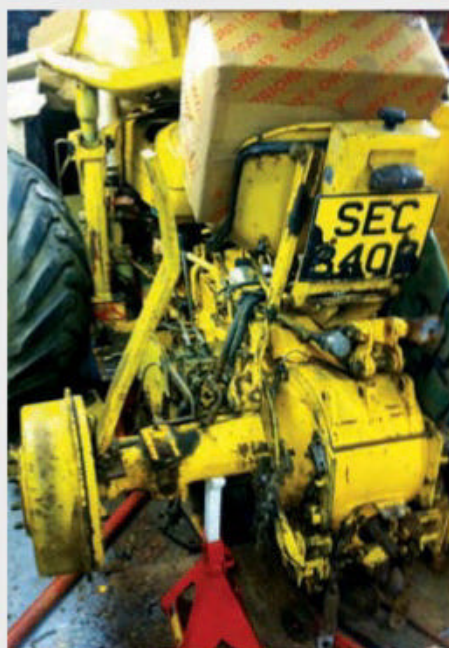
Even though the MB-trac principle had been one of a specialist machine, it was now possible to select a model of MB-trac that would suit whatever you needed to do in your farming operation. Indeed, it was possible now to do all your farming with MB-trac models with a size for every task.

As always, power requirements continued to rise as the 1980s progressed and so it soon became obvious that the 1500 would need upgrading as the flagship model to keep up with ever more powerful tractors emerging from the factories of all the major tractor manufacturers.

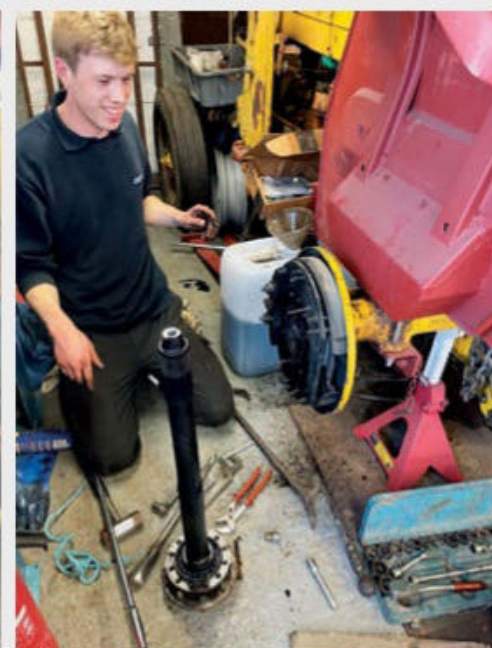
The answer was to embrace turbocharging on a new range of heavyweight, high-horsepower machines that were also launched in 1987 and it is these mighty machines that we will meet in the next instalment of this series of articles, when we meet the new MB-trac turbo giants. ■



The tractor when John first got it over 12 years ago now.



Wheels and wings off ready for the adventure ahead.



Off comes the axle to replace the seals and more!

Your Tractors

We would love to hear about your tractors, or implements, whether used on the farm, or under repair.

Here John Gee kicks things off with his Massey Ferguson 20, which he has owned for years. Following illness things stopped, but, he is now back to full health and it's all systems go again, which we are glad to hear.

NO MORE SALT PLEASE!

I started from an early age and my first ever tractor was a 1:32 scale Massey Ferguson 20 loader with Duncan cab from Britains, which is still in his collection today. Who would have thought that one day I would own the real thing!

It's a former salt loader from the Midlands and was purchased from eBay over 12 years ago now. It was a runner, but needed a lot of work to make it roadworthy and useful again and was manufactured in 1977.

Renovation in the workshop after cab removal and then cutting 3in off the exhaust, for it to fit under the garage door, started soon after. However, sadly I was diagnosed with follicular lymphoma and the tractor had to take to the backseat.

But, I'm fully recovered and also semi-retired, so the tractor is now being worked on once again. It has started with new seals on the rear shafts and more new seals in the 3-point hitch have been carried out.

The Perkins 3-152 engine will be given a thorough going over, new tin work fitted wherever required and a new exhaust! A chance meeting with the local farmer's son Dan Alexander who works for a large tractor company and

trained at Hadlow College in Kent, saw him offer to help out which really kick started the project back to life.

The plan will be to get the tractor back on the road and iron out any further issues, and then to put the MF 20 back to light use in the part time horticultural and landscaping business I currently run.

As for the last two objectives, well that will be to respray and then continue to work the 20 and to attend local tractor runs in aid of charity.

I have ascertained that parts are still mostly available for the machine, and some parts will be manufactured in-house and welded with either Mig or Arc, depending on what level of skill and finesse is required.

The old camp stove was out recently and was used to heat up the half-shaft

collars in old cooking fat! It is amazing to see how many variations of yellow colour there are on restored Massey Fergusons. However I found a good fresh sample of the original yellow colour under the deluxe seat cushion. It was then scanned by Spraystore Auto Refinish Supplies, West Kingstown to replicate the original colour of the tractor when it was first manufactured in Banner Lane. ■

John Gee with that Britains MF 20 that started off his interest in tractors.





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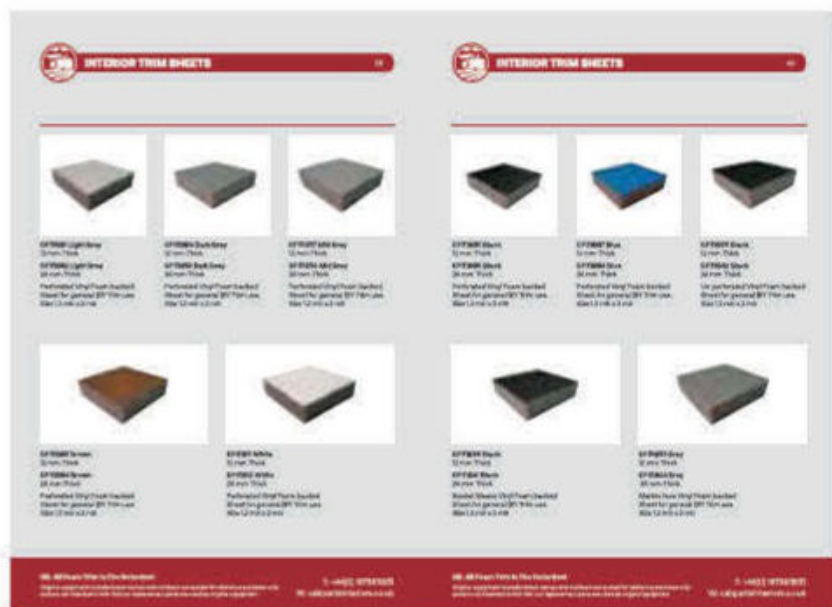
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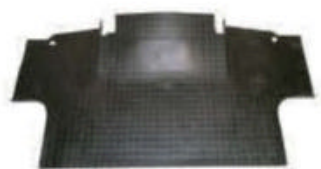
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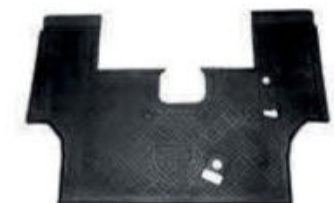
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Zetor Crystal 8011 Joins The Team

Kim Parks began his contracting career in 1981, based at his family-owned farm near Rotherfield in East Sussex. As the 1980s progressed, he built up a range of machinery doing a large variety of different farming tasks, having started out by cutting hedges with the Ford 6600 that he took over from the farm.

This series of articles has seen him expand his contracting concern to the point where he had bought a brand-new Ford 7610 as his frontline tractor, but, following the sad demise of his older Ford 6600 due to a fire, he was looking for another tractor to

replace it.

Inspired by a local contractor's fleet of Zetor Crystal 8011 and 8045 tractors, Kim decided to go for a second-hand two-wheel drive 8011 a bold move for a farmer who had been brought up on a diet of Fordson and Ford tractors.

Next time, in our penultimate look at how Kim's farming, contracting and hobby of photography all came together, we chart his new life from 1989 working for a large contractor, rather than having his own business and once again he would find Ford tractors to be at the forefront of his working life.

Fertiliser spreading was a job regularly carried out for his customers by Kim using his Ford 7610 and a Vicon Vari-Spreader, the latter borrowed from his family's farm. When he saw a bigger 600S version, advertised in a farming magazine in the mid-1980s, he went and bought it from the advertiser Cyril Griffiths; a farm machinery dealer from Fletching next to the Edwards dairy farm. This dealership had sold International before WW2 and held the Nuffield franchise for many years before moving on to Leyland and then finally Deutz before packing it up. The new second-hand Vicon held a half ton of fertiliser in its hopper and had a 40ft spread, making it much more efficient than the smaller example he borrowed from the farm previously.





◀ After receiving a request from a customer to drill their cereal crops, Kim bought a second-hand Massey Ferguson 30 seed drill from E.O. Culverwell; MF dealers based at Robertsbridge. He had been looking for the right machine for some time and was getting rather desperate by the time he came across this one, deciding to buy it even though it had Suffolk coulters rather than disc coulters. This was no problem when the ground was dry, but certainly caused a problem when the conditions were rather wet. It was fitted with Suffolk coulters because its original owner used it up on the South Downs where the flint and dry soil was not good for discs, although the Suffolk coulters were ideal and did not get damaged in use. Kim soon found that he had to make sure the conditions were right before using his new purchase behind his Ford 7610, ensuring there were not too many big clods and that the soil was dry before using it. The drill was 10 feet wide so Kim managed to tow it on the road as it was, helped by the fitting of small diameter wheels and tyres. Except for the 100 acres of drilling at a farm at Groombridge, which was why he bought the drill, Kim did not use it quite as much afterwards, but kept hold of it for quite some time.

► Unlike drilling, baling hay was a mainstay of Kim's contracting business. The size of the bales produced by the New Holland 376 were much better for handling than the big round bales then becoming popular at the time. The conventional bales were favoured by the horse owners and smaller livestock farmers because of this, and it was these types of customers that Kim was most often working for. Kim considered the 376 an excellent baler and certainly a lot better than the John Deere machine he had used for a time. Things did not always go smoothly though, as on a job near Eridge when Kim had 90 acres of hay to bale and employed a helper to row-up the hay ahead of him. This helper found an electric wire in the swath with the PZ Haybob, but kept going until he managed to also tie the baler up in it as well when passing, with both machines ending up tied together with wire. After stopping to uncut the wire and release the machinery, it was discovered that a fence for chickens had been left out in the field and not put away before work commenced or even mentioned to the contractors.



► Going back to a photograph taken in 1978 we see two Zetor Crystal 8011 tractors that caught Kim's eye. These machines were owned by Mike Cushing (a pioneer tractor puller) who was a large contractor in the area during the 1960s-1990s. Both tractors were attached to maize drills and had stopped while their operators paid a visit to the Heathfield Show, visible in the back of the photograph which was being held on the farm on which they were working. Mike had always been a big user of Zetor tractors, particularly in the 1970s, before switching eventually to John Deere. Kim was impressed by the look of the Zetor Crystal, especially the 8011, although this contractor also ran some four-wheel drive versions of this model; known as the 8045. Mike Cushing was the first to bring maize growing into this area of East Sussex and not only had the maize drills, but also the self-propelled forage harvester needed to harvest it.



► Staying in 1978, Kim could not resist stopping to take this picture of a brand new Zetor Crystal 8011 as he passed the yard of John Barnes & Sons, at Bodle Street Green, a notable dealer and former threshing contractor who sold David Brown and SAME at one time. There is no doubt that these tractors were making an impact on Kim before he started his contracting business, a few years later in 1981, despite coming from a family that were exclusively users of Ford tractors.



◀ When it came to having to find a replacement for his Ford 6600 that had been sadly destroyed by fire, it was perhaps not that surprising when Kim opted for a second-hand Zetor Crystal 8011 from Harry Grover based in Piltdown, a Sussex village famous for the Piltdown Man hoax. One of the main reasons for buying the Zetor was that he needed a second tractor for hedge cutting; this being the main job which the old 6600 had been employed on.

The problem was that the frame of the McConnel hedge cutter Kim already had would not fit onto the Ford 7610, and unfortunately would not fit on the newly acquired Zetor either! To get a new set of brackets would cost £500 so, instead, Kim bought a Fisher-Humphries machine from a farm sale at Bodiam. It cost £90 and came with a flail head and a shape saw, the latter being ideal for cutting bigger stuff. The machine was then used on the Zetor Crystal, as can be seen in the photographs which were taken on the hedge cutter's second ever job with Kim at Mark Cross. Unfortunately, due to the fixed arm design of the Fisher-Humphries machine you had to make sure you drove in exactly the right place to reach some parts of hedges as its reach was somewhat limited, although it did do the job well enough in most instances. Eventually Kim did get the brackets for the McConnel hedge cutter to fit the Ford 7610, the McConnel having more reach and better flails than the Fisher-Humphries





▲ As Kim's second tractor, the Zetor Crystal also got to do other work, especially at busy times such as haymaking. Here it is rowing up the hay swaths with a PZ Haybob ahead of Kim himself with the baler. The big sunroof of the Crystal cab allowed for plenty of ventilation during the hot weather, which was handy as the blower no longer worked by this stage. Kim certainly liked the new acquisition: "It really was a nice tractor; it had a few issues as you would expect from a second-hand machine and it developed a slight leak on a brake cylinder and lost braking power on that side after a while, but it was not much of a problem since it was not very fast on the road anyway! I could not fault the Zetor in the field though and, with 85 horses under the bonnet, it had plenty of power and even seemed comparable to the 103hp Ford 7610 at times. It was virtually unstoppable and would just keep on pulling."

Kim obviously liked the Zetor because he even used it on the New Holland 376 baler instead of the Ford 7610 when he had the job of baling pea haulm for a customer at Eridge. These peas had been harvested by a New Holland Clayson M133 combine and a neighbouring smallholder wanted the haulm baled to feed to her goats. Because of the difficulty of baling pea haulm, it had to be done as soon as the peas were cut as, if it became wet, it would immediately start to break down and become impossible to bale as well as develop fungal growth which could prove fatal to the animals. "In the end the job went well, as I kept up with the combine, but the pea stems were quite tough and to me the bales looked just like bales of sticks." Jake, Kim's Border Collie was left in the driving seat as Kim took a few quick pictures to record the event. Behind the baler Kim was towing a Browns sled so that piles of bales could be left at intervals across the field.

Kim used the Zetor Crystal 8011 for several years until one day the engine seized right in the middle of Mayfield High Street, due to a lack of oil, because the then driver did not keep an eye on it. "The Zetor then sat on the farm for a long time, I intended to get the engine rebuilt but, in the end, sadly it never happened!" Eventually Harry Grover, the machinery dealer who originally sold it to Kim, came and bought it as it stood.

Shortly afterwards though, in 1987, Kim had a big manure spreading job come in from a farm at Mark Cross with lots and lots of fields to be treated with cattle manure. With the Zetor out of action and only the Ford 7610 at his disposal, and with the farmer requiring the manure spreading to closely follow the combine and baler as they cleared the fields, it was clear that Kim needed to sort something before the job began. It just so happened that a mechanic Kim knew mentioned that a second-hand dealer, Nick Hayward from Stonegate, had a Massey Ferguson 1200 for sale.

Kim duly went to look at it and bought it for the then quite princely sum of about £1,500. Nick also had a Bristol Taurus tracked loading shovel in stock so Kim also bought that specifically for this manure spreading job. As soon as the harvest had gotten into full swing Kim started the job with his Massey Ferguson 1200 paired with a New Holland 650 rotary spreader, but it soon became clear he would not be able to keep up on his own and so contracted in up to five more tractors, spreaders, and drivers to get the job done.

It was several weeks work and, in the end, Kim regretted taking it on as it meant neglecting his regular customers during this period. After the job was done Kim mostly used the Massey Ferguson 1200 for manure spreading work that came up and the four-wheel drive articulated steer machine was ideal for this type of work, although unfortunately he was so busy, he only took a single photograph of it, and that has since become lost.

After a couple of years Kim was forced to give up his contracting business and so the 1200 was sold to a local woodman, but was not particularly looked after as Kim found out when he once drove it again while helping the chap out. Apparently, a dealer from Kent then bought it and Kim never saw it again. "Despite being an old tractor, on an 1974 plate, it was very pleasant and I used it for clearing up after the great storm of 1987, picking up the damaged tress and rubbish in the Rotherfield cemetery with a buck rake on the back. The articulation meant that the tractor fitted around the gravestones perfectly!" ▼



Junior's picture gallery

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PICK OF
THE CROP



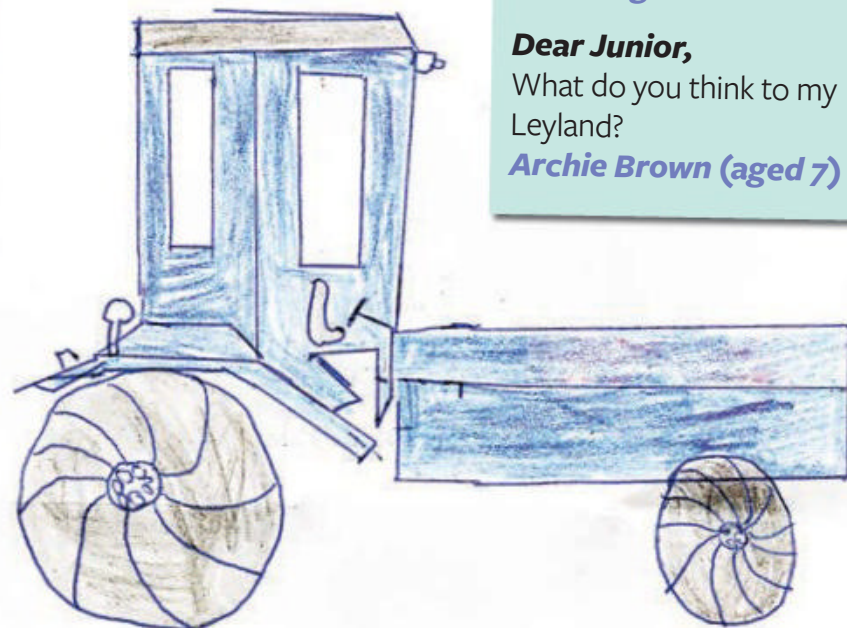
BOSS OF THE BALES

That's some load you've got there!

Dear Junior,

I hope you like the picture I drew of my dad bringing in the bales.

Ben Clarke (aged 6), Northumberland



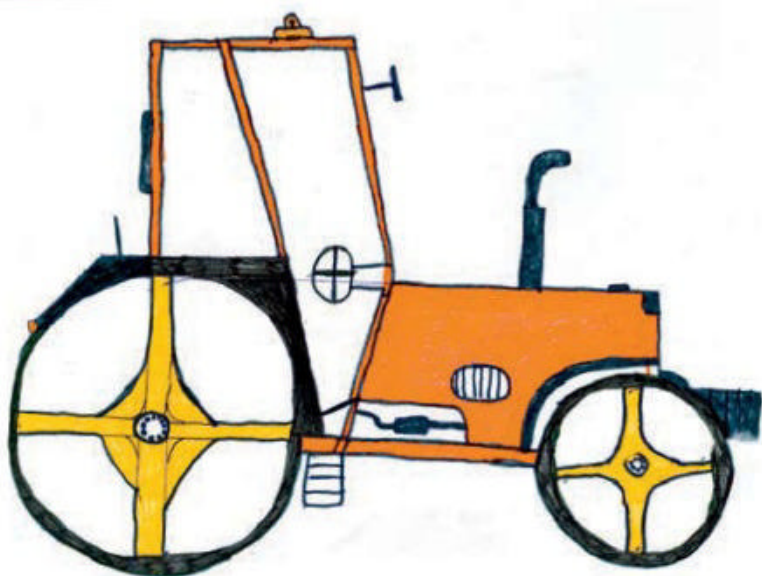
LOVELY LEYLAND

It looks great! Is it a 2100?

Dear Junior,

What do you think to my Leyland?

Archie Brown (aged 7)



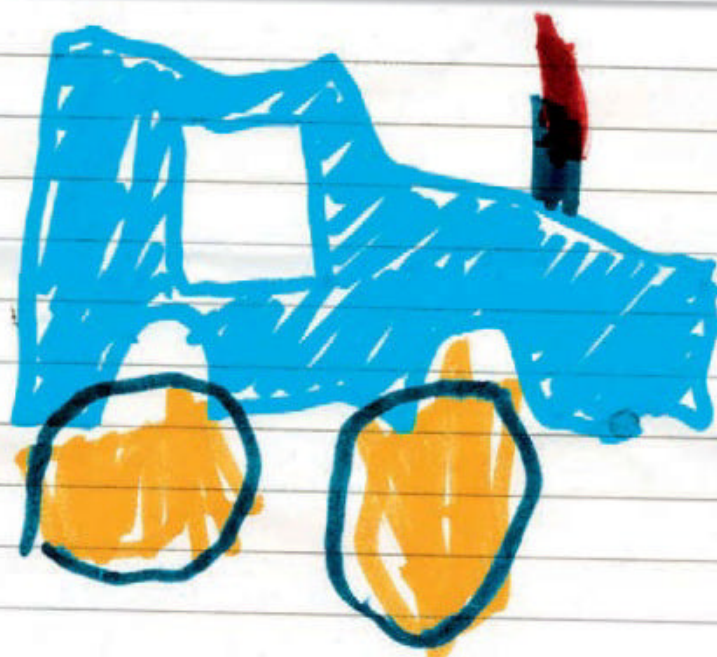
FABULOUS FIAT

Those wheels should be standard on all tractors!

Dear Junior,

I drew this picture of a Fiat for you, as it's like my uncle's.

Patrick Emerson, Co. Galway



STAYING DRY

A cab is a great addition to help you stay warm and dry!

Dear Junior,

I have drawn my granddad's Fordson for you. It has a Lambourn cab.

Zachary (aged 5)

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

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





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GOURNAY-en-BRAY and back!



A large group of tractor road runners from Gournay-en-Bray, Brittany, France are visiting the UK with their machines over 17-18 June. They are to twin with colleagues from the Chailey Tractor Club at the High Weald Steam Working Show at Heaven Farm, Farmers Green, Danehill, East Sussex TN22 3RG.

Do make a date and visit the rally and its special French tractor feature. It just might inspire you to take part, with your tractor, in the 2024 road run to France, you would be very welcome. In the meantime, Adrian Vaughan tells us about the Chailey Club's amazing visit to the Gournay-en-Bray rally last year.

It was 2019 when an idea was borne. It emerged out of a mere mention, in passing, that Hailsham's twin town was Gournay-en-Bray and they held a tractor run at their bi-annual town market. Next thing you know, Morna Cox on her little grey Fergie, two further tractors from the Claude Jessett Trust driven by Drew Larkin and Adrian Vaughan, plus Chailey Tractor club member Peter Olbrich with Nuffield tractor, arrived in Dieppe one very cold (freezing actually) April morning (4am to be precise), having driven said tractors from Hailsham Market to Newhaven the evening before for the cross channel ferry. No cabs, we were open to the elements in layers of jumper's, coats, hats, gloves, supported by Howard Venters in his warm dry covered Subaru.

Some few hours later, peeling off the layers as the sun came up, driving through rolling Normandy countryside interspersed with villages (Gallifontaine being a welcome milestone – more later) and a day later, we found ourselves leading the tractor run through the town, having

been welcomed with incredulity and disbelief! Those mad English.... Things were about to get madder....

Roll on three years past Brexit, past Covid, past lockdowns and all the other strangeness that represents the early 2020s, add Chailey Tractor Club members and their 16 assorted tractors and living vans, one Burrell Gold Medal steam tractor *The Tinker* (Claude Jessett Trust) a Willys Jeep, classic Citroen DS car and Land Rover support, came back for more, not forgetting Morna on her faithful old Fergie.... We hit the road again, this time for the bigger 2022 agricultural and tractor show just outside Gournay in late June.

Stuart Annis' Fordson was instrumental in loading *The Tinker* and living van onto the ferry and I have to say, the line up on the quayside looked very impressive. Once loaded we realised there was another group heading over to France, a prestigious sports car club consisting of Ferraris, Austin Healey 3000s and more.

Dieppe, 4am, dark and wet, *The Tinker* was lit and getting in steam, while a makeshift mess with gas stoves and kettles was set up for breakfast. By the time our now good friends Annie and Wai Lin from the French twinning association and Robert from the PTC had arrived to lead us on, the sun had risen and we were fed, watered and ready to go. Imagine going off to work and coming across this motley

Getting ready to load up at the ferry.



THE TRACTORS THAT TOOK PART WERE:

Morna Cox Ferguson TE20 P3, Howard Venters Ford County 654, Ian Hutchinson MF35X, Stuart Annis Fordson Major, Ben Dingley Fordson E27N, Steve Comber Minneapolis Moline, Charlie Ralph Willy's Jeep, Will Mansi Fordson P6, Ben Watson International B250, Austin Hawkins Fordson Major, Helen Digby Ferguson TE20, Sean Montgomery Landrover Defender 90, Andrew Vickery John Deere 2030, Paul Vickery Allis Chalmers, Philippe Veasery-Holt Citroen Traction Avante, Ian Stevens Fordson Super Major and Roy Stevens Fordson Major.



The Tinker and the tractors and the Ferrari's.



Time for a tea break on the way to Gournay-en-Bray.



Time for filming and greetings along the way.



The AGCO Valtra dealer meetings Banner Lane built Massey Ferguson 35.



Parked up at Gournay-en-Bray in the square just some of the tractors taking part.



Chailey Club members Steve Comber Minneapolis Moline U and Andrew Vickery's John Deere 2023.



Woken up the following morning by the geese!



A fantastic line-up of Lanz tractors was seen here.

crew proceeding through the countryside!

Keeping a constant road speed of 12mph we followed the 2019 route through old villages with little traffic and courteous drivers. Meandering the course of a river and the old railway track bed that used to run between Dieppe, Gournay en Bray and Paris, it's now a cycle path (that's another trip). Timber framed buildings, chateaux, castles, tree lined avenues fields and farms. Doors opened and locals came to their gates to wave and watch us go by.

Not too far out of Dieppe at Arques-la-Bataille, Ben Dingley's Fordson E27N

overheated, due to an incorrect anti-freeze mix, but with all the expertise available it wasn't long before we were off again. We reached Naufchatel, our halfway point.

The PCT had organised a water stop for *The Tinker* at a tractor dealership. We were greeted by the Mayor and fire chief of the town, Philippe (Citroen DS), being fluent in French, I was able to assist in the translating of Howard's speech and presentations. After refuelling on coffee and biscuits we set off to the next stop Galliefontaine and our favourite cafe tabac – Cafe de l'Union.

Philippe had organised a buffet lunch

and I think I speak for all the group when I say it was a banquet of great food and drink in typically French hospitable style. A lot of the locals came to see what was going on and we spent time showing them the tractors, living vans, engines etc and communicating as best we could, the universal language of exchange. By now more members of the PCT had come to accompany us on the last leg of the journey and this colourful travelling circus took to the road, but not before the Gendarme paid a visit.

The owner of the petrol station next door to the cafe, who was actually in ➤



The Chailey Club display at the show.



Just some of the Massey Fergusons at the show.



A fine line of locally built Vendevre was seen on show.



SFV, which the French have a great passion for and plenty were seen.



Rare to see anywhere is the Lanz crawler of 1939.



The hay making was popular at the show.



The air cooled 1958 Deutz D30S looked the part at the show.



Back to 'Dear Old Blighty', as the entourage line up at the ferry.



Morna Cox and her P3 Fergie gets instructions where to go.

Scotland, had picked us all up on his CCTV! We learned that he thought he had rights over the forecourt of the cafe (an ongoing dispute) and called them in probably to ask us to move. Fortunately for us, and unfortunately for him, the Mayor of Galliefontaine had come to welcome us and Howard was still giving his speech when they turned up! The Mayor holds a lot of power in France and it was the Gendarme in this instance who was politely told to move on. After exchanging gifts and saying our goodbyes to the cafe proprietress, we set off climbing out of Galliefontaine.

We drove through the country lanes with far reaching views and century's old villages and finally the sight of the twin spires of the church in Gournay. We headed straight for the town square for a re-group and rest break. Some opted to stay in the hotel in the town so offloaded bags and booked in.

As early evening drew in we drove again in convoy to The Hippodrome race track where the show was being held. *The Tinker* announced our arrival on the whistle and other members of PCT came to meet us and show us to our display area. We were given pride of place at the front of the show. We set ourselves up complete with living vans; we had made

it, all together and in once piece!

The next morning opening the living van door I was greeted with the sight of a gaggle of geese being herded by a border collie, followed shortly after by a horse drawn wagon, the show ground was coming to life. Displays and stalls were opening up and the public were filing in.

This being a tractor show there were excellent representations of many makes, such as SFV, Vendeuvre, Pampa, Deutz, Hanomag, to name but a few. Also a large number of Massey Ferguson's were present as the French MF factory is based at the neighbouring town of Beauvais. I understand that each time the show is held (bi-annual) special attention is given to a particular make, this year it was Lanz, with a good turn out of these distinctive machines.

Tractors and heavy horses were given an area to demonstrate farming implements and processes, and a gin was set up to power various instruments, which was quite strange. The demonstration included hand flailing and hand grinding of corn

to flour.

Hay rides came in the form of three round bales strapped together to form a sledge towed by a tractor with people sitting on top of the bales. We were able to utilise some of our tractors for this purpose! There were tractor parades around the site regularly and once again the Mayor and his wife appeared, try as we

might and although he wanted to, we were unable to get him on *The Tinker*, particularly as they were both dressed in white.

The PCT hosted a great meal on the Saturday evening in

a big marquee, set up for the exhibitors. There were local musicians playing and it made for a very entertaining social occasion. Awards were given; speeches made and the promise of a return journey. As was observed and pointed out, the map had been checked and it is exactly the same distance from Sussex to Gournay-en-Bray as it is from Gournay-en-Bray to Sussex, the challenge has been set and we are now looking forward to welcoming members of the PCT at the High Weald Steam Fair in June. ■

"A large number of Massey Ferguson's were there"



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The Marsh husband and wife team do it right! This time the theme was New Holland.



Dave Simcock with his superb case-IH display in 1:32 scale.



Harold Powlton had lots going in here with the Fiat to the forefront.

Model corner

BIGGEST display in the UK



John Williams with his Lower Farm display featuring Ford power that was a prize winner here.



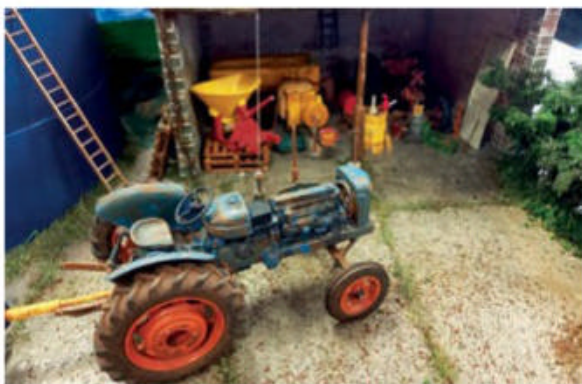
The Ford FW60 gets ready for a busy day ahead ploughing.



Off to the show with Ford classic power.



On the Bartlett diorama goes the John Deere 3040 on more forage harvester work.



The Fordson Major E1A working on the pto driving the sludge pump.



Lots of detail in the Ford 7610 four-wheel drive with Lely FH2000 spreader back and front.



Susan Morgan just loves Claas products and now raises money for charity from her display.

Tractor & Machinery's Tractor World Show at Malvern, held on 11-12 March, features the largest display of agricultural model dioramas on show in the country each year and that was the case again in 2023, even if two of the exhibitors were snowed in, says Peter Love.

If you have never created a diorama it can be an excellent way to showcase your model tractors and implements. It can also be an opportunity to bring the family together; working on the project could be another way of introducing our tractor hobby to your children.

Tractor World likes to showcase all the hard work that has gone into creating that farming scene. This aspect of the show was also greatly appreciated, as always, by the 1,000s of visitors over the two days as they viewed the many displays in the warm Severn Hall.

Not only were there model tractors, but engineering models too and we are

delighted to encourage more of these to the show in 2024, as we have the room for them as well. Colin Ellis from Ponyclun brought along his 4in 1948 Vulcan lorry, Ian Sutton from Llanelli took away an award from the show for his similar period 4in Guy Vixen and Teifen Thomas from Ammanford brought his Scammell tractor unit along, all based on lawn mower units.

Mick Bentley from Southampton showed a fine model display in 1:32 scale and regulars here were the Bartlett family who have supported this section since we started at Malvern. Old timer John Williams from Melksham had an excellent back drop to show off his Ford 1:32 scale models from Britains and others on his Lower Farm. Next door, from Trowbridge, were his friends Mark and Sam Taylor who won their class with Taylor's Farm, which included remote controlled hedge cutting and other interesting happenings operated by Sam.

John Standen from Covington has not been well, but has recovered enough to be out again with his fine single-cylinder Field Marshalls in 1:32 scale, placed around the farm and water mill that was actually working. Eric Ovenden from Sherborne gave us a fine diorama and Merion Owen from Welshpool was here with his mascot display. Dave Simcock is well known for his Case-IHs and had a lovely display for us all to enjoy.

Martin Nash from Cinderford won the 'Best Non Agricultural' award with his three section diorama which even featured a fire to one of the properties and has authentic sounds coming from strategically placed speakers.

As always Susan Morgan was showing her superb Claas and memorabilia stand, which has raised over £1,000 for charity. Gary Marsh and his wife camped on site, thankfully didn't quite freeze to death, and they showed off an amazing collection of New Holland



By buying relatively older Britains at reasonable prices, one can super detail them into something really good at hardly any expense.



John Standen Field Marshall display is very popular when he brings it to Malvern.



A Maker Agricultural supplies is very much into Fordson EIAs by the looks of it, by the bus depot featuring mostly Leyland vehicles.



Alternative power was one of themes on the Marsh stand.



1:32 Case-IH CVX 225 was off to empty the slurry tanker.



Forage harvest time is here with the Ford 5640 SLE Powerstar.



A harvesting theme is very much what many of the dioramas feature.

tractors in 1:32 scale.

Colin Drew had his farm diorama here from Shepton Mallet. Pioneers Walter and Michael Cann from Devon featured Bluebell Farm and a New Holland demonstration day in 1:32 scale respectively.

Alan Clapp brought along his amazing 1:8th scale Massey Ferguson engineering models and came away with an award for his Lundell MF forage harvester, which all works amazingly. The master of so much and a pioneer in this field, Harold Powlton from Bromsgrove, was



Help, there's a mighty fire going on there!



The West's 4in International Titan 10/20, which was built by the late John Anyon.



Seen on Taylors Farm a Duple cabbed Massey Ferguson 135 and others.



Alan Clapp is a brilliant engineer and is the leader in his field. New from him is the Massey Ferguson Lundells designed forage harvester.



showing a couple of farm dioramas he had made, with further developments from when we saw it last all in 1:32 scale.

Further over in the Avon Buildings was David and Diane West's 4in IHC Titan 10/20 which now runs again and took the top model engineering award at the show.

"If you didn't exhibit, or have never done so, we would be delighted to see here you in 2024" says Scott Lambert editor of Tractor & Machinery.

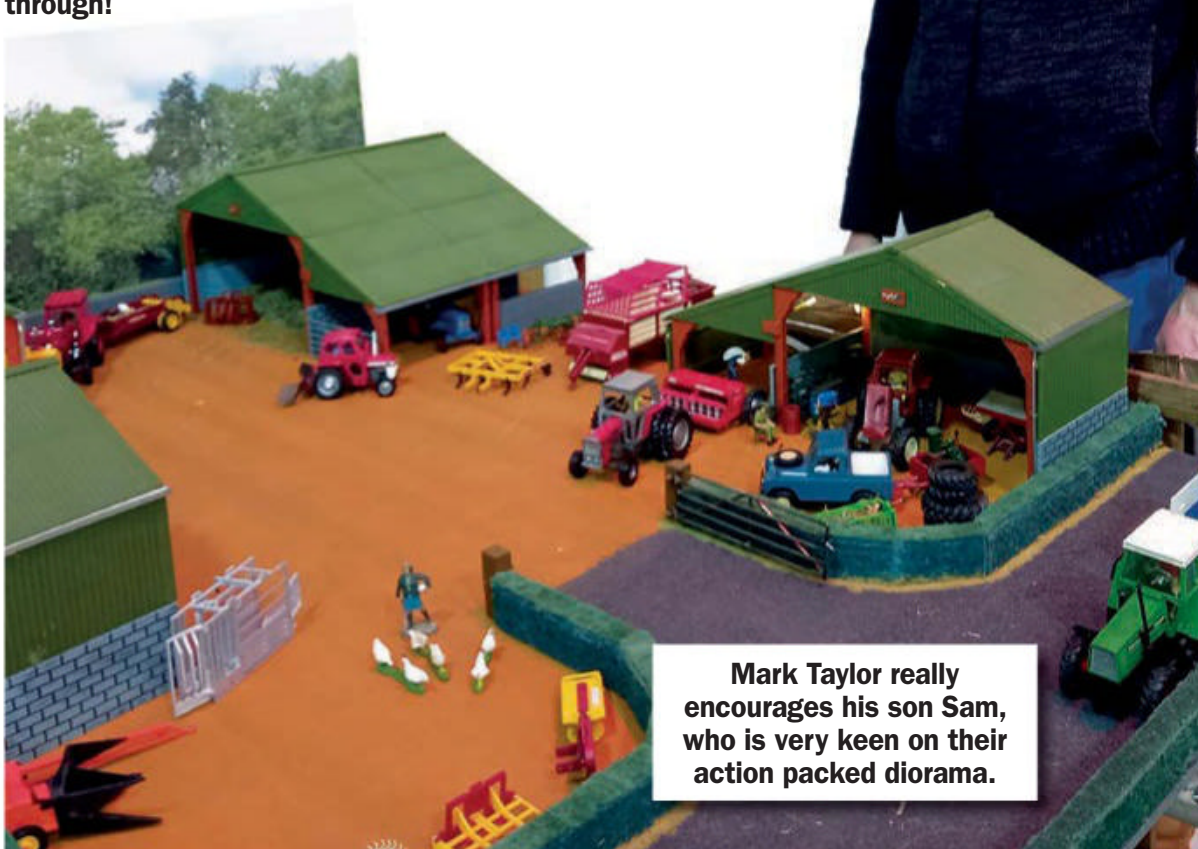
Here are just some of the exhibitor's creations at the 2023 show, which as always looked spectacular. ■



Above: It could be the late Queen's Balmoral estate, Scotland, where they had a Marshall portable working a rack saw bench and Field Marshall tractors doing their stuff in the 50s. Note the Foden STG5 timber tractor in the background.



it's been a bumper crop by the looks of it, as John Deere and Claas equipment power through!



Mark Taylor really encourages his son Sam, who is very keen on their action packed diorama.



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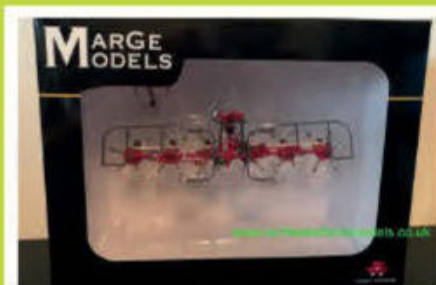
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The Fordson Major E1A Hydraulic System

In this issue Andrew Hall explains the workings of the popular Fordson Major E1A hydraulic system.

After its introduction in late 1951 the Fordson Major E1ADN (petrol), E1ADKN (TVO) and the E1ADDN (diesel) became one of the most popular tractors available during the 1950s. It was in fact, the popularity of the diesel model which eclipsed the sales of petrol/TVO models and by the late 1950's almost all tractors sold were diesel powered.

The E1A model followed on from the Fordson Major E27N, which had enjoyed a near seven-year production run, using a similar rear end layout and front axle featured many improvements in-between.

HYDRAULIC SYSTEM

One such improvement was the hydraulic system. Rather than a bolt-on accessory, as was the system fitted to the E27N, the hydraulic unit was attached directly to the rear axle housing and replaced the previous flat top cover of

the E27N. Despite being a built-in unit hydraulics were still an optional extra on the Major, and quite a few escaped Dagenham without being equipped with a hydraulic lift in the early years!

HYDRAULIC PUMP

The heart of the system was a gear type hydraulic pump mounted in the bottom of the rear axle housing and driven by gears from the tractor PTO shaft. This itself was a slight backward step after the E27N, as the hydraulics would only operate whilst the PTO shaft was engaged, and made mounted PTO driven equipment less convenient to operate. A similar situation applied to the Ferguson TE-20 range and early Nuffield tractors too.

Due to Ferguson patents pending on automatic draft control the system was a straightforward lift-lower system with the main operating lever mounted conveniently on the right hand side of

the operator.

The lever had three positions; down to lower an implement, a central neutral position where an implement could be held at its desired height, and fully raised to lift an implement. Once raised the lever springs back to the neutral position to hold the implement. The lack of draft control meant that soil-engaging implements required a traditional depth wheel to control the working depth. However, during the mid 50's a pre-set linkage control in the form of an adjustable stop could be fitted to existing tractors to set the linkage in the desired working position, a feature that was also useful for mounted non-soil engaging implements too when lowered into work.

The hydraulic system in this form remained largely unchanged from its introduction in late 1951 until late 1960, which included the Power Major until the arrival of the Super Major, which featured draft control. ➤

HOW IT WORKS

The oil to operate the hydraulic system is stored in the rear axle housing and doubles up to provide lubrication to the rear axle and differential components. An oil capacity of nine gallons (40.9 litres) provides plenty of oil for the lift and any externally operated equipment, such as fore-end loaders and tipping trailers. The pump draws oil through a wire mesh screen and magnetic filters and is pumped via a stack pipe to the valve control unit in the front of the hydraulic lift casing. A feature of early tractors were two steel ball valves that could be fitted above the magnetic filters to allow the cover plate to be removed for cleaning purposes without having to drain the oil from the tractor.

VALVE CONTROL UNIT

The control valve takes the form of a spool valve and is known as the piston-valve. The piston-valve slides to and fro and is connected to the control lever. The inner end of the piston-valve is connected to galleries supplying the lift cylinder and external services tapping. An optional second valve and control lever can be fitted in front of the main control valve to offer independent external services to loaders and tipping trailers etc.

OPERATION OF HYDRAULIC LIFT

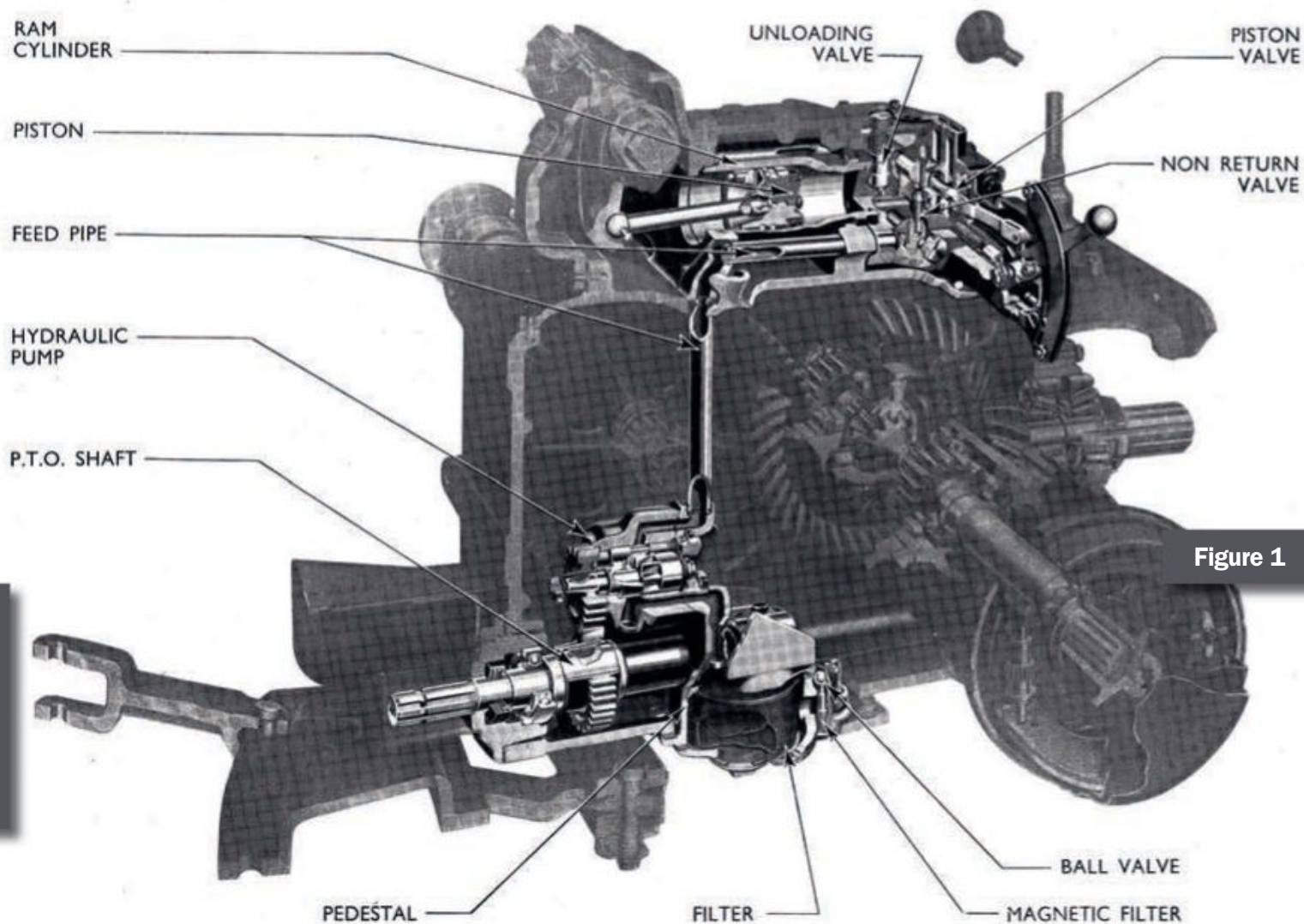


Figure 1

Overview of general layout of hydraulic components as fitted to E1A models from late 1951 to late 1960 including Power Major.

NEUTRAL POSITION

When the lever is in the neutral position oil from the pump is fed to the piston valve and passes along the slot in the valve, and returns under free-flow back to the reservoir in the rear axle housing. The free-flow oil feeds the control lever and cam and the connecting rod ball to offer lubrication to those areas. In neutral the lift cylinder can be set at any desired height, as oil in the cylinder is trapped by the non-return valve.

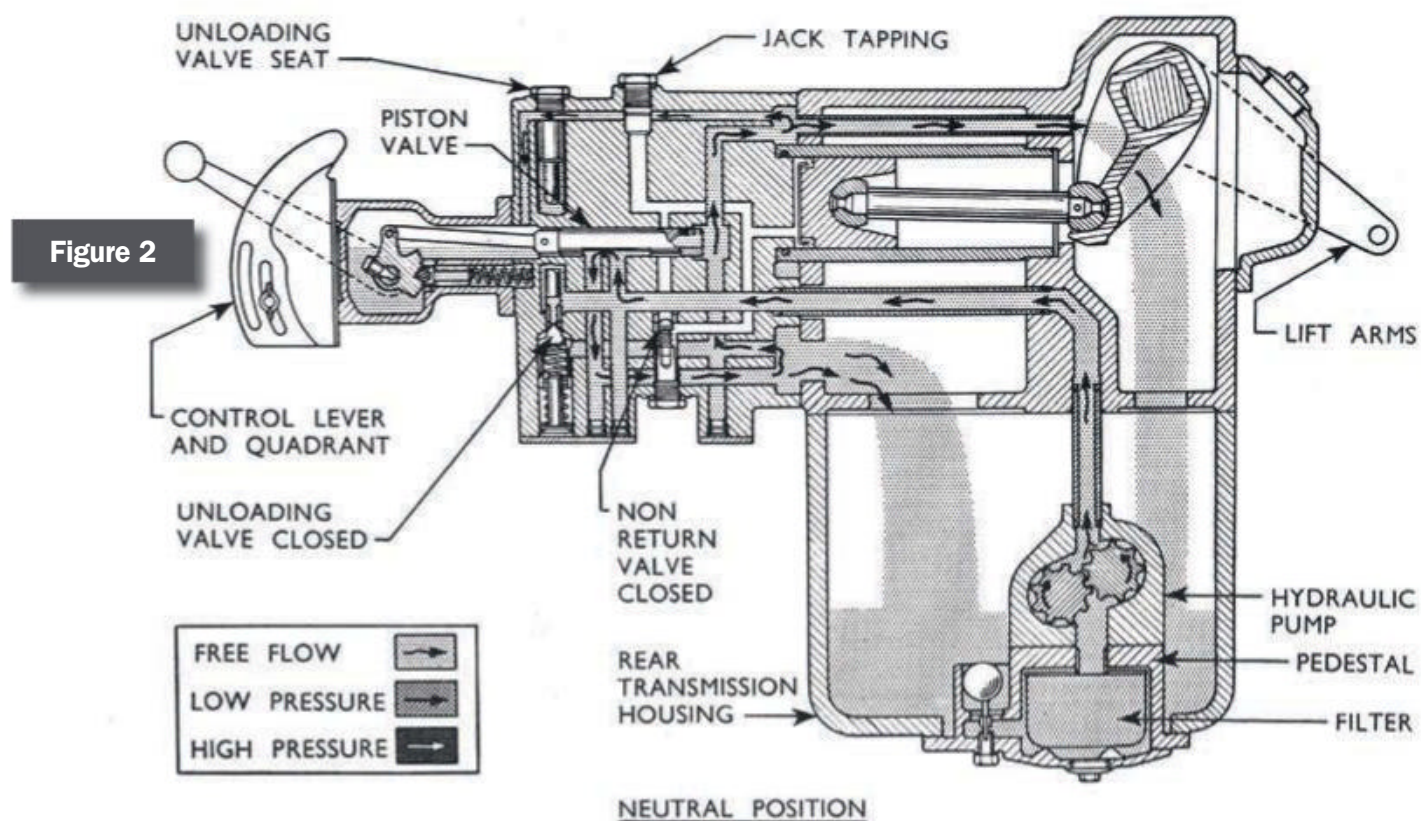


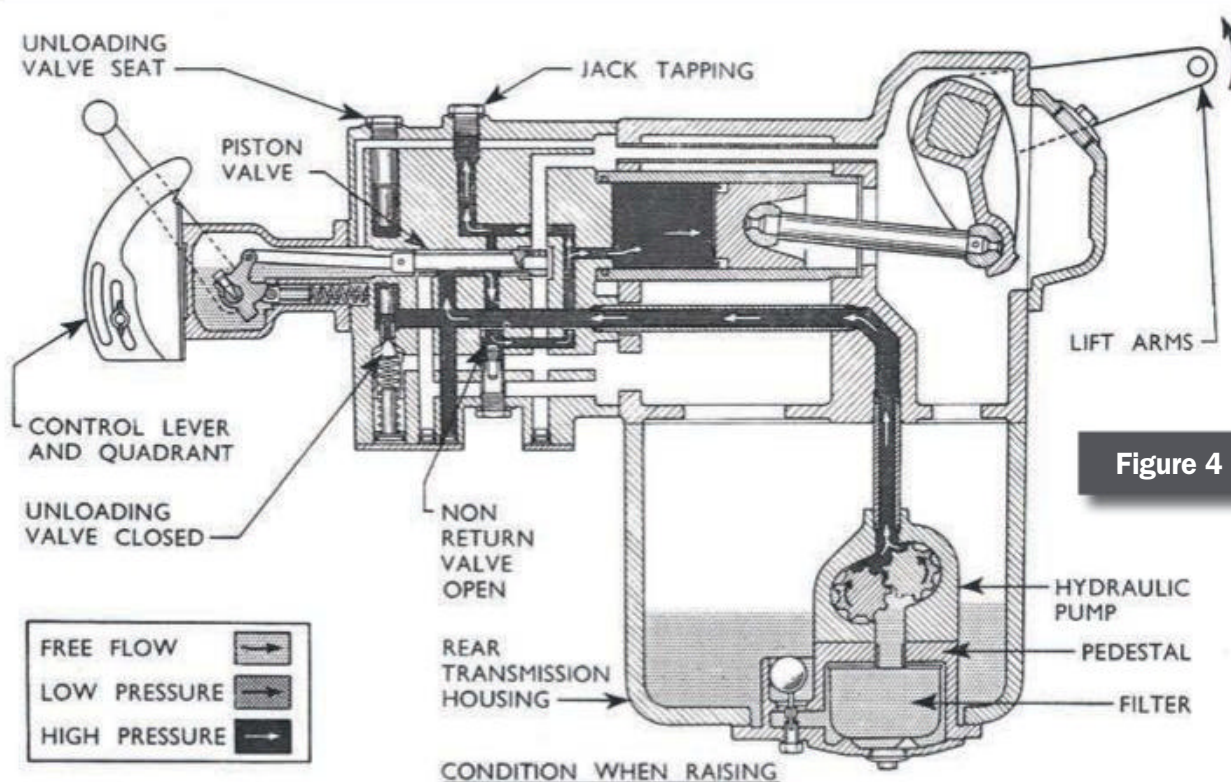
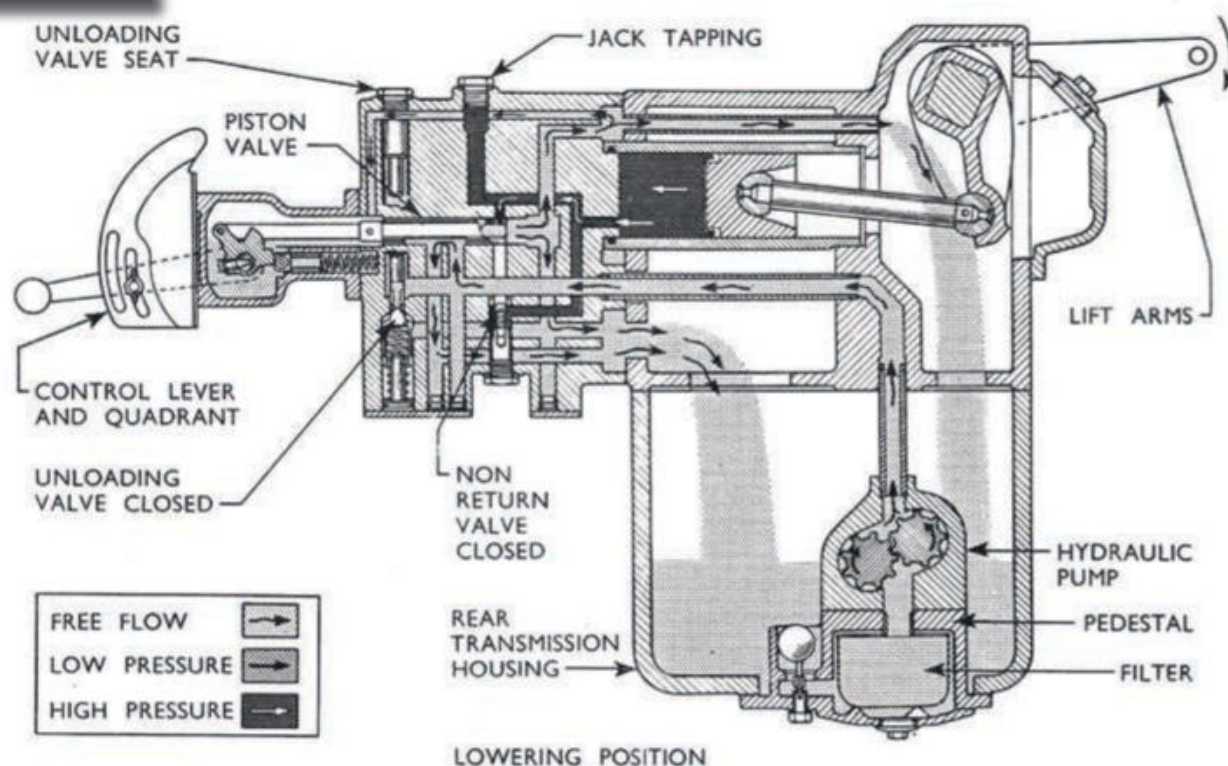
Figure 2

NEUTRAL POSITION

Figure 3

LOWERING POSITION

The lever is pushed downwards against the lowering stop on the control quadrant. The piston-valve moves along allowing bleed holes to line up with the passage in the valve body releasing pressure flow and allowing oil to free-flow back to the reservoir. The series of bleed holes increase in diameter along the piston valve, which increases the rate of descent of the linkage, as the lever is moved further downwards. The slot in the piston-valve enables oil to pass in free-flow back to the reservoir.

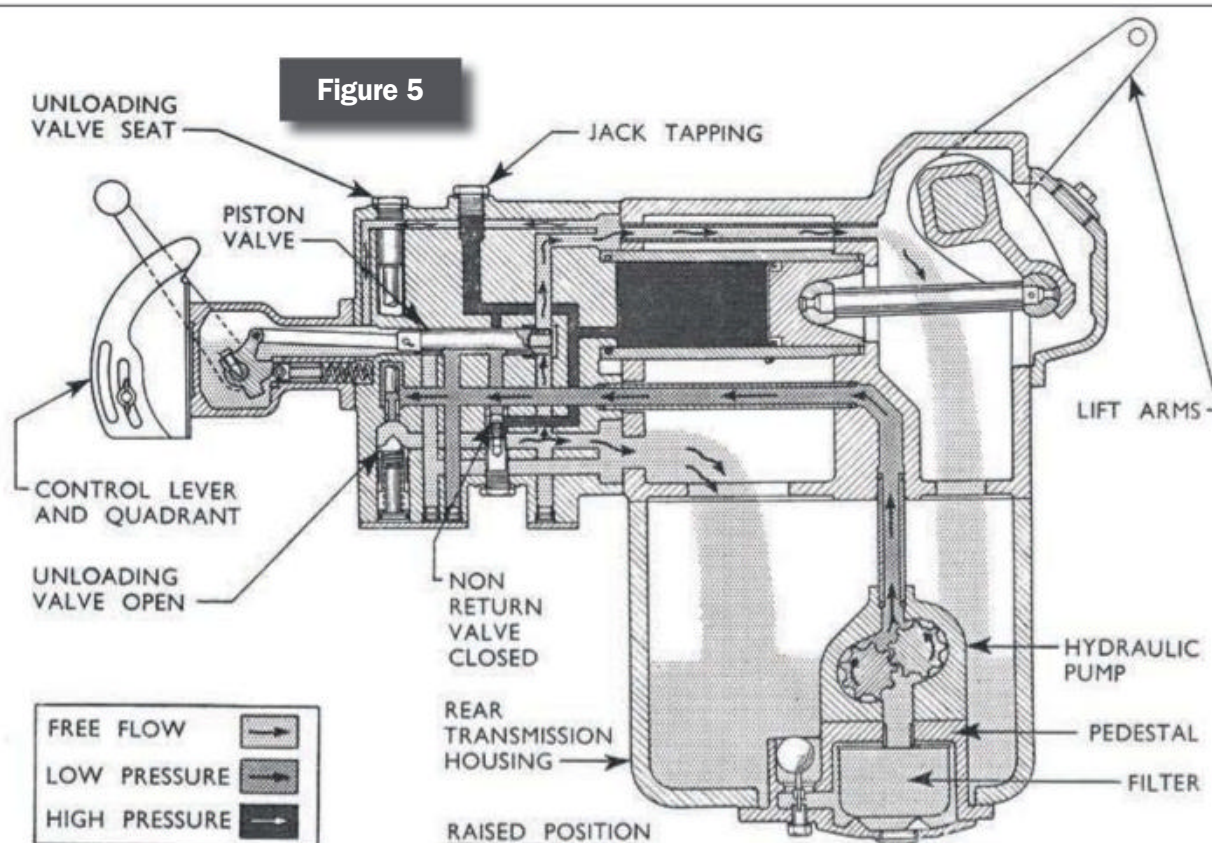


RAISING THE LINKAGE

The lever is fully raised in the quadrant and the piston-valve moves accordingly connecting the main oil passage to the non-return valve passage. The non-return valve opens allowing oil to pass to the lift cylinder and external tapping if required. The unloading valve is closed and oil is prevented from free-flowing back to the reservoir, as the slot in the piston valve covers the ports in the valve body.

RAISED POSITION

As the lift linkage reaches full height the lift piston contacts the stop at the end of the lift cylinder. Hydraulic pressure rises to match the setting of the unloading valve. At this point the unloading valve opens allowing oil to discharge under low pressure back to the reservoir. Meanwhile the non-return valve closes under spring pressure trapping oil in the fully raised lift cylinder. If the lever is held at the top of the quadrant the unloading valve will remain open discharging oil. Once the lever is released it will return to the neutral position and the unloading valve will then close.



EXTERNAL SERVICES

Oil for external use flows under pressure from the external services pipe, which may be a plain pipe or incorporate a shut-off tap to isolate the external equipment. When tipping a trailer or operating a fore-end loader the tap needs to be open. Oil will flow under full hydraulic pressure after the tractor link arms reach their full height, after which the external equipment will operate. Care has to be taken to ensure the link arms rising and falling don't foul on any adjacent parts at the rear of the tractor. To reduce any delay in operating external services whilst waiting for the link arms to rise they can be secured at their full height to prevent them from dropping when oil returns from the external equipment to the reservoir!

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The vertical PTO lever has to be engaged to operate the hydraulic system of the tractor. To allow separate engagement of the PTO a raised PTO unit was required as an accessory.

N.B. Figures one to eight from Fordson Major workshop manual.

Figure 6

Main components of the Hydraulic system.

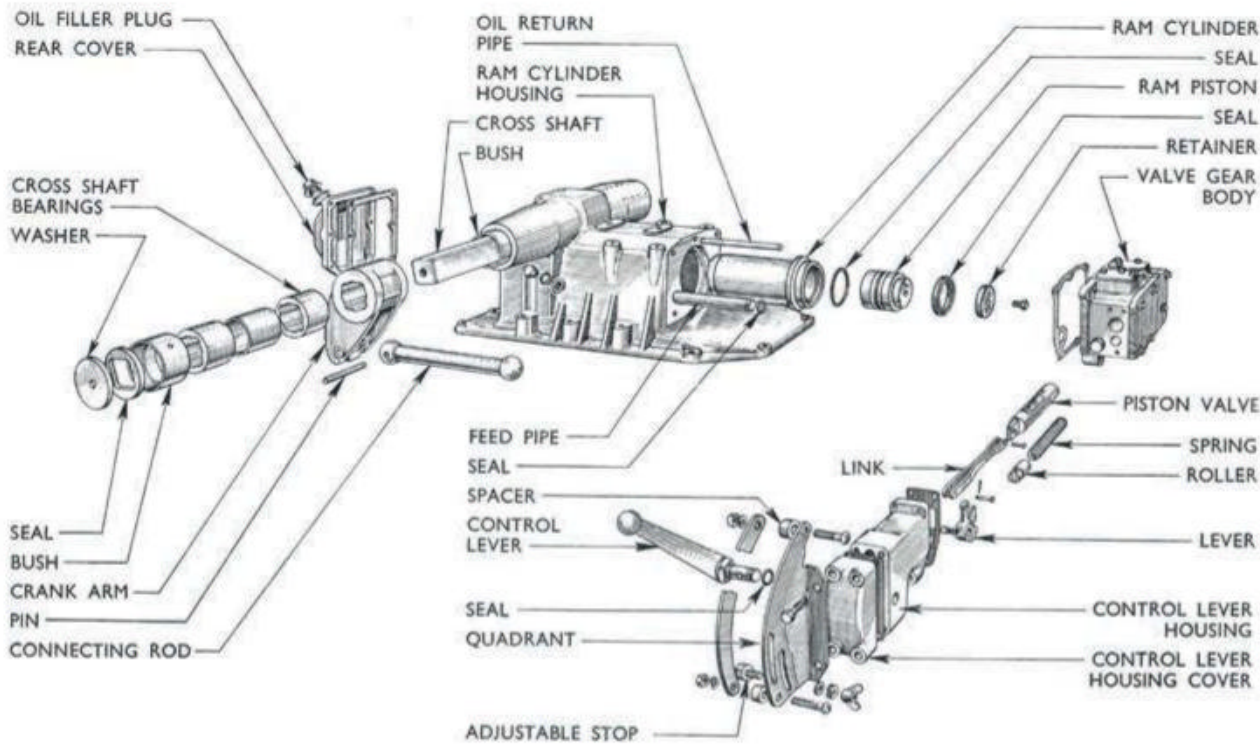


Figure 7

Components of the control valve housing located at the front of the lift unit.

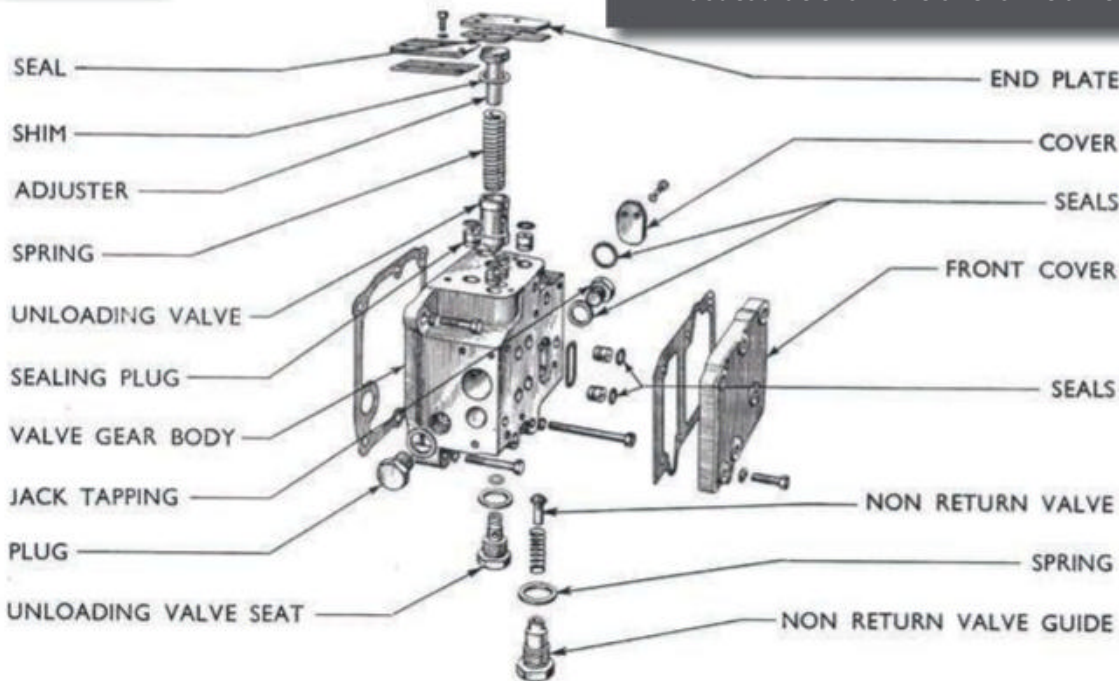
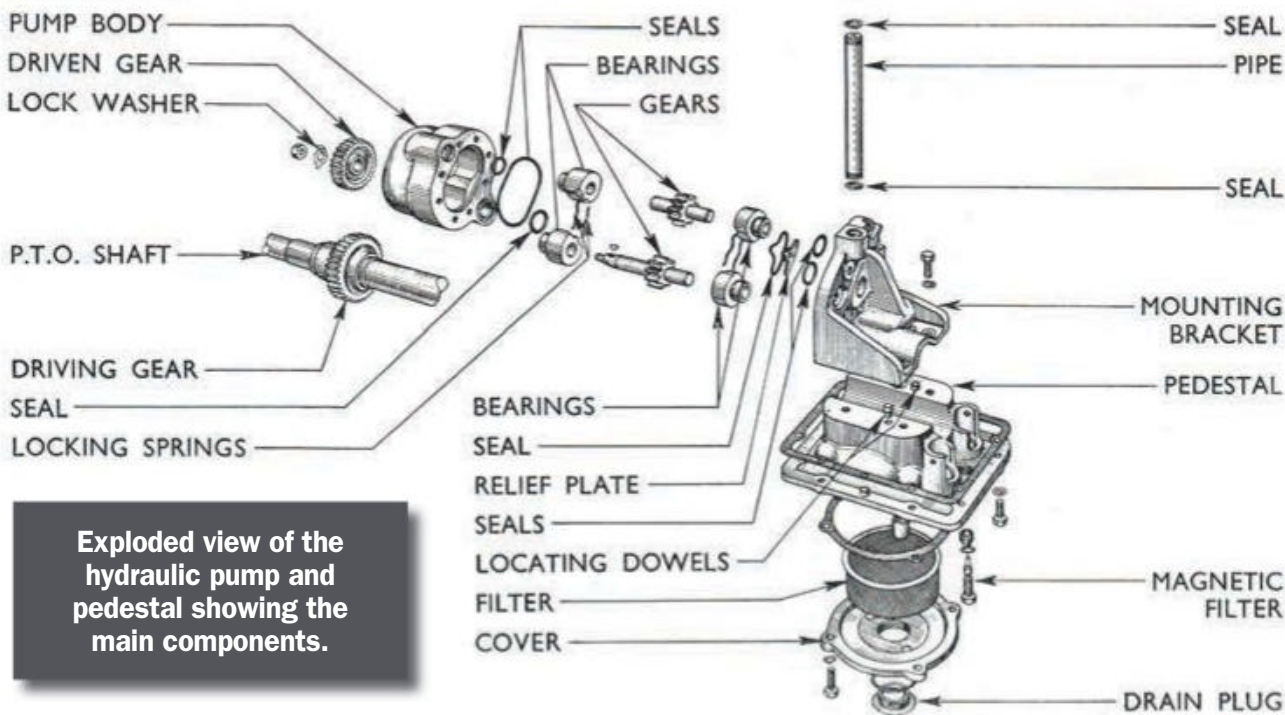


Figure 8



Exploded view of the hydraulic pump and pedestal showing the main components.

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Uger2800B	180/2610	4	£379.00	£448.80	£448.80
Uger3800B	200/2900	6.5	£599.00	£718.80	£718.80
PLS195B	180/2640	5.5	£499.00	£594.80	£598.80
PLS220	220/3335	9	£579.00	£694.80	£694.80
PLS265B	225/3263	13	£769.00	£924.80	£922.80
PLS380	248/3600	13	£999.00	£1198.80	£1197.80
PLS200AL	200/2900	8.5	£299.00	£358.80	£347.40

Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

DUAL VOLTAGE 230V

110 VOLT

FROM ONLY £94.99
EXC. VAT
£113.99 inc. VAT

PROANE GAS FIRED

Model	OUTPUT KW	exc. VAT	inc. VAT
Little Devil II	10.3	£94.99	£113.99
Devil 700	14.6	£119.99	£143.98
Devil 900	24.9	£159.99	£191.98
Devil 1600	36.6	£189.99	£227.98
Devil 2100	49.8	£259.99	£312.80
Devil 4000	117.2	£479.00	£574.80

Clarke HEAVY DUTY LONG REACH JACKS

FROM ONLY £269.00
EXC. VAT
£322.80 inc. VAT

CTJ26LS

Model	Tonnes	Height mm	exc. VAT	inc. VAT
CTJ26LS	2	805 MAX	£269.00	£322.80
CTJ36LS	3	600 MAX	£349.00	£418.80
CTJ56LS	5	560 MAX	£499.00	£598.80
CTJ106LS	10	560 MAX	£939.00	£1128.80

Clarke JUMP STARTS

Provides essential home, garage and roadside assistance

Integral work light • 910 / JS1100C include air compressor

Long life battery

EXTRA LONG 1m LEADS

FROM ONLY £96.00
EXC. VAT
£116.39 inc. VAT

Model	Starting Boost	Peak Amps	exc. VAT	inc. VAT
910	400	900	£96.00	£116.39
JS1100C	500	1100	£96.00	£116.39
4000	1100	2200	£164.99	£197.98
JS12/24	1000	2000	£179.99	£215.98

Clarke SUBMERSIBLE WATER PUMPS

FROM ONLY £49.99
EXC. VAT
£59.98 inc. VAT

The Famous Hippo Pump

#Auto ON/OFF float switch on these models #Sewage cutter pump

Model	Max Flow	Max Head	exc. VAT	inc. VAT
PSV3A	133L	8M	£49.99	£59.98
PSV1A	140L	5.8M	£54.99	£65.98
PSV2A	230V	85L	£54.99	£65.98
PSV4A	216L	8M	£54.99	£65.98

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY £89.99
EXC. VAT
£107.98 inc. VAT

***Pumps solids up to 35mm dia. #Clean/ dirty water (solids up to 5mm dia.) #Sewage cutter pump**

PVP11A

HSEC650A

Model	Max Flow	Max Head	exc. VAT	inc. VAT
PVP11A	258	11.0m	£89.99	£107.98
HSEC130A	140	7.0m	£119.99	£143.98
HSEC650A	290	9.5m	£249.00	£298.80
HSEC1400A	430	13m	£389.00	£466.80

Clarke ELECTRIC HEATERS

BEST SELLER

DEVIL 2850

FROM ONLY £142.00
EXC. VAT
£170.40 inc. VAT

WAS £275.98 inc. VAT # WAS £490.80 inc. VAT

Model	VOLTAGE	HEAT OUTPUT	exc. VAT	inc. VAT
DEVIL 2850	230V	2.8kW	£142.00	£170.40
DEVIL 7003	230V	3KW	£159.99	£191.98
DEVIL 7005	230V	5KW	£179.99	£215.98
DEVIL 7009	400V	9KW	£149.99	£179.98
DEVIL 7015	400V	15KW	£219.99	£263.98
DEVIL 7030	400V	30KW	£399.00	£478.80

Clarke 20SPS12 WINCHES

FROM ONLY £89.99
EXC. VAT
£107.98 inc. VAT

UP TO 738KG CAPACITY IN STOCK

Model	Capacity	exc. VAT	inc. VAT
20SPS12	907kg	£89.99	£107.98
25SPS12	1134kg	£124.99	£149.98

Clarke JUMP STARTS

Provides essential home, garage and roadside assistance

Integral work light • 910 / JS1100C include air compressor

Long life battery

EXTRA LONG 1m LEADS

FROM ONLY £96.00
EXC. VAT
£116.39 inc. VAT

Model	Starting Boost	Peak Amps	exc. VAT	inc. VAT
910	400	900	£96.00	£116.39
JS1100C	500	1100	£96.00	£116.39
4000	1100	2200	£164.99	£197.98
JS12/24	1000	2000	£179.99	£215.98

Clarke SUBMERSIBLE WATER PUMPS

FROM ONLY £49.99
EXC. VAT
£59.98 inc. VAT

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#Auto ON/OFF float switch on these models #Sewage cutter pump

Model	Max Flow	Max Head	exc. VAT	inc. VAT
PSV3A	133L	8M	£49.99	£59.98
PSV1A	140L	5.8M	£54.99	£65.98
PSV2A	230V	85L	£54.99	£65.98
PSV4A	216L	8M	£54.99	£65.98

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY £89.99
EXC. VAT
£107.98 inc. VAT

***Pumps solids up to 35mm dia. #Clean/ dirty water (solids up to 5mm dia.) #Sewage cutter pump**

PVP11A

HSEC650A

Model	Max Flow	Max Head	exc. VAT	inc. VAT
PVP11A				

Events Guide

It's that time of year, we need to leave the cold spring behind and move on to a warmer summer and get out at your favourite events and here is a list of tractor related places that you may like to visit in the next few weeks. We will be continuing this section in future Tractor & Machinery magazines.

Please do check that the event is on before leaving home to avoid any disappointment. The publishers cannot be held responsible for any incorrect details. If we have not got the details of your road runs, gatherings or ploughing matches do please send them in to: peterlove@madasafish.com.

JUNE

1st-3rd June

ROYAL BATH & WEST SHOW

The Showground, Shepton Mallet, Somerset BA4 6QN.

Tel: 01749 822200

www.bathandwest.com/royal-bath-and-west-show

2nd-4th June

VINTAGE NOSTALGIA FESTIVAL

Stockton Park, Stockton, Wilts BA12 0SQ.

Tel: 01985 850970

www.vintagenostalgiafestival.co.uk

3rd June

KENILWORTH SHOW

Stoneleigh Road, Kenilworth, Warwickshire CV8 3AY.

Tel: 07799 77 3518

Email: info@kenilworthshow.co.uk

3rd-4th June

TINKERS PARK STEAM RALLY

Tinkers Park, Hadlow Down, East Sussex TN22 4HS.

Email: info@tinkerspark.com

www.tinkerspark.com/home/a-homepage-section

HESKIN STEAM & VINTAGE RALLY

Malt Kiln Farm, Tinklers Lane, Eccleston, Nr. Chorley, PR7 5QY. Organised by: North West Vintage Machinery Club.

Tel: 01257 267433

Email: info@heskinsteamrally.co.uk

HERTFORDSHIRE STEAM & COUNTRY SHOW

Standalone Farm, Wilbury Road, Letchworth Herts SG6 4JN.

Tel: 07425 695534

Email: enquiries@hertssteam.co.uk

WOOLPIT STEAM RALLY

Warren Farm, Wetherden, Suffolk IP14 3JX A14 junction 47a Eastbound (from Bury St Edmunds), Junction 49 Westbound (from Ipswich).

Tel: 01449 737443 (after 7.00pm) Email: pceveron48@gmail.com

www.woolpit-steam.org.uk

ST. ALBANS STEAM & COUNTRY SHOW

Oaklands College (Smallford Campus), St. Albans, Herts AL4 0XR. Organised by: Hertfordshire Steam Engine Preservation Society.

Tel: 07896 555097

Email: enquiries@hertssteam.co.uk

RAINSCOMBE COUNTRY SHOW

Rainscombe Park, Oare, Nr. Marlborough, Wilts SN8 4HZ. Organised by: Wilts Vehicle & Machinery Club

Email: wiltsvme@outlook.com

wiltsvme@outlook.com

SHETLAND CLASSIC MOTOR SHOW

Clickimin Leisure Complex, Lochside, Lerwick, Shetland ZE1 0PJ.

Tel: 07876 164777

www.shetlandclassicmotorshow.co.uk

SOUTH MOLTON VINTAGE RALLY

Alswear Old Rd, South Molton, Devon EX36 4JU (on B3227).

Tel: 01271 378019

Email: smvrcontactus@bormanweb.co.uk

www.smoltonvintagerally.co.uk/

4th June

NORMOUS NEWARK AUTOJUMBLE

Newark Showground

Tel: 01507 529430

Email: info@newarkautojumble.co.uk

Early bird (from 8am) £10, Standard (from 10am) £7 per person (U16s free)

SUMMER FAIR

Ellenroad Steam Museum, Newhay, Rochdale OL16 4LE.

Tel: 07789 802632

Email: enquiries@ellenroad.org.uk

CLASSIC STONY

Market Square, Stony Stratford, Milton Keynes, Bucks MK11 1BE.

www.classicstony.co.uk

VOLVO ENTHUSIASTS CLUB NATIONAL GATHERING

Transport Museum, Wythall B47 6JA.

Tel: 01564 826471

Email: enquiries@wythall.org.uk

www.wythall.org.uk

FARNHAM FESTIVAL OF TRANSPORT

Upper Hart Car Park, The Hart, Farnham, Surrey GU9 7HA.

www.farnhamfestivaloftransport.co.uk

CHERISHED VEHICLE AND FAMILY FUN DAY

Meadow Farm Nurseries, Langley Burrell, Chippenham, Wilts SN15 4LW.

Tel: 01666 838391

Email: martin.p.horton@btinternet.com

www.cvs.rocks

4th-5th June

INNISHANNON STEAM & VINTAGE RALLY

Off N71, Innishannon, County Cork, Republic of Ireland.

Tel: 00 353 87 2802658 www.isvrally.com

8th June

THEYDON BOIS TOY & TRAIN FAIR

Theydon Bois Village Hall, Coppice Row, Theydon Bois, Nr. Epping, Essex CM16 7ER.

Tel: 07866 641215 Email: joseph.lock105@btinternet.com

joseph.lock105@btinternet.com

9th-11th June

NEWARK RETROFESTIVAL

Newark Showground, Notts NG24 2NY

www.retrofestival.co.uk/newark/

SOUTH OF ENGLAND SHOW

South of England Showground, West Sussex.

Tel: Jerry Hillman-Smith 07359 099678

ROCKS & CARS

Lavaur (ville) 81500 France

10th June

DERG VALLEY VINTAGE CLUB RALLY

Castlegore Rd, Castlederg, N Ireland BT81 7RU.

www.facebook.com/dergvalleyvintage

10th-11th June

TRACTORFEST

Newby Hall, Ripon, Yorkshire HG4 5AE.

Organised by: Yorkshire Vintage Association

www.tractorfest.uk

NORTH RODE VINTAGE RALLY

Station Road, North Road, Bosley Nr. Congleton, Cheshire CW12 2PH.

Tel: Nigel 07759 603168

www.northroderally.co.uk

NEATH STEAM & VINTAGE SHOW,

Llwyn Felish Farm, Crynant, Neath SA10 8SP.

Email: info@neathsteamandvintage.co.uk

www.neathsteamandvintage.co.uk

WEST BAY VINTAGE RALLY

Melplash Showground, West Bay Road, Bridport, Dorset DT6 4EG.

Organised by: West Dorset Vintage Tractor & Stationary Engine Club.

Tel: 07555 097978 www.wdvtsec.com

41ST SLAIDBURN STEAM & VINTAGE VEHICLE DISPLAY

Hark to Bounty Inn, Slaidburn, Lancashire BB7 4EP.

Tel: 01200 446605

Email: captmcnamee@gmail.com

www.slaidburnsteam.co.uk

WILTSHIRE STEAM AND VINTAGE RALLY

Lydiard Park, Swindon, Wiltshire SN8 4HZ.

Tel: 01672 562783

Email: wapg.info@gmail.com

WHITWELL STEAM & COUNTRY FAIR

Mansell's End Farm, Bury Lane, Codicote, Nr. Hitchin, SG4 8XY.

Tel: 07484 327312

Email: enquiries@whitwellsteam.com

HORSES IN HARNESS

Beamish Museum, Nr Stanley, Co Durham DH9 0RG.

Tel: 0191 370. 4000 www.beamish.org.uk



STAPLEFORD MODELS & MINIATURES WEEKEND

Stapleford Miniature Railway, Stapleford Park Nr. Melton Mowbray, Leicestershire LE14 2SF. Organised by: Friends of the Stapleford Miniature Railway.

Tel: 07909 748097

Email: events@fsmr.co.uk

CORBRIDGE STEAM RALLY

Tynedale Rugby Ground, Corbridge, Northumberland NE45 5AY. Organised by: South Tyne Traction Engine Society.

Tel: 07817 368354

Email: sttes@hotmail.co.uk

ALDHAM OLD TIME RALLY

Marks Tey Racecourse, Easthorpe Rd, Colchester, Essex CO5 9EZ. Organised by: North East Essex Tractor & Engine Club

Email: info@aldhamrally.co.uk

THORNEY OPEN FARM & VINTAGE WEEKEND

Park Farm, Sandpit Road, Thorney, Peterborough, Cambridgeshire PE6 0SY. Organised by: Peterborough Farm Machinery Preservation Society

Tel: 01733 270298

Email: office@parkfarmthorney.co.uk

40th STOKE ROW STEAM RALLY

Hill Bottom, Whitchurch Hill, Reading, Berkshire RG8 7PU.

Email: StokeRowSR@gmail.com

FIR PARK WINGS AND WHEELS

Fir Park Farm, Market Rasen, Lincs LN8 3YL.

Tel: 07816 326368

Email: firparkairport@live.co.uk

11th June

EUSTON PARK RURAL PASTIMES

Euston Park (A1088) Thetford, Norfolk IP24 2QW.

www.eustonruralpastimes.org.uk

GOLDEN VALLEY VINTAGE & COUNTRY FAIR

Moorhampton Park, Abbey Dore, Hereford HR2 0AL.

Tel: 07517 428380

www.vintageandcountryfair.co.uk

LUTON FESTIVAL OF TRANSPORT

Stockwood Park, Farley Hill, Luton, Beds LU1 4BH.

Tel: 07852 948868

www.cvp.net/luton-festival-of-transport/

BROMLEY PAGEANT OF MOTORING

Norman Park, Hayes Lane, Bromley, Kent BR2 9EF. Organised by: Kelsey Publishing Group

Tel: 01959 541444

Email: Bromleypageant@kelsey.co.uk



KILDRUMMY VINTAGE RALLY

Kildrummy Estate
www.kildrummyvintagerally.weebly.com/news.html

13th-15th June PLANTWORX 2023

East of England Arena & Events Centre,
 Peterborough PE2 6HE.
 Tel: 0208 2534517
www.plantworx.co.uk

17th June IPSWICH TRANSPORT & MODEL FESTIVAL

The Old Trolleybus Depot, Cobham Road,
 Ipswich, Suffolk IP3 9JD. (free vintage bus
 links sites with Ipswich Railway Modellers
 Assoc & Ipswich Model Engineering Soc)
 Tel: 01473 715666 Email:
enquiries@ipswichtransportmuseum.co.uk

MAIDSTONE VINTAGE TOY FAIR

Lockmeadow Market Hall, Hart St,
 Maidstone, Kent ME16 8SF.
 Tel: 01732 840787
www.maidstonevintagetoyfair.co.uk/index.html

26TH HOLBEACH TOWN & COUNTRY FAYRE

King's Field, Fen Road, Ravensgate,
 Holbeach, Lincolnshire PE12 8QG.
 Tel: 07850 283109
 Email: holbeach@fensvintage.co.uk

17th-18th June
BATH FESTIVAL OF MOTORING
 Walcot Rugby Ground, Bath BA1 9BJ.
www.bathfestivalofmotoring.com

HIGH WEALD STEAM WORKING WEEKEND

Heaven Farm, Furners Green, Nr Danehill,
 East Sussex TN22 3RG.
www.highwealdsteam.co.uk

BOLNHURST VINTAGE & COUNTRY FAYRE,

St. Neots Road, Bolnhurst, Bedfordshire
 MK44 2ER.
 Tel: 01234 376577
www.bolnhurstrally.org.uk

SVETC VINTAGE SHOW

Doctor's Meadow, near the S100
 Clubhouse off Castletown Bypass Isle
 of Man IM9 1HP.
 Tel: Orry Mitchell 07624 496870

ROMNEY MARSH WARTIME WEEKEND

Romney Marsh Wartime Collection,
 Iychurch Rd, Brenzett, Romney Marsh,
 Kent TN29 OEE.
 Tel: 01797 344747
www.rmwcollection.co.uk

SCORTON STEAM WEEKEND

Woodacre Lodge Farm,
 Gubberford Lane, Scorton,
 Nr. Preston, Lancashire PR3 1BN.
 Tel: 07772 264363
 Email: info@scortonsteam.co.uk
www.scortonsteam.co.uk

YAXLEY VINTAGE FESTIVAL

Yaxley Scout & Guide HQ,
 Great Drove,
 Yaxley, PE7 3TW.
 Tel: 07712 593873
 Email: vintagefestival@outlook.com

BON ACCORD STEAM ENGINES CLUB

50TH ANNIVERSARY RALLY,
 Castle Fraser, Sauchen, Inverurie,
 Aberdeenshire AB51 7LD.
 Email: basec@bonaccordsteamclub.co.uk

CLWYD VETERAN & VINTAGE MACHINERY SOCIETY ANNUAL SHOW

Oswestry Showground, SY11 4TB
 (just off the A5) SY11 4AB.
 Tel: 01978 762889 www.cvvms.co.uk

1940s WEEKEND

Keith & Dufftown Railway, Dufftown,
 Banffshire AB55 4BA.
 Tel: 01340 821181
www.keith-dufftown-railway.co.uk

MARSHALLS YARD 175TH ANNIVERSARY WEEKEND

Beckingham.
 Tel: 07543 379769
 Email: ian.themarsahlclub.com

SOUTHERN VINTAGE ENGINE & TRACTOR CLUB RALLY

The Doctor's Meadow
 (near S100 Clubhouse)
 Castletown by-pass,
 Castletown IM9 1HB.
 Tel: 07624 496870
 Email: marshallman@manx.net

18th June WELSH NATIONAL TRACTOR ROAD RUN

Organised by the Neath Steam &
 Vintage Show Committee,
 Cefn Coed Colliery,
 Crynant, Neath SA10 8SP.
 Tel: 07721 910 405
 Email: anne.trials@btinternet.com

MARSWORTH STEAM & CLASSIC VEHICLE RALLY

Startop Farm, Marsworth,
 Bucks HP23 4LL.
 Email: info@marsworthsteamrally.co.uk
www.marsworthsteamrally.co.uk

21st-22nd June LINCOLNSHIRE SHOW

Lincolnshire Showground,
 Lincs LN2 2NA.
 Tel: 01522 522900
www.lincolnshireshow.co.uk

23rd-25th June ROADS TO RAIL STEAM RALLY

Swanage Railway,
 Dorset BH19 1HB.
 Tel: 01929 425800
 Email: info@swanagerailway.co.uk

1940s EXTRAVAGANZA

Blyth Road Showground, Worksop,
 Notts S81 0UN.
 Tel: 07901 984627
Dave.hoyles1@btinternet.com

24th-25th June DENE RALLY

Charlwood Lane, Monkwood,
 Nr. Ropley, Hampshire SO24 0HA.
 Tel: 01962 773356
 Email: denerallyhampshire@gmail.com

KELSALL STEAM & VINTAGE RALLY

Churches View Farm, Kelsall Road, Ashton,
 Chester CH3 8BH.
 Tel: 07739 958294
 Email: kelsallsteamrally@hotmail.co.uk

BLOXHAM STEAM & COUNTRY FAIR

Smiths Fields, Milton Road, Bloxham,
 Banbury, Oxon OX15 4HD.
 Tel: 01295 320100
 Email: Banburysteamssociety@outlook.com

TOWY VALLEY VINTAGE SHOW

Pontargothi Showground, Cothi Bridge,
 Carmarthenshire SA32 7NG.
 Organised by: Towy Valley Vintage Club
 Tel: 01269 592515 / 01559 384499
www.tvvc.co.uk/tvvc-vintage-show/

SHEFFIELD STEAM & VINTAGE RALLY

Rackford Road, North Anston,
 Nr. Sheffield S25 4DF.
 Tel: 01709 545047
 Email: shefsteamvcl@gmail.com

ASHBY STEAM

Scamhazel Farm, Boundary,
 Nr. Ashby-de-la-Zouch,
 Leics DE11 7BA.
 Tel: 07887 568622
 Email: info@ashbysteam.co.uk

BROYLE COUNTRY SHOW

Upper Lodge Farm, The Broyle,
 Nr Lewes, East Sussex BN8 5AP.
 Tel: 07748 630602
www.broylecountryshow.co.uk

CHARLEVILLE AGRICULTURAL SHOW & VINTAGE RALLY.

The Showground, Charleville, Co. Cork.
 Tel: 00 353 879444083
 Email: info@charlevilleshow.com

25th June MID-SUMMER FAIR

The Brickworks Museum, Swanwick Lane,
 Bursledon, Hampshire SO31 7HB.
 Tel: 01489 576248
 Email: admin@bursledonbrickworks.org.uk
www.bursledonbrickworks.org.uk

CLASSIC & RETRO SHOW

The Lawn, Rochford, Essex SS4 1PJ.
 Tel: 0845 879 1028.
 Email: info@geminievents.co.uk
www.classicmotorshows.co.uk/

WROTHAM CLASSIC STEAM & TRANSPORT RALLY

Wrotham Hill, Kent TN15 7NS.
 Top of Wrotham Hill, A20.
 Tel: 07526 019221
 Email: enquiries@wrotham.org

SOTTERLEY COUNTRY FAIR

Sotterley Hall, Beccles,
 Suffolk NR34 7TY.
 Tel: Rachel 07789 076026.
 Email: sotterleycountryfair@gmail.com

SWATON VINTAGE DAY

(and World Egg-throwing Championships)
 The Park, Thorpe Latimer, Nr. Sleaford,
 Lincolnshire NG34 0RF
 Tel: 01529 421194
 Email: admin@eggthrowing.com

BURNLEY CLASSIC VEHICLE SHOW

Towneley Park, Todmorden Rd, Burnley,
 Lancs BB11 3ER.
 Organised by: Rotary Club
www.burnleyclassicvehicleshow.org

VINTAGE POWER DAY

Pakenham Water Mill, Mill Rd, Pakenham,
 Bury St Edmunds, Suffolk IP31 2NB.
 Tel: 01359 232025
www.pakenhamwatermill.org.uk

SHROPSHIRE STEAM & VINTAGE SHOW

Aston-on-Clun, Nr Craven Arms,
 Shropshire SY7 8EH.
 Tel: John James 01588 660568
 Email: 5alive1958@live.com

30th June - 2nd July PADSTOW VINTAGE RALLY & COUNTRY FAIR

Green Lane, off A389,
 Padstow, Cornwall PL28 8RL.
 Email: info@padstow-rally.co.uk



A 'dual' Minneapolis-Moline U, operated from the front tractor.



The 1953 Lanz Bulldog 55hp S deluxe is a typical Australian model and worked in the Clare district. Next door is a 1952 Deutz F2M417 – a model phased out in 1953. This example worked at Koongawa near the west coast of South Australia.

Keeping history alive

Charles Wilkins and Peter Love report on the Booleroo Steam & Traction Preservation Society's famous annual event that took place in South Australia on Sunday 26 March.

Booleroo Centre is in the mid-north of South Australia, adjacent to the Southern Flinders Ranges, approximately 80km from both Port Augusta and Port Pirie, and 260km north of Adelaide. It is 13km off the main North Road, leaving it at Murray Town and Melrose.

The Booleroo Centre itself is a small town of approximately 500 people and is the hub of a grain and sheep district. The collection of tractors, steam and machinery was started here in 1968 by local farmers, with the aim of the Booleroo Steam & Traction Preservation Society to foster the restoration and preservation of antique machinery, from tractors to steam machinery, and everything in-between.

Much of the machinery is in operable condition, but for the lack of helpers it could not all be got out for the annual rally on 26 March, when an excellent

crowd was seen. There are many ongoing projects which members gather to work on throughout the year, except January.

Many of the rally visitors enjoyed the slightly overcast conditions, which reduced the temperature to a sensible level. There are more than 100 tractors in the collection and although there are many to catch the eye, the first one to do so was a Jelbart tractor, from Ballarat in Victoria, featuring a two-stroke engine. Four models were offered from 1912-26, but parts could be supplied into the 1950s, by which time the company was an engineering business. Jelbart's ancestry can be traced to Cornwall, England, with Thomas Jelbart arriving in Australia during 1869 as a blacksmith/farmer.

Quite naturally, there are several Chamberlain tractors in the collection, as the Welshpool-based marque had by far the best home-brewed tractors from the 1950s-80s. John Deere bought a 49 per cent stake in 1970 and by 1981

50,000 Chamberlains had left the line. By 1986 Chamberlain was no more and it would be imported John Deeres that found favour – still the number one seller in Australia today.

Going back in time there were lots of dual-powered tractors created in Australia, and there was a restored Minneapolis-Moline U 'tandem' on show. Apparently, a local configuration saw three 55hp Lanz Bulldogs joined together. These were a firm favourite of many Australian farmers, as they were relatively easy to dismantle, repair, and keep running. The Society has a number on display, as well as the Kelly & Lewis Bulldog 'copy'.

There were numerous other interesting tractors to see, but space precludes us from sharing them with you. The site and event are well worth visiting if you are ever in the area, and for further information, please e-mail: bstpsinc@gmail.com ■



This Jelbart dates from 1916. The piston is stepped like a top hat, with a large base and a small crown. It was used on a training farm for returned soldiers at Melrose, at the close of WW1.



The Chamberlain Champion 236 was a good tractor for its time, but not a great seller.



Richard Hebblethwaite with his 1955 TE-D 20, which has been in the family since 5 April 1968.

Easter Vintage Festival

It is a little more than 50 years ago now when a group of enthusiasts got together to revive a length of ex-Great Central Railway in Leicestershire. On 7-10 April, the organisation held its Easter Vintage Festival and celebrated the anniversary of the first running of a train on the line in preservation times, which made the event even better, says Peter Love.

After the Beeching cuts, stations such as Belgrave & Birstall and Quorn & Woodhouse were closed in 1963. Sadly, in 1966 the line was closed as a through route to London and was severed just south of Rugby, while Nottingham Victoria was torn down in 1969.

A group of enthusiasts was determined

to keep the GCR heritage going and finally, 50 years ago this year, steam returned. Since then, the volunteers and staff have reinstalled a double track section from Loughborough Central to Rothley and opened a single-track section to Leicester North.

As always, this popular event sees more than 20,000 people though its turnstiles and the weather stayed well over its duration. The Saturday afternoon road run saw several of the tractor exhibits take to the roads around the area, which was enjoyed by all.

On show were most of the well-known marques. Richard Hebblethwaite's 1955 Ferguson TE-D 20 stood out, having driven from Rothley. It was new to

William Harrison of Holme Farm, East Lutton, North Yorkshire, and on 5 April 1968 it was sold to Richard's family, three miles down the valley in Weaverthorpe. It was used to cultivate 12 acres until 1975, and later came into Richard's ownership.

He started restoring it in 2012 and completed the job over a 12-month period, retaining all the original tin work. In 2014, Richard and his wife moved to Leicestershire to be near their daughter's family, and so the Fergie travelled with them, some 130 miles south.

Why not visit the line over 17-18 June, when it celebrates its special anniversary? Further details can be found on the GCR website: gcrailway.co.uk ■



Two good-looking tractors – a David Brown Cropmaster and Fordson Standard N Utility.



Even the GCR's IH B-414, no. 45176, joined the line-up of tractors. It is used for loading coal.



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Easter run

James Connolly takes in the CDTEC Easter road run.

On 11 April, the County Down Traction Engine Club (CDTEC) held its annual Easter tractor road run. Club Chairman Ken McBriar hosted the event at his premises on the Killyleagh Road, close to Balloo in Co. Down.

The event started off in dry conditions, but unfortunately ended with rain showers. Despite the weather, more than 70 tractors enjoyed the 15-mile route around the Toye, Killinchy, and White Rock areas, which included some picturesque views of Strangford Lough.

It was good to see that many of the tractors taking part in the event were vintage and classic machines.

After the tractor run, tea and refreshments were available to all those that took part.

This year the club raised £2,000, which will go to fund research into Oesophageal cancer.

The CDTEC members would like to thank all those that supported the event, and look forward to the club's annual Vintage Rally, which will be held on 12 August in Ballygowan, Co. Down. ■



Ken McBriar leads the tractors on the annual Easter tractor road run on his MF 35X industrial.



A 135hp Fiat 1380 DT is not a common tractor in the UK. This example belongs to Ryan Thompson, from Ballymorran in Co. Down.



Stephen Crawford with his recently restored Ploughmaster 75, fitted with a Duncan cab.



A very tidy 1979 David Brown 995 fitted with a low-profile Sekura cab, owned by David Hamilton.



Kenny Martin with his four-wheel drive Nuffield 4/65. This tractor is based on a Leyland 472, fitted with a 4/98 TT engine and brakes from a Marshall 802, plus Nuffield 4/65 panels.

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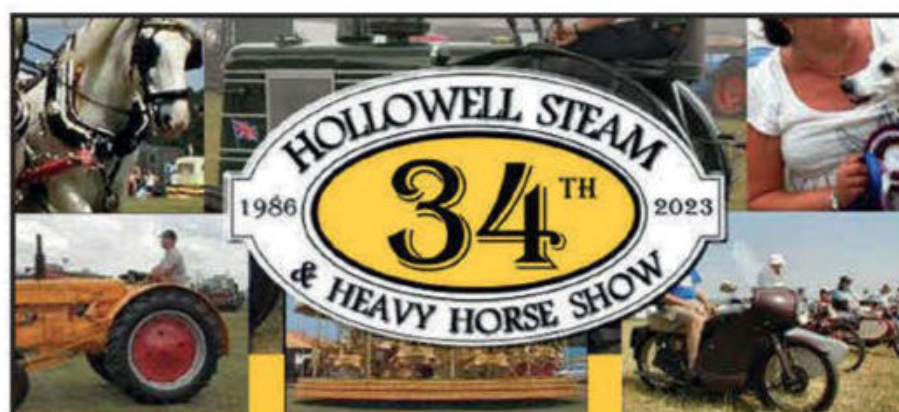
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Tractor
& MACHINERY

In the next issue...

**JULY
2023**
**ISSUE ON
SALE
FRIDAY
30 JUNE**



The tractor that Leyland should have built?
James Connolly admires a beautifully crafted 1302 – a
Leyland 802 fitted with a turbocharged six-cylinder engine!



GRAND NATIONAL

The National Vintage Tractor Road, hosted by Glenluce Vintage Tractors, took place on Easter Sunday. We round up the action from this popular event.



HIGH-SPEC DEERE

Joseph Lewis admires a late John Deere 3650 that started its life in France and is complete with the 'bells and whistles' that make such examples highly desirable.

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

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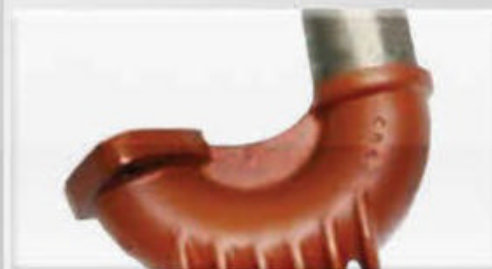
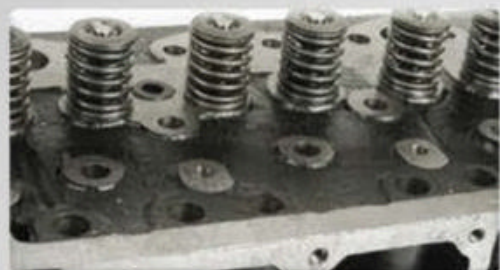
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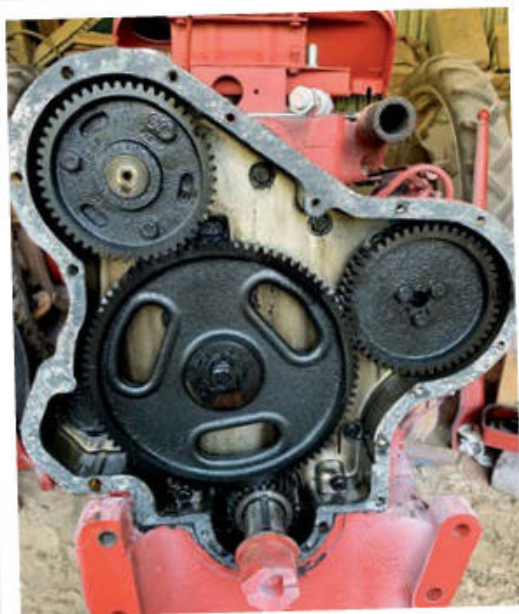




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THREE SPANNER Moderate **FOUR SPANNERS** Challenging **FIVE SPANNERS** Nigh on impossible

Workshop

Projects, expert advice
& product news



70 MASSEY FERGUSON 135 ENGINE

Ben Phillips strips the timing cover off and removes the sump and oil pump.

73 NEW PRODUCTS

Items of interest for your workshop including power washers, tractor creepers, cordless vacuum and telescopic ratchet wrenches.

74 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 provide the answers.

76 HYDRAULIC MALFUNCTION

Andrew Hall is still sorting out the hydraulic malfunction on the raspberry red and primrose yellow (official colours) on the David Brown 950.

80 HOWARD ROTAVATOR

This month Andrew tackles sorting out a 'dusty' Howard rotavator that he is to use later in the season on his small holding.

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A new challenge

PART THREE

DIFFICULTY
RATING

Ben Phillips is now getting well into the Massey Ferguson 35 project, as he continues stripping the Perkins 3-152 engine down, particularly the timing gears and oil pump.



It was now time to turn my attention to the timing case and its associated gears.

Last time I had taken the cylinder head off and seen the pistons, so now it was time to delve into the front of the engine and see the timing gears. Firstly the front crank pulley needed to be removed, a couple of sharp hits with a socket on a big ratchet soon undid the 42mm centre bolt.

Then, a few gentle taps all around the circumference allowed the pulley to slide off the front section of the crank. If it had been stuck on harder a puller would have done the job quicker, I always replace these pulleys anyway to get a better seal at the front of the engine.

The timing cover could now be removed which involved quite a collection of bolts all around the edge to be undone; there were a couple of different sizes involved. Once the cover was off it exposed the 4 timing gears, top

left was the camshaft, in the middle was the bigger intermediate, to the right of that was the injector pump and at the bottom was the crank.

Turning the engine over a few times you'll get all the timing marks lined up at TDC, even though I've done this dozens of times and know how they line up I still go through the process of turning it over to get them lined up.

Once they are all lined up correctly I gave the whole lot a good clean with white spirit, as they were plastered in black sticky oil. Having them clean I then dab different coloured blobs of paint on the marks, this just allows for the marks to be seen a lot easier on reassembly.

There are different ways these gears are held in place, the camshaft is just loose, a spring in the timing cover makes sure that doesn't move. The centre gear has a

single bolt secured by an oval tab washer and the injector pump gear has 3 bolts and spring washers securing it to the boss of the injector pump.

On the back of this gear is a dowel that prevents you putting it back on in the wrong place and thus messing up the timing. Looking at the boss, there is a groove in which this dowel locates. To remove the pump there are 3 bolts on the pump side, 1/2 inch in size, 2 at the top and 1 at the bottom in an upside down triangular pattern. The pump was now removed and put aside, to be taken to Dieselec in Ditton Priors, Bridgnorth, Shropshire at a later date.

As all the timing gears had now been removed I couldn't unbolt the inner timing case until the sump had been removed. I would soon want the pistons out as well, so it was a good time for this heavy chunk of metal to be taken off the engine.

These Perkins engine sumps are quite heavy, so I used my engine crane and straps to lower it down safely onto the ground. Positioned below the level of the block was the oil pump which I like to get off before I even entertain craning the engine out. Even though the oil pump is to be replaced it wouldn't be good to accidentally break it, or its associated pipes. The pipe that picks up the oil from the sump is the easier one of the two to get off, as once the 7/16 bolt is undone from the 2nd main bearing cap there's just the union in the pump to undo.

Once this pipe is in my hand I like to inspect it for damage, which, as in this case, can occur around the mounting bracket. On the other hand the 2nd pipe coming from the pump, which feeds oil into the engine, is quite a tight fit. As it's quite tight its best to slacken or remove the oil pump first, to do this the lower section of the inner timing case needs to

be taken off. A couple of 1/2 inch bolts hold this in place, this half round section of metal, which is made of aluminium, also provides the seal for the sump.

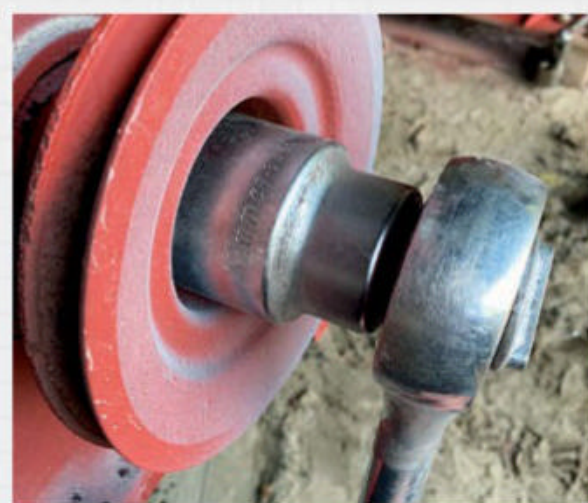
There is a groove in the centre that holds the cork seal that sits against the sump, when this section is removed the oil pump is clearly visible. There are 3 bolts, 1/2 inch in size, holding the pump onto the front main bearing cap, one of these bolts can easily be undone but the other 2 are behind the intermediate gear that's sandwiched between the crank gear and the gear on the oil pump.

Removing the intermediate gear is done by flicking an E clip out of its groove, being careful that it doesn't ping off and get lost, as it's under some

tension. I always get a screw driver in the clip while shielding the way it will spring off with my hand.

Now the gear will slide off and needs inspecting and, if in good condition, safely stored to be used again when the new pump is fitted. If there is a problem with it, new ones are available to buy. Once the other 2 bolts have been slackened off the oil pipe that feeds the engine can now be removed and put safe. As before, I always like to inspect this pipe for damage or wear, especially around the union olives.

The engine was getting smaller and lighter and would soon be at a stage to lift away from the rest of the tractor for a further strip down. ■



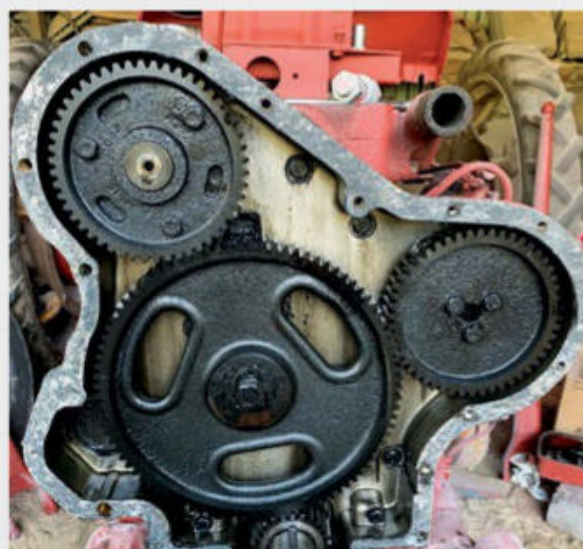
Pulley Nut

1 Taking off the pulley nut was the first stage in removing the front timing case. It just needed a few sharp blows to loosen it.



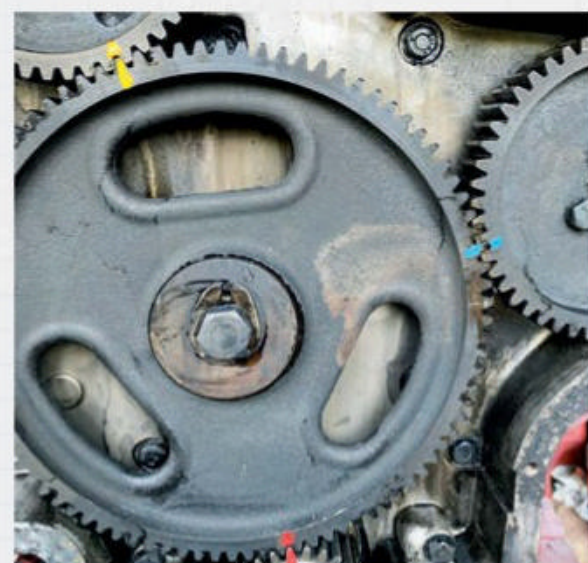
Two Sizes

2 Now a collection of bolts around the timing case needed to be undone, there were a couple of different sizes to contend with.



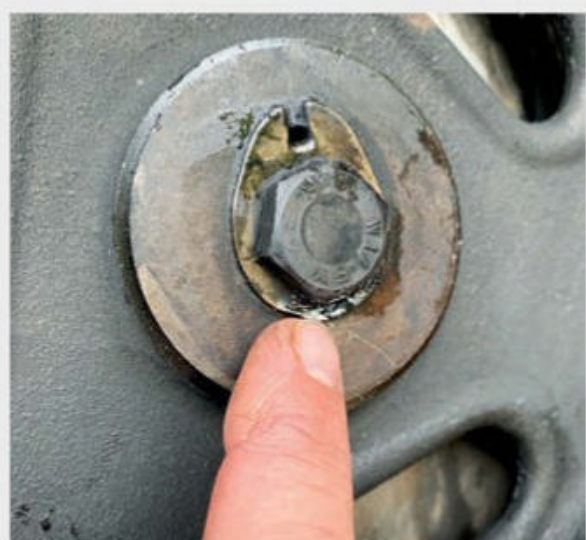
Timing Gears

3 Removing the cover revealed the timing gears that, as expected, were all rather dirty with black oil.



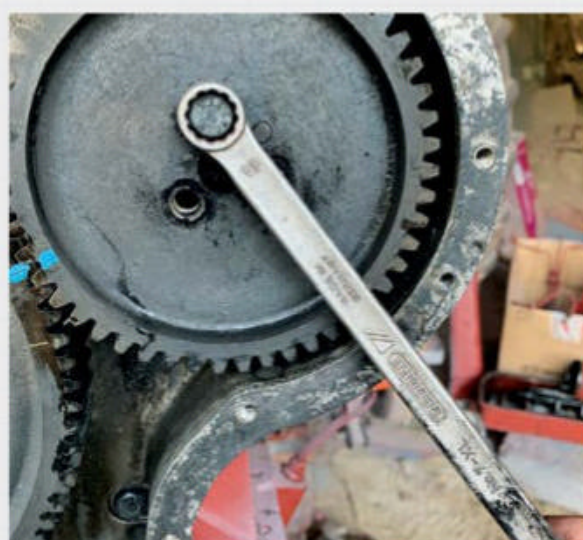
Line Marks Up

4 A quick clean and with the engine turned over to line the timing marks up. I always dab different colours on so I know their significance.



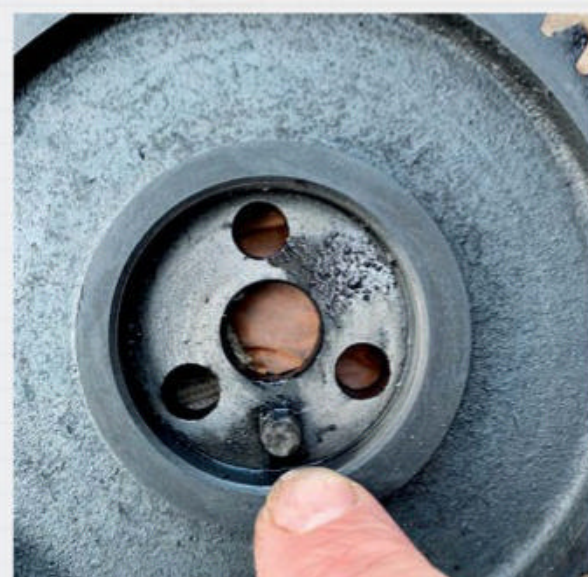
Tab Washer

5 Once I was happy I started to remove the gears, beginning with the centre one. Bending this tab washer back began this process.



Triangular Tab

6 A collection of 3 bolts held the injector pump gear in, sometimes these have a triangular tab washer, but these had spring washers.



Timing Gear Dowel

7 On the back of the gear was this dowel, which meant it couldn't be put back on wrong. ➤



Dowel Grove

8 Here on the pump boss there is a groove for the dowel to locate into.



Three Bolts

9 Now 3 bolts in a triangle on the injector pump need undoing and the whole lot can be lifted away.



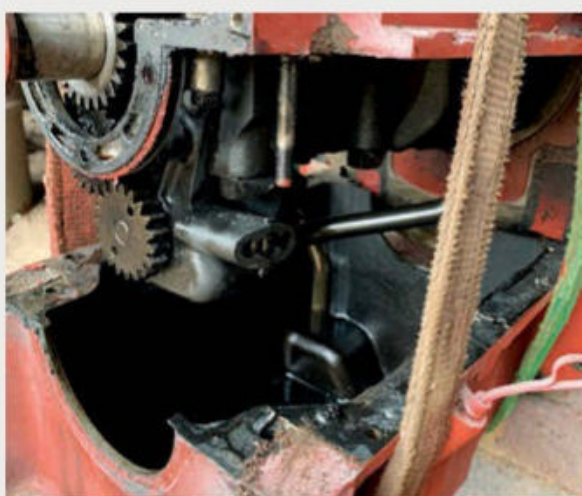
Hidden Bolts

10 I wanted to remove the sump after undoing all of the bolts around the edge, there are a few hidden ones including these nuts up at the front end.



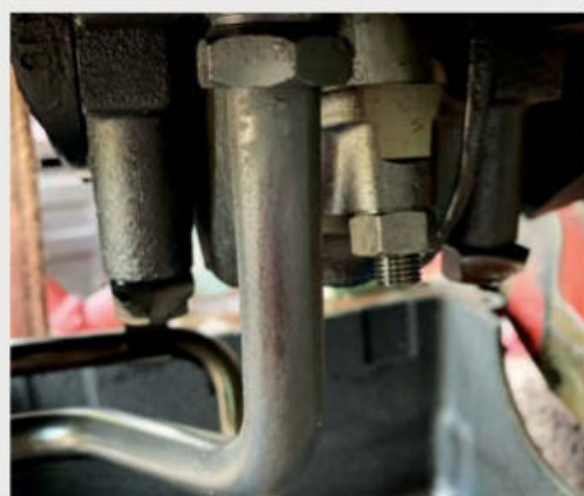
Support Straps

11 The sump was quite heavy so I always support it with straps and lower it down gently with my hydraulic 3 ton crane.



Oil Pump

12 Once it was lowered down the oil pump was full exposed, so I now needed to remove this.



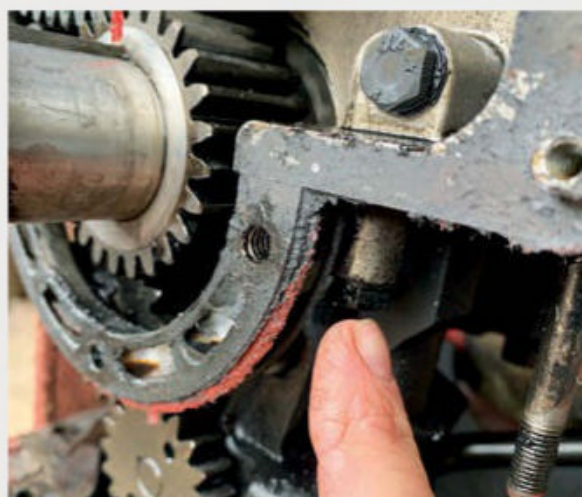
Oil Pump Union

13 This union needs loosening off to allow the main feed to the engine to be removed.



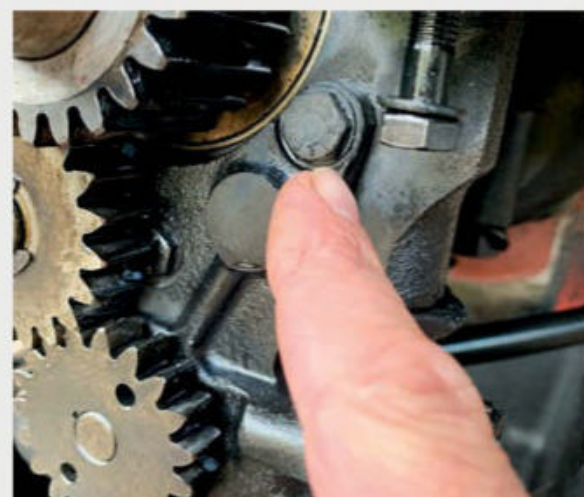
Inside Sump

14 The other pipe that goes inside the sump was easily removed, as it was just a case of undoing the union and the support bracket.



Oil Pump Mounting

15 To get to the oil pump mounting bolts this lower section needed to be removed by undoing this bolts.



Main Bearing Cap

16 This is one of 3 oil pump mounting bolts which are attached to the front main crank bearing cap.

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

New products

Items of interest for your tractor and the workshop.

Sealey has introduced over 100 new lines in the latest edition of their Tool Promotion catalogue, which is valid until 30th June 2023.

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Machine Mart has recently added two new plastic tractor creepers to their garage equipment range.

Underside tractor repairs can be difficult and frustrating without the right equipment. These two lightweight and great value creepers allow the user to speed up the process, stay cleaner, more comfortable and get a better job done.

The Clarke CMC36B 36in Plastic Tractor Creeper benefits from a low profile design, padded head rest, contoured shape for ergonomic usability and a convenient carry handle for portability. It also has six swivel castors for easy manoeuvrability around the garage or workshop. It has a length of 910mm, maximum load of 113kg (250lb) and weighs just 3.25kg.

There is a larger version CMC40B which is 4in longer, both feature integrated and handy tool storage trays, allowing your tools to be within reach whilst working. Like the CMC36B, the CMC40B is constructed of a lightweight plastic body with padded headrest and has a low profile design and contoured shape for ergonomic usability. The convenient handle makes it easy to carry whilst the six swivel castors allow for easy manoeuvrability around the garage or workshop. This model has a length of 1 metre, a maximum load of 113kg (250lb) and weighs 5kg.



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Manufactured from chrome vanadium for strength with a chrome plated finish and knurled grip handle available now from your Laser Tools stockist.

Experts' advice

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

Ferguson TE-D20

Q Having caught the tractor bug, I have taken the plunge and bought my first tractor, which is a 1952 Ferguson TE-D20. I must confess that despite my enthusiasm I am rather new to tractors and could do with some guidance regarding the servicing. The tractor is a well-used example and not in the pristine condition that most seem to be. It is however in running order, but I'd like to service it properly before anything goes wrong. I don't have any technical information at the moment, so would appreciate some help to start me off? Thanking you in anticipation.
Kevin Wright, via email.

A As a beginner a Ferguson TE-D20 is a good choice of tractor, as it is relatively light and easy to handle, and also doesn't require vast quantities of lubricants to service it. Starting with

the engine a good quality SAE-30 oil is recommended for winter running, whilst SAE-40 oil for summer use. You will need 12 pints (6.8 Litres) and the correct engine oil filter element, which is available from any of the aftermarket parts suppliers that advertise in T&M. The engine oil change interval is 120 hours. The oilbath air filter should be cleaned out and filled with $\frac{3}{4}$ pint (0.43 Litres) of engine oil.

The transmission and rear axle uses the same oil (not separate) and SAE-40 is the recommended grade for use throughout the year. The transmission capacity is 5 gallons (22.8 Litres). Do not use SAE-90 or EP-90 oil in the transmission, as this is too heavy, as it also serves for the hydraulic system. The steering box also uses SAE-40 oil and holds 5 pints (2.9 Litres) Other lubrication points require good quality grease, i.e. front axle kingpins, wheel bearings, steering ball joints, steering brake linkages and three-point linkage grease points.



Tyre pressures need to be maintained at correct pressures with front tyres at 26 PSI (1.8kg/sq.cm) and rear tyres at 12 PSI (0.8kg/sq.cm), but for road work or carrying heavy wheelweights the rear tyre pressures can be increased to 15 PSI (1kg/sq.cm).

For an engine tune-up a set of Champion N.7 plugs or modern equivalent should be used and the gaps set to 30-35 thou (0.67mm to 0.89mm) and ignition points should be set to 14 to 16 thou (0.35mm to 0.4mm). Valve clearances should be; inlet 10-thou (0.25mm) and exhaust 12-thou (0.3mm). Finally for good running the carburettor main jet should be set open 2 ½ turns from fully closed and the slow running jet one full turn open.

Ford 3000 Pre-Force

Q I am currently in the late stages of restoring an early 1965 Ford 3000 tractor, and have a question regarding the rear wings. The New Performance Fordson Dexta's and Super Majors all had light gray rear wings (Stone Gray) prior to the introduction of the 1000 series tractors in late 1964. Whilst observing other Ford 3000's I have seen both light grey and blue rear wings, and this has posed the question, which are correct? If this can

be confirmed I can happily proceed with the painting of my tractor wings.
Gary Norman, Suffolk.

A The early Pre-Force 3000's and the smaller 2000 model were introduced with blue wings, which seems rather strange, as the rest of the models appeared with light grey wings. Also, the 2000 had a blue grille mesh too, which differentiated it from the larger 3000 at a glance. However, the updated Ford Force models of 1968 all appear to have grey wings.



Fordson Major Diesel

Q I have a Fordson Major Diesel tractor, which I've owned for a few years now for maintaining my paddocks. Recently I have been experiencing difficulty with gear selection. Sometimes the tractor seems to stick in gear when the main gear lever is brought back into neutral. After some stirring around I sometimes can re-engage the lever and find neutral again. Can you please advise me what may be wrong with the gearbox? I haven't got the knowledge to strip and rebuild the gearbox myself.

Ed Taylor, via email.

A Your problem sounds like wear in the bottom of the main gear lever and the bronze selector socket that is attached to the selector rod. You can access the socket by removing the gear lever (four bolts) from the top of the transmission housing. A bolt that should be wired to lock it into place secures it, and you must take care not to drop it down into the transmission housing whilst removing and refitting it.

The socket doesn't appear to be available currently from any aftermarket parts suppliers, so your best way forward is to obtain a good less worn socket from a tractor breaker such as Ron Greet on, tel: 01803



812269, or it might be possible to build up the worn portion of the socket with bronze welding and then drill out to the desired size and depth. The chances are that the bottom of the lever is also worn. A replacement

lever is available from Agriline Products on, tel: 01527 579111 www.agrilineproducts.com, but you may be able to build up the original lever by welding and grinding back to its original length.

Massey Ferguson 135

Q I have bought a hydraulic log splitter to attach to my Massey Ferguson 135 tractor. The splitter has its own hydraulic spool valve to operate the ram, but my tractor doesn't have any take-off pipes to enable me to attach it. The splitter fits neatly onto the three-point linkage, but I could do with some advice on how to plumb in the two pipes that feed the splitter?

John Booth, via email.

A You need to tap into the tractor hydraulic circuit for pressure to one of the pipes, whilst the second pipe is a return for the oil to the tractor reservoir. The simplest way to proceed is to purchase an external selector valve that bolts in place of the plate on the top of the transmission below the drivers' right knee. A pipe then



needs to run to the rear of the tractor and have a compatible snap-on/off fitting secured.

For the oil return there is a hexagonal headed plug on the left hand side of the

top hydraulic cover below the drivers' seat. This can be removed and a return pipe fitted, placed adjacent to the outgoing pressure pipe with a similar fitting. The flexible

hydraulic pipe is likely to be 3/8-inch diameter, and we would recommend the return pipe being 1/2-inch, as this tends to keep the oil cooler by reducing the pressure of the return flow!

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

Hydraulic malfunction

Andrew Hall continues working on his '59 David Brown 950 hydraulics, concluding with a successful outcome

Regular readers will recall the sudden failure of the hydraulic lift on my DB 950 and the efforts made to rectify the problem. We began by draining the oil and cleaning the suction filter, which brought no success in part one. Further work covered in part two involved dismantling the tractor and inspecting the hydraulic control valves, which again showed nothing amiss, the cause of which remained a mystery.

Not to be beaten

However, not wanting to be beaten by a relatively simple hydraulic system, we dismantled further by removing the hydraulic linkage cross-shaft and the internal lift cylinder and its piston. Some wear and damage was noted on the rear of the piston, where it had worn concave, and also the area of the crank that contacts the piston was also worn thin. Prior to the failure, the linkage had always struggled to lift to full height under load and wouldn't allow the locking pin to

engage, so this wear could have accounted for this, so what next to do?

Donor tractor

The answer was to strip and inspect the relevant parts on a similar DB 950 I have, which has donated some spares in the past.

Fortunately both tractors were manufactured within months of each other, so the parts would be identical and fully interchangeable, all being well. The donor tractor was purchased as a stalled restoration a few years ago, and has sat in the orchard for around six years. It has a pair of replacement rear wings and cross-box fitted and the cylinder block is in good order with no frost damage, and I was thinking of renovating it, but during this time it has yielded some useful parts making the likelihood of further restoration unlikely!

We set about removing the cross-shaft support castings, which are secured by a series of bolts into the rear axle housing, including two long through-bolts that hold the internal lift cylinder in place. Everything came off with little effort,



The sudden failure of the hydraulic lift has brought some head scratching and some extra dismantling, but also some better internal working parts too.

but before the lift cylinder could be extracted the external selector valve had to be dismantled at the front of the axle housing to allow the cylinder to pass out through the back.

Better condition

An initial view of the parts that are worn in the other tractor showed the ones in the donor tractor to be much better. The rear face of the lift piston is still flat with no signs of any wear, and the crank is also unworn, so it has been a no-brainer and the donor parts were placed on the bench to clean them up!

The cross-shaft runs on bushes in each of the support castings, with an extra pair of bearing shells in the left hand side where the lift cylinder is located. There

was some slight staining of the cross-shaft bearing surfaces one side, but this wouldn't affect the performance once cleaned up, fitted and re-lubricated. Everything was laid out and compared before selecting the best parts from both machines and fully cleaning them up. The pressure relief valve from my running tractor was better than the one from the donor, as that had been tacked with a welder at some time in the past, so this was transferred to the donor lift cylinder.

Niggling doubts

None of the replaced parts, although better than the originals, could have contributed to the failure, and I had some niggling doubts about whether we'd succeed by merely reassembling, as

I thought there may be a split pipe in the rear axle housing accounting for the low oil pressure.

At this stage I sought some advice from a David Brown expert. On explaining the symptoms of the sudden failure to him I awaited his reply, which was very prompt. He suggested that the TCU (Traction Control Unit) valve might be stuck open, which would account for the lack of lift and apparent low oil pressure. The TCU valve is to aid traction when ploughing/cultivating in poor ground conditions and provides extra weight to the rear wheels by exerting a slight lift force on the implement.

On his advice I checked the control lever quadrant of the tractor, only to discover he was right, and the linkage ➤



Donor tractor

1 This spares tractor has donated some better parts than my running tractor had, which will bring some improved performance of the hydraulic system hopefully.



Cross-shaft and lift cylinder

2 The parts being targeted were the cross-shaft and the internal lift cylinder, as the ones on my running tractor were heavily worn.



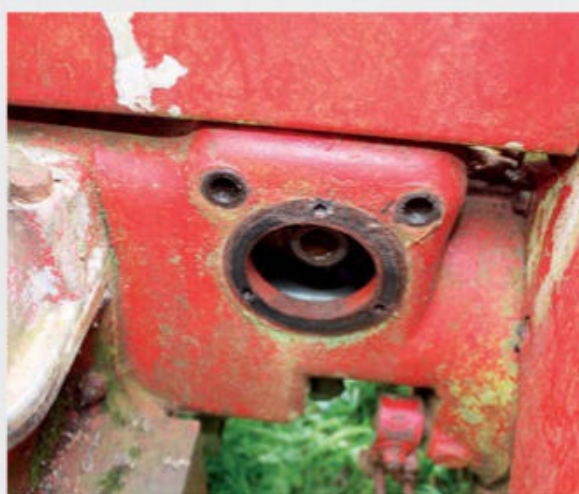
External selector valve

3 To allow the lift cylinder to come out this external selector valve had to be removed and dismantled, as it screws into the head of the lift cylinder.



Cross-shaft removed

4 The cross-shaft is now removed after removal of the cast supports each end. One of the bushes can be seen on the PTO unit that support the shaft each end.



Selector valve removed

5 With the selector valve removed one can see the banjo connector that sits at the head of the lift cylinder.



Comparisons

6 Donor parts are compared with the original worn parts, and the difference can clearly be seen in the base of the piston and the crank where it bears against the base of the piston.

WORKSHOP

was slightly seized through lack of use and the valve had remained open allowing oil to bleed through the TCU valve and mimic a failure of the system!

Not a waste of time

The operating linkage was freed off and lubricated and soon moved as it should, and so I set about reassembling the tractor. With all surfaces clean I applied some silicone sealant to the machined faces of the cast supports of the cross-shaft and it went back together very well. On finishing the engine was started and the hydraulics operated and behaved exactly as they should.

The extra work wasn't a waste of time, as the tractor now has some better, less worn, internal components! ■



Lift cylinder

7 The lift cylinder has a pressure relief valve situated in its head. The original was better than the donor, so it was retained and swapped over to the fresh cylinder before reassembly.



Crank arm

8 The crank arm is also better and will be used along with its cross-shaft when the tractor is reassembled.



All clean

9 All parts, including this support casting and bushes were cleaned up before refitting to the tractor. Cleanliness is essential when working with hydraulic systems.



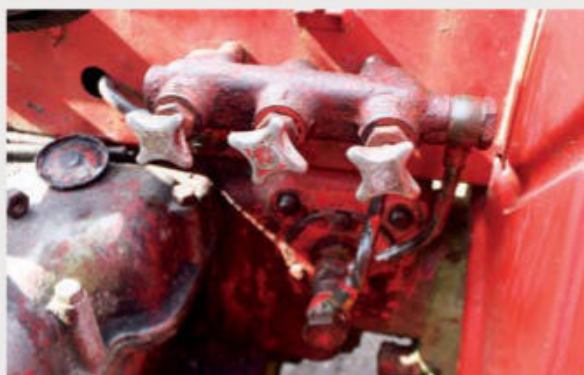
Cross-shaft

10 The bearing surfaces of the cross-shaft were cleaned up and some slight staining was present on one end, but not enough to affect the performance of the lift when in use.



Ready for reassembly

11 All the required parts were laid out and a final check made before reassembly began. All mating surfaces were coated with silicone sealant prior to offering up.



External selector valves

12 With the internal cylinder fitted the external selector valves and pipes were reconnected and fully tightened. Note the difference between this tractor and the donor tractor selector valve



Link arms refitted

13 The final task was to refit the link arms and to run up and check the operation of the lift.



Success at last!

14 A run up soon showed the job to be successful. The cause of the failure being a stuck TCU valve (see text for details).

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Even my husband has commented on the fact that I can now nip in and out of the car to open the 4 gates leading to the farm. Bioflow has changed my life!

JENNY RYAN

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Howard Rotavator Refurbishment

In the first part of a new series Andrew Hall assesses the work required to bring a Howard rotavator E series back to full health which he needs to use in the paddock later in the year.

A recent addition to my collection of equipment has been a 50-inch wide Howard rotavator, which once brought back to good working order, will be useful for cultivating small areas of ground for vegetable production. Since collecting the implement it has sat around waiting for some attention, and after finishing off the Fordson E27N, it has jumped to the head of the queue, as I need to use the Howard later in the year!

Cliff Howard was a well known Australian hero who invented the rotavator and production began in Britain under the name of Rotary Hoes. Early versions were trailed machines driven from the power take off from the tractor. Inevitably with the arrival of the hydraulic lift and three-point linkage, mounted models became available and were more popular than the trailed machines. The rotavator principle is a series of L shaped tines attached to a horizontal shaft rotating in a forward direction.

The rotor revolves at a fast speed breaking the ground as it passes through. The faster the rotor turns, relative to forward speed, the finer the tilth obtained. The E series is equipped with a multi-speed gearbox, which provides six rotor speeds to provide the desired tilth, and can operate up to eight inches in depth, selected by a depth wheel on one side and an adjustable skid on the other. The soil is beaten against the cover and crumbles along its natural joints, and the closer the cover is set to the rotor, a more level finish is obtained. The machine is slightly offset to enable the wheel marks of the powering tractor to be covered.

Assessment

One of the first tasks before embarking on the renovation has been to assess the work required. At a glance the machine looks in good order, but with more scrutiny that is far from the case, and it has been well abused and suffered from the indignity of being kept out in the open for many years.

PTO shaft

Starting with the PTO shaft, which has



DIFFICULTY
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RATING

The Howard rotavator as it arrived in ripe for restoration condition!

a double-pinned yoke at the tractor end, it will need a replacement plunger pin on one side, as the other is missing. Also the universal joint at the front end of the shaft is slack and a new spider and cups will be necessary before it can be worked again. The PTO guard is also broken, so the list of required parts is beginning to build.

Slip clutch

Moving back through the drive-train it features a spring-loaded slip clutch at the machine end of the shaft. This will require dismantling, cleaning and reassembling to ensure it works effectively, particularly if the machine jams or hits a hard piece of ground

when in operation.

Gearbox

Beyond the PTO shaft lies the gearbox. This contains the speed change gears, which are changed to select the required rotor speeds. To access the gears to undertake changes the aluminium cover is removed to reveal the gears inside. There are two pairs of gears; one pair marked with orange paint, whilst the second pair are marked with blue paint. By changing these around there are six combinations of rotor speed available. Also within the gearbox are two bevel gears, which change the direction of drive via a cross-shaft to a roller chain drive on the left hand side. With the

cover removed the gearwheels look to be in good condition, but the gearbox is dry, and should contain EP-90 gear oil. I suspect that at least one oil seal has failed, evidence being the amount of oily dirt adhering to the machine around the front end of the gearbox and slip clutch.

Chain case

On the left hand side is the roller chain case, which conveys the drive down to the rotor shaft. This will need to be dismantled to inspect it thoroughly, as the chain is concealed within. The rotor-shaft bearing is also housed in this and is lubricated by the oil in the chain case, whilst the right hand bearing has a separate grease point. ➤



PTO shaft

1 A new pin to replace the missing one on the yoke will be necessary to secure the shaft to the tractor. Also the front universal joint spider is past its best and it too will need replacing.



PTO guard

2 The guard is also pretty much non-existent, and for safety is a necessary replacement, as it should cover the shaft and remain stationary whilst the shaft rotates.



Slip clutch

3 Spring-loaded and designed to slip if the machine is overloaded, this will require stripping, cleaning and resetting before the machine is used.



Gearbox

4 This is the 'Selectatilt' gearbox, and contains changeable gears under this aluminium cover with a cork gasket to seal the oil inside.



Colour coded

5 The gear wheels are colour coded in orange and blue. The orange gears are currently in mesh.



Blue pair

6 The blue pair of gears are stored in the inside of the cover. The gearbox is devoid of oil and should contain EP-90, so I suspect a seal has failed.

Rotor shaft

This carries the L blades, which look to be about two-thirds worn. They are fitted in a scroll pattern to provide an efficient cutting action in the soil, and each is attached by two nuts and bolts.

Cover and rear flap

This is well corroded and the rear flap has detached from its hinges. There is a lot of corrosion in the support for the flap, which is likely to require complete cutting out and replacement. It looks like I'll be ordering some more oxy-acetylene gas to facilitate the stripping of this machine. Watch this space. ■



Cross-shaft

7 A cross-shaft carries the drive from the gearbox to the roller chain case on the left side of the rotavator.



Chain case

8

Drive to the rotor-shaft is conveyed downwards by means of a roller chain housed within this chain case.



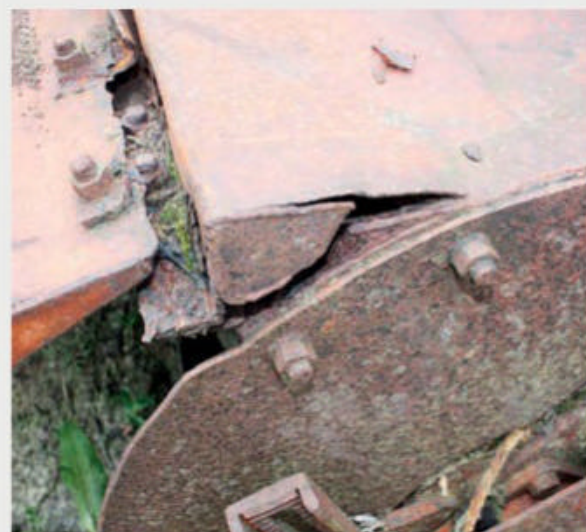
Adjustable depth wheel

9 Depths of up to eight inches can be achieved by altering this adjustable depth wheel. The mechanism is still free and turns very easily.



Depth skid

10 A corresponding skid is fitted to the right hand side and will require some heat to free it off without breaking anything off.



Stress fracture

11 A fracture in the cover at this point is due to stress and metal fatigue, so some repair is necessary here to bring it back to full strength.



Detached flap

12 The hinges of the adjustable flap have corroded away completely, allowing the flap to break away from the cover.



Corroded cover

13 The angle section at the rear of the cover that carries the hinges is almost non-existent, and will need cutting away completely and a new piece made to suit.



Rotor shaft and tines

14 The tines are fitted to the rotor shaft in a scroll for efficient soil cutting, and are around two-thirds worn. Run-out of the rotor shaft is yet to be checked.

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!

All set for Marshall/Whitlock sale

By far the most important sale to take place in the West Country this year takes place on Saturday 24 June in Somerset staged by H J Pugh which features two top class collections featuring the superb Mike Marshall 'blue' and the late Brian Whitlock

Ferguson collection. Both these collections are major international award winners. Both are full of quality to the highest order "I cannot recommend them enough" says our Tractor Mart 'guru' Peter Love. Full details: see H J Pugh advert and website.



Wherever you look there are farm machinery sales going on every week and sometimes several on the same day. Many feature classic and vintage tractors, but, so often, they have not been helped this year by the wet conditions underfoot, making some sales rather challenging to say the least.

In this issue of Tractor Mart we concentrate on a review of the Cheffins Vintage Collective on 21-22 April, which saw over 300 tractors come under the hammer of Oliver Godfrey and Bill King. The sale maybe didn't have what you would call major stars, but that was made up for with quantity, with over 75 percent of the entries selling on the day.

I have listed the sold tractors rather differently this time; so hopefully, it's easier for you to spot how your favourite did at the sale. There were 60 extra tractors to the original sale catalogue. Some slotted in where others hadn't turned up and the rest were added at the end and many sold well. As always this sale had a great proliferation of Fords and every 7810 you can think of came out the buildings for the sale, with the top example H935WHH selling for £28,000 in grade 11 condition. There was also a raft of 7000s, with the best selling for £29,500. However, we did see again a number of good vintage machines drop back again, price wise. Nevertheless, we saw a record price paid for a restored 1943 Case SC at £5,200, so, as always, it's up and down, but the main thing is the market is certainly still buoyant.

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

Cheffins Collective Grosses 2 Million +

The main spring sale in the UK is without doubt the Cheffins Cambridge Vintage Collective Sale at Sutton, near Ely on the 21-22nd April 2023. It saw over 2,600 lots come up featuring literature, models, parts, implements, veteran, vintage classic and modern tractors, along with motor-cycles, commercial vehicles, petroliana and collector's items which went under the hammer, grossing over £2 million in total.

Of the over 345 veteran, vintage and classic commercials and tractors offered, the headline lot of the day was an original grade 3/11 2001 John Deere 7810 with 6,500 hours which sold for £45,500 (no VAT), to a collector in the UK. This was followed by a somewhat rusty and needing work really 1980s

Some £31,000 was paid for the grade 5.5 1964 Roadless Ploughmaster with Harper Motors Laurence Kirk hydraulic plough trip.

Ford 7810 III Silver Jubilee grade 9.1 which achieved £32,500.

The wonderful grade 5.5 1964 Roadless Ploughmaster 6/4 fetched £31,000, while a 1920 Avery 8-16 one of four in the UK (none from working times) made £29,000, needing a power wash and more. Tractors from the 1970s were also in high demand, with a so so, only one owner in working times, 1975 Ford 7000 achieving £29,500.

Earlier on an example that looked much better and a former Doe demonstrator sold for £28,000 and an example without a cab changed hands at £8,000. There was a 1971 John Deere 3120 without cab and older painted, which sold for £16,000. The 1998 John Deere 855 four-wheel drive with just 198 hours and roll bar, sold for £10,800.



The top John Deere price was £45,500 for the 2001 John Deere 7810 Powerquad Y355YVV with 6,500 hours that had been dry stored for 12 years. There was no VAT on this lot.



As predicted the 1981 Ford 6600 Power Plus with Q cab sold for £8,000 the County TW1164 sold for £19,500 and the 1979 County 1184TW was yours for £24,500 + VAT on these lots.

A-Z Results (*record price)

Allis-Chalmers

2815 Allis-Chalmers C rowcrop 2/4 £1,300 + VAT
2863 Allis-Chalmers B 1.6 £800 + VAT
2914 Allis-Chalmers B EG6098 needs the works 1 £600

Avery

2672 1920 Avery 8-16 no.18826 ex West Country needed a power wash grubby 2/4 £29,000

Caterpillar

2872 Caterpillar 951C Traxcavator without cab runs and does what it should £3,600

Case

2700 1943 Case SC rowcrop no. 4706997SC lovely resto from Norfolk 4.7 £5,200*
2723 1924 Case 12/20 Crossmotor no.51085 lovely clean runs 3 £13,000
2814 Case D 2/4 £1,100 +VAT
2896 1938 Case CC 'v' rowcrop unstyled Persian Orange clean 2/3 £2,000 + VAT
2898 Case LA no.1711185 steel wheel conversion 2/4 £1,200 + VAT
2955 Case LA 2 £1,000

Climax

2884 1980 Climax rough terrain forklift OPU113V 2/3 £3,200

Colt

2885 1970 Colt no. 242 deluxe original 3 £800

County

2686 County 1126 does not stand out from the crowd needs the works 2 £8,000
2689 1981 County 1164 no.47925 with Bomford blade no cab but roll bar 5 £28,000
2690 1978 County 1174 XIC998 original stored for 12 years 2/3 £20,000 + VAT
2705 1971 County1164 FC ex Silsoe tractor tester been offered many times sold at last! 2/3 £12,800
2737 1966 County PreForce 1124 no. 18775 import complete 2 £15,000
2739 1964 County Super-6 no.18775 4,945h import clean 2/3 £10,800
2745 County 1174 with cab fire damage very rough 1 £3,600 + VAT
2822 County 1164TW no.49561 Ace Plant 2/3 £19,500 + VAT
2823 County 1184TW no.41343 2/3 £24,500 + VAT
2944 County badged 5000 4WD 2/3 £6,500

David Brown

2820 David Brown 25c no.19950 PVE510 straight tin work 1.7 £1,300 + VAT
2838 1961 David Brown 850 Implematic 2579WY ex factory demonstrator nice 4.9 £6,000
2874 1976 Case-David Brown 990 MGL830P clean all together 2/3 £3,500
2958 David Brown 2D rowcrop with sprayer 2 £700

Hart-Parr

2677 1926 Hart-Parr G 18-36 no.26255 runs very well 4.6 £8,500

Fendt

2757 1991 Fendt 512C lovely so clean 12 £32,000 + VAT

Ferguson

2696 Ferguson TE-F467374 original style Goodyear tyres from Norfolk 2/4 £2,000
2699 Ferguson TE-D100674 restored from Norfolk 2/4 £1,600
2736 1951 Ferguson TE-F200038 diesel early 2 £2,400

Wrights Auctions



Tractors, Bygones Blacksmith & Workshop Tools

Tumby Woodside Boston PE22 7SP - 24th June 10.30am

Massey Harris Ferguson TEF (1955 one owner), IH Model A (1941), BMB President (1950) Case DEW pp, Fordson E27N pp (late 40's) Ruston Hornsby HR6 pumping engine (1938 on rally carriage), Martin Markam & Wilson carts, MF 260 3F & Fergy 2F ploughs Talbot, Ransomes, Melotte & Wilmott Turnall trail ploughs, Nicholson's trail drag, Bamfords reaper, Blackstone pot spinner, MH corn drill, stone mill, caste & steel seats, pallet tines, log splitter, engine hoist, Geest barrow, 4 wheel hand trolley, blacksmith bellows vice, swages, tongs, pipe vice, threader, hd pillar drill, power hacksaw, metal & wood lathes, table & scroll saws, power planer & sander, dust extractor, compressor, stick & mig welders, larger collection of modern power tools, cabinets & benches, sanders & grinders, steel, cast & wooden gates, pressure washer, heaters, chain saw, leaf blower & brush, sack wheels, diesel tank & pump, galv dustbins & bygone tank, chitting boxes, bygone chests, Cheavins water filter, bags of logs & timber, cartwheel shoeing ring, cast hoppers, poultry feeders, drinkers & Omlet hen run (as new), bygone incubator, pig & chicken wire, cycles, tool boxes, table tennis table, Lincoln Red herd books (1940's-60's), bygone farm & garden tool (vgo), chains & straps, telegraph poles, quoites, Ransomes trail gang mower, cement mixer, rubber equine/play mats, bygone nuts, bolts & horseshoe nails, horse shoes, car trailer, hand tools, spanners

Viewing: Fri 23rd 1 - 6pm & morning of sale - Parking & Refreshments

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Some £12,500 was paid for this 1976 Massey Ferguson 135 RNN14R and the restored 1975 MF 135 JHU586N changed hands at £9,000.

As for the 1985 Massey Ferguson 690 with Opico turbo, an excellent cab, 2,407 hours, with PVAT wheels, it sold for a good £18,200 + VAT.

Among the vehicles, a 2005 Argo Avenger 8x8 UTV, which was bought new by journalist and TV personality, Jeremy Clarkson, far exceeded its presale estimate of £2,000, selling for £5,500, while a grade 5 1963 Thames Trader and 1970 Scammell trailer achieved £24,000 and was driven away after the sale. The immaculate Brayshaw living wagon, which had been fully restored decades ago and dry stored, made £17,500 on the day.

We actually saw sold this time, after many attempts to move it on, the 1971 County FC1164 ex Silsoe test unit which so many have just not wanted when it's been offered before, it raised £12,800 here. From the same stable was the 1966 Western 11000 USA prairie dinosaur which featured the Allis-Chalmers 11000 turbocharged engine with Allison Torqmatic transmission. I believe the company behind this machine made just 17 examples, not all the same, and I have only ever seen one other example, in a prairie collection in northern USA during the autumn of 2003. This unique example in Europe, went on to sell at £12,000 having been offered before some time ago.



The scratch built 1/6th scale Scammell Pioneer tank transporter outfit sold for £20,000.



This 'Red Giant' 1966 Massey Ferguson 135 HFD677D was yours at £9,000. The John Plowright French 1963 MF 42 sold for a record £8,500 see Inbox for more on this tractor.

One of the most interesting tractors here had to be the rather worn out and somewhat rusty 1988 Nuffield 126 four-wheel drive E117DRM which is one of five made and this was the second example I've seen. We featured the other example in T&M in the late 90s. I was driving along near Ringmer, Sussex and suddenly spotted it heading the other way with its trailer full of builder's material. Quite naturally I had to turn around, follow it, and when it stopped was able to record it in the rain. For whatever reason, people were not a fan of this ultra rare tractor which sold for only £8,500 + VAT. More to everyone's taste was the 1986 Marshall 100 four-wheel drive no.EH3014C D371DOW with Agram HM50 loader, with rust around it, which sold for £20,500.

In the collectable items in the automobilia section, a Kismet Autocol air and water tower pump which dated from the 1960s, standing at 181cm tall, the pump achieved £4,256. In addition, a Shell bulk box type forecourt oil cabinet including a stick man jug, made £1,064 and a Chemico 'Stop It' anti-freeze pyramid can made £728.

As for the literature, prices were generally down, although most sold here. The spectacular 1934 Lanz 15-30 and other



Looking so original is the 1924 Case Crossmotor 12/20 no.51085 at £13,000.

A-Z Results (*record price) continued

- 2769 1951 Reekie Ferguson TE-D232424 HAS750 sold before lovely cheap 5 £3,600
- 2793 Ferguson TE-F Ferguson epicyclic transmission with live pto 1.4 £2,500
- 2794 1955 Ferguson TE-P465686 industrial clean all there 2/3 £8,000
- 2795 1954 Ferguson TET-T394208 industrial Horndraulic loader 2/3 £4,800
- 2797 Ferguson TE-C109357 KXS899 needs more work 2 £1,100
- 2809 Ferguson TE-A53160 2 £950
- 2819 Ferguson TE-L201402 UVW850 original 1.7/3 £1,600 + VAT
- 2869 Ferguson TE-20 FBX66 rusty 1 £1,050 + VAT
- 2875 1955 Ferguson TE-F original needs work 1.9/3 £3,500
- 2880 1954 Ferguson TE-20 2-cyl Lister diesel engine by the late 'Air Cooled Pete' 4 £3,500
- 2907 Ferguson TE-A20 so so 1.4 £800
- 2919 Ferguson TE-20 with p/p conversion 2 £1,200
- 2921 Ferguson TE-D so so 1.6 £1,400
- 2950 Ferguson G/Gold 35 diesel 2/4 £3,200
- 2957 Ferguson TE-A 1.6 £1,250

Fiat

- 2733 1994 Fiat F115 4WD L382CDF with front weights 9.8 £12,000 + VAT
- 2856 1972 Fiat 655 crawler MGN509L Boughton winch so so 2 £1,300
- 2923 1965 Someca 308 (French Fiat) 4-cyl diesel 1 £1,000

Ford

- 2673 1975 Ford 7000 K00596N ex Ernest Doe demonstrator nice 3/10 £28,000
- 2674 1980 Ford 5600 W217ABA American import just 466h only 4.6 £18,000
- 2682 1989 Ford 7810 SIII 4WD G470UKO with air conditioning 10 £16,500 + VAT
- 2684 1989 Ford 7810 SIII 4WD G422VWC 9.7 £14,500 + VAT
- 2702 1975 Ford 7000 HEG191N original one working owner 2/3 £29,500
- 2703 1989 Ford 7810 4WD Silver Jubilee rusty needs work 2/3 £32,500
- 2708 1989 Ford 7810 II 4WD F94 NCU 9.9 £16,000
- 2711 Ford 7000 KRB272N no cab working 2/3 £8,500
- 2716 Ford 5000 4WD import restored so so 2/4 £7,500 + VAT
- 2717 Ford 2000 4WD import restored 2,300h 2/4 £6,800 + VAT
- 2720 1983 Ford TW-25 4WD no. 912269 A5200AV needs work 2/3 £10,000 +VAT
- 2721 1986 Ford 6610 4WD no.BA80436 C534LNT BSFT 2,380h so so 9.1 £14,800 +VAT
- 2726 Ford TW-10 4WD rough 9 £5,500
- 2742 1990 Ford 7810 III 4WD H935WHH very clean! 11 £28,000 + VAT*
- 2743 1979 Ford TW-10 2WD weights on rear clean 10 £11,000 + VAT
- 2765 1972 Ford 4000 FA0164K with cab nice 4.7 £8,000*
- 2821 1981 Ford 6600 Power Plus Q cab YTW881X 7,644h nice 9.2 £8,000 + VAT
- 2825 Ford 5000 no.937818 SAH585H with cab 2 £6,500 + VAT



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.

£1,704.92 +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.

£1,853.17 +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

A-Z Results (*record price) continued

2826 Ford 6810 III 2WD Super Q cab 9.5 £14,600 + VAT
 2830 Ford Ferguson 2N so so 2 £2,000 + VAT
 2837 Ford TW-25 4WD E939KRN Super Q 2/9 £10,000 + VAT
 2841 1988 Ford 8210 II 4WD no.BB01037 with turbo and front weight 9.1 £9,200 + VAT
 2848 1972 Ford Force 3000 no.B907759 4,200h cab frame + extra grass tyres 4.5 £4,200
 2854 1970 Ford 4000 SGV409J Duncan cab 9.6 £4,800 + VAT
 2897 Ford Ferguson 9N restored 4.5 £2,600 + VAT
 2922 Ford 56120 2WD Q cab 8.9 £3,600
 2926 Ford 2000 with cab frame 2/3 £2,200
 2933 Ford 6700 2WD 9.2 £6,000
 2945 Ford 8830 Dual Power 9.6 £13,000
 2947 Ford Pre Force 3000 2/4 £2,800
 2963 Ford 8730 Powershift 4WD 9.7 £18,500
Fordson
 2701 1938 Fordson Standard N Harvest Gold well detailed pneumatic conversions 4.7 £2,800
 2718 Fordson Super Major 4WD restored 2/4 £6,500 + VAT
 2761 Fordson E1A 4WD conversion Danish 2 £4,400 + VAT
 2773 Fordson E27N Major clean but older rest with starter 4.5 £3,200
 2789 1963 Fordson Super Major 794K00 new tyres painted 4.7 £6,800
 2790 1939 Fordson Standard N CAW959 V5c first reg 1944 4.5 £2,000
 2796 Fordson E27N Major p/p with lights 4 £1,800
 2800 1964 Fordson NP Super Major older restoration not bad 4 £5,000
 2803 Fordson Dexta new short engine unattractive 1.6 £2,000
 2804/1952 Fordson E1A Major with County Hi-Crop conversion original style 3 £4,800
 2805 1946 Fordson E27N Major Perkins P6 conversion (heap) 1 £5,800
 2812 Fordson PreForce 2000 all together restored 5 £7,500
 2818 Fordson E27N BNV58 Ludden p/p conversion 2/4 £1,300 + VAT
 2840 1964 Fordson NP Super Dexta BA0559B needs wings 2/3 £4,000 +VAT
 2851 1958 Fordson Dexta XVF34 older restored 4 £3,500
 2861 Fordson Standard N so so 1.9 £1,300 + VAT
 2871 Fordson Super Major 6-cylinder conversion 1.9 £3,000
 2881 Fordson Standard N electric starter 2 £1,200
 2902 1954 Fordson E1A Major with Bray loader in bits .5 £900
 2910 Fordson E1A Major so so 1.4 £1,400
 2911 Fordson E27N Major Perkins P6 all stripped £2,800 + VAT
 2912 Fordson E1A Major TBJ462 so so 1.2 £1,300
 2915 Fordson Standard N rough 1 £600
 2918 Fordson E27N Major with winch so so 1.4 £1,200
 2930 Fordson Dexta 2 £2,400
 2949 Fordson Super Major 2/3 £3,200

Kendall
 2813 Kendall row-crop no.PJ0015 2/4 £800+VAT
International
 2670 1919 IHC Junior 8-16 no. IC150M restored looked good gone to N/Wales 5 £13,000
 2671920 IHC Titan 10/20 no. TY64864 restored but not finished off well 4.5 £13,500
 2791 McCormick-Deering W-40 p/p no. WKC6829P older resto 4 £3,800
 2867 International 856 2WD no cab original Owatrol nice 2/3 £3,000
 2879 1981 International 484 2WD XFW814X with loader 4.7 £4,800
 2901 1959 International B-250 8418E original 2/3 £2,000
 2903 Farmall A rough cracked block 1 £800
 2929 International 434 1.8 £700
 2952 1935 International 10-20 on steels 2/4 £3,200
 2956 Farmall B 2/4 £1,000
JCB
 2756 1991 JCB145 Fastrac J699KTL 10 £13,500 + VAT
 2873 JCB 520-4 Loadall 9.1 £3,200
John Deere
 2687 2001 John Deere 7810 PowQuad Y335YV front linkage 6,500h 3/11 £45,500
 2697 John Deere GP no.221141 finely restored from Norfolk 4.6 £6,200
 2698 1941 John Deere HN ENG218 restored from Norfolk 4.7 £2,800
 2722 1986 John Deere 1640 2WD no.230032 C426AAH exBSFT 1,253h 9.8 £12,400 + VAT
 2724 1971 John Deere 3120 no.T643H-073859 LLRT916K restored no cab 4.7 £16,000
 2725 1998 John Deere 855 4WD S272AFF roll bar lovely! 5 £10,800
 2735 1961 John Deere 830 no. 832863 743XVH last of 2-cyl diesel 5 £6,800
 2748 1957 John Deere 820 diesel no.8201530 409XVK £14,000 + VAT
 2838 1983 John Deere 2040S 4WD A88WWG sup RFS 4,358h 2/9 £6,000 + VAT
 2876 1950 John Deere R diesel 2/3 £3,800
 2951 John Deere AW 2/3 £3,400
Lanz
 2694 1952 Lanz Bulldog D5506 no.262275 939XUU restored from Norfolk 4.9 £5,500
Leyland
 2808 Leyland 462 Syncro 4WD with cab all together 2/3 £11,200
 2852 1982 Leyland 602 2WD no.253119 cleanish 9.1 £4,800
 2899 1979 Leyland 245 Synchro FFA665T 2 £1,500 + VAT
 2925 Leyland 262 9.2 £3,200
Lister
 2904 Lister Motocart Mk1 1.6 £250
Mailam
 2691 Mailam 5001 no. CA1592 with blade import from Italy 2/3 £12,000 + VAT



There were a number of Dexta's at the sale this Super was offered from Italy.

Lanz literature, all written in English, possibly for potential Canadian and USA market, sold for a soft £160 when perhaps five years ago it would have made £360.

The main interest in this section was the immense collection that the late Roger Austin had amassed of steam and fairgrounds photographs. The amazing 25 historic black and white albums featured approximately 4,734 images. They grossed £1,890 on the hammer price, making each print worth roughly 39 pence. Some ten years ago this collection would have sold for possibly £5,000 +. Nevertheless the David Brown DB4 crawler instruction book sold for £550, I could not see that making that money ten years ago. However for some of the popular literature here, there were bargains to be had.

Another highlight from the sale was an 8 ft long 1/6 scale Scammell Pioneer tank transporter carrying a modified Armotek Sherman Firefly tank model. The remote-control model was created over a 10-year period by a now 80-year old and this achieved £20,000.



One owner 1976 Massey Ferguson 135 RNN14R with 5,850 hours in grade 2/3 sold for £12,500.



These two Masseys went on to sell for £20,500 between them.

Oliver Godfrey, head of the machinery division, Cheffins, says: "The April Vintage auction really kicks off the start of the season for many collectors and vintage enthusiasts. The sale saw over 142,000 views on-line ahead of the auction, and we had hundreds of buyers in attendance from all across the continent, all looking to pick up that next special piece for their collection.

Over 75 per cent of the classic and vintage tractors offered sold on the day, illustrating the health and continued enthusiasm for this niche collecting market. With examples dating from the pre-1920s right through to the early 2000s and those which had been beautifully restored or those left to mature naturally, there was plenty of choice for both our regular buyers and a number of the new faces we welcomed to the sale ground. We were pleased to welcome back familiar faces to this iconic sale ahead of the vintage rally and show season and will look forward to seeing the regular collectors and enthusiasts join us for the next vintage auction on 21-22 July."



Doing well was the late Peter Hawes (Air Cooled Pete) 1954 Ferguson TE with Lister industrial air-cooled 2-cylinder engine at £3,500.

Right: Selling on the day for £28,000 is the 1981 County 1164 no.47925 with Bomford blade.

A-Z Results (*record price) continued

Massey Ferguson

- 2679 1979 Massey Ferguson 550 no. 619058 CAD754T restored 4.9 £12,000
- 2680 1981 Massey Ferguson 565 no.MGP658002 GTY39W restored 4.9 £8,500
- 2692 Massey Ferguson 1200 4,827h core plug leak N/S door missing so so 2 £10,000 + VAT
- 2695 1958 Massey Ferguson 35 YAH191 4-cylinder older resto Goodyear tyres 4 £4,000
- 2727 1964 Massey Ferguson 65 MkII 2,600h lovely Danish import 3 £7,800
- 2729 1996 Massey Ferguson 390T no. 5724E46331 P728JRW with Stoll f/loader said to be the last off the line 11 £19,000
- 2734 1985 Massey Ferguson 690 2WD B997RAD Opico turbo 2,407h 3/10 £18,200 + VAT
- 2747 2005 Massey Ferguson 410 HX05JVP 350h like new £8,500 + VAT
- 2762 1963 Massey Ferguson 42 DSA567A concours hydraulics broken at sale 2/5.4 £8,500
- 2763 1966 Massey Ferguson 135 HFD677D restored nice 5.4 £9,000
- 2767 Massey Ferguson 35X MP ex farm 2/3 £12,500 + VAT
- 2768 Massey Ferguson 203 industrial no.708207 CWS233C 2/4 £4,300
- 2770 Massey Ferguson 135 no.5T3X140844 restored offered before 5 £6,800
- 2771 1971 Massey Ferguson 135 no. 408007 restored offered before 5 £7,000
- 2772 1963 Massey Ferguson 35X SNMY317481 offered before 5 £7,500
- 2775 Massey Ferguson 40 industrial 2/4 £2,800
- 2776 1976 Massey Ferguson 135 RNN14R original one owner 5,850g 2/3 £12,500
- 2777 1974 Massey Ferguson 135 JHU586N restored best here 5 £6,500
- 2785 1963 Massey Ferguson FE35 p/p 928GAA d/clutch restored with lights on bonnet 5 £3,000 + VAT
- 2788 1958 Massey Ferguson 65 Mk1 WWU735 offered before 2/4 £5,500
- 2831 1978 Massey Ferguson 590 2WD XAY15S with MF Power loader 9.9 £10,500 + VAT
- 2833 1967 Massey Ferguson 135 OBJ480E 2/3 £4,000
- 2834 1997 Massey Ferguson 240 2WD no.F26485 with loader 9.4 £7,000 + VAT
- 2865 Massey Ferguson 65 MKII engine stuck 2 £1,100 + VAT
- 2888 1979 Massey Ferguson 550 ERR341V 2WD dusty but OK 2/3 £6,000
- 2890 1967 Massey Ferguson 165 MP Lambourn cab KFN 2/3 £4,000
- 2946 1977 Massey Ferguson 698T 4WD 9.6 £6,000

- 2953 Massey Ferguson 390T 2WD 9.6 £15,000 + VAT
- 2962 Massey Ferguson 35 painted lights good 5 £5,000

Massey-Harris

- 2678 1934 Massey-Harris 25 no.M1476 ex Australian lovely tractor 2/3 £2,800
- 2709 1934 Massey-Harris 15-22 GP 4WD needs the full works 1.8 £5,500
- 2792 1944 Massey-Harris 203 KFF561 older resto 4.2 £5,100

Marshall

- 2676 1948 Field Marshall Series II no.5853 electric start 4.9 £11,500
- 2683 1986 Marshall 100 D371DOW EH3014C Agram50 loader HD back end 2/3 £20,500
- 2827 1989 Marshall 132 Q715YRX no. 10045F T Parker sup 2/3 £3,900 + VAT
- 2857 Track-Marshall 70 Geo Brown supplied so so 2 £1,150

Muir-Hill

- 2714 1977 Muir-Hill 121 III AS0250T original 2/3 £17,500

New Holland

- 2688 2014 New Holland T6.160 4WD A/Com M/blue needs f/tyres 10 £43,500 + VAT
- Nuffield
- 2685 Nuffield 460 Cantorie 4WD ex Italian clean original 2/3 £8,000 +VAT
- 2704 1988 Nuffield 126 4WD no.901000963 E117DRM 5 made 2/3 £8,500
- 2844 Nuffield10/60 6-cyl BMC 5.1 litre conversion did not start 2/4 £3,200
- 2850 1959 Nuffield Universal Three 3DL7721281 2/3 £3,500
- 2858 1966 Nuffield 10/60PPP114D Duncan cab 2/3 £3,800 + VAT
- 2886 Nuffield 10/60 Lamborn cab original 2/3 £2,000
- 2889 Nuffield M4 p/p 2 £2,500
- 2900 1966 Nuffield 10/60 FBE696D Lambourn wings 4.7 £3,500

Porsche

- 2740 1955 Allagair Porsche A122 no.1222325 Rassepe mid-mounted mower (bashed nose) 4 £11,800

Ransomes

- 2798 1962 Ransomes MG40 14497 with pto 2/4 £1,050 + VAT
- 2799 1964 Ransomes MG40 no.15169 with hydraulic lift 2/3 £2,000 + VAT

Roadless

- 2669 1964 Roadless Ploughmaster 6/4 6D/2559/4 weights,special ploug trip 5.5 £31,000
- 2948 Roadless Super Major 2/3 £5,000

Turner

- 2693 1953 Turner Yeoman of England Mk3 1899/753 with PTO from Norfolk 2/5 £14,500
- Volvo
- 2843 1970 Volvo BM650 Q861EBY exNATO with winch and cab 10 £6,700

Western

- 2706 1966 Western 11000 AC power restored offered before 2/4.7 £12,000



PART C-F

Richard Vernon sale

It's all systems go for the 'sale of the year' when the late Richard Vernon sale comes under the hammer near Lutterworth, Leicestershire on Saturday 3 June.

These are just some of the many lots in the extensive sale. Technical 'guru' Robert Holt says "I've got all the tractors running that you viewed in the sheds also the Lauson/

Nicholas and Shepherd is back together and running, the new owner will need just to finish off the smaller parts. The David Brown 25 has had a new clutch fitted and works well, 12 different magnetos have been reworked to make the tractors run. The Huber has been reunited with its magneto and a new fuel system made."



John Deere sells for £263,314!



At the Aumann Auctions Pre-1930 Sale that was concluded on Thursday 20 April, Nokomis, Illinois, USA this rare 1927/8 John Deere C rowcrop tractor, the prelude to the rather unsuccessful GP model which was continually altered, sold for a remarkable £263,314. The tractor was totally restored at the defunct John Deere Collectors Centre over an 18 month period. However it was not the highest price at the sale as the 1917 grade 3 but needing work Russell 30-60 Giant prairie tractor sold for a record £352,000.



Left: The amazing £352,000 1917 Russell Giant 30-60 which has only had two owners until its recent sale and is in running condition. Right: This venerable 1914 IHC Titan D 25hp runs well but needs work sold at £257,090.

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
COUNTY (CONTINUED)							
Major Ploughman P55 crawler	1961-65	£1,900	£2,400	£5,500	£3,900	£4,400	NA
Major Ploughman P6 crawler	1963-65	£2,200	£3,600	£5,400	£4,200	£5,420	NA
Four-Drive	1954-58	£7,700	£8,000	£12,100	£12,000	£15,750	£16,000
Hi-Drive	1958-62	£2,500	£3,600	£5,200	£5,600	£6,100	NA
County Dexta forestry 4 x4	1964	NA	£9,800	NA	NA	NA	NA
Super-4	1961-65	£4,600	£6,700	£12,600	£13,200	£16,500	£22,000
Super-4 Sea Horse replica orig scrap	1963	NA	NA	NA	£18,000	NA	NA
Super-6	1962-65	£4,800	£8,000	£15,300	£12,500	£18,000	£18,900
654	1964-68	£4,100	£8,230	£15,000	£10,900	£16,800	NA
FC654	1965-68	£4,900	£5,100	£10,400	£7,500	£15,600	NA
954	1965-67	£4,750	£8,900	£14,500	£10,600	£16,200	NA
1004	1966-75	£4,900	£8,600	£12,200	£11,000	£14,700	£16,300
854T	1967-68	£4,200	£6,300	£14,300	£7,900	£10,800	NA
FC1004	1967-77	£4,400	£6,600	£16,500	£12,950	£14,200	NA
1124	1967-72	£4,900	£7,200	£17,500	£14,900	£16,700	£15,800
1124 drainage machine	1967-72	NA	£6,300	NA	NA	NA	NA
754	1968-75	£4,600	£6,500	£9,000	£7,950	£10,950	NA
FC754	1968-75	£4,200	£8,400	£14,200	£12,950	£17,800	NA
4000-Four	1968-75	£4,100	£6,400	£11,400	£8,800	£12,200	£11,200
IHC 614	1966-68	NA	£10,900	£16,000	£13,600	£18,000	NA
IHC 634	1969-72	£8,900	£9,500	£17,300	£20,000	£25,000	NA
1164	1971-77	£4,200	£8,400	£22,400	£16,600	£18,800	£24,500
944	1971-75	£4,800	£9,950	£24,000	£14,000	£15,200	NA
1254	1972-75	£5,850	£14,200	£26,500	£14,750	£19,400	NA
1454	1972-78	£8,750	£19,000	£27,000	£16,950	£27,500	NA
764	1975-78	£4,800	£7,640	£9,100	£7,800	£9,550	NA
964	1975-77	£3,300	£8,100	£14,100	£10,000	£12,600	NA
4600-Four	1975-81	£4,600	£7,300	£14,400	£12,400	£18,100	NA
6600-Four	1975-81	£4,900	£15,600	£15,900	£12,200	£19,400	NA
7600-Four	1975-81	£5,900	£12,800	£18,500	£12,100	£26,500	NA
1174	1977-79	£8,500	£12,200	£24,700	£18,900	£23,000	£24,250
6700-Four	1978-81	£5,600	£12,700	£18,500	£14,100	£18,900	NA
7700-Four	1978-81	£5,600	£14,100	£21,400	£15,200	£27,800	NA
FC1174	1978-80	£4,900	£9,100	£17,200	£15,500	£17,900	NA
774	1978-90	£9,200	£17,000	£28,000	£25,800	£31,000	NA
974	1978-90	£9,300	£18,750	£24,000	£17,800	£28,200	NA
1184 TW	1979-90	£26,000	£45,000	£58,000	£50,800	£56,500	£62,100
1464 TW	1978-87	£16,900	£28,100	£55,000	£38,800	£41,800	NA
1474 Short nose	1979-83	£48,000	£74,000	£200,000	£100,000	£150,000	£178,000
1474 Long nose	1979-83	£54,000	£78,000	£210,000	£125,000	£200,000	NA
County Ford 8100 2WD	1978-80	NA	£4,800	£11,850	£8,750	£9,200	NA
County Ford 8200 4WD	1980-82	NA	£5,800	£14,200	£9,700	£9,900	NA
FC1184 TW	1981-87	NA	NA	£8,400	NA	NA	NA
1884	1980-87	£75,000	£150,000	£310,000	£200,000	£280,000	£300,000
6610-F	1981-83	£7,400	£16,500	£26,000	£19,600	£21,800	NA
7610-E	1981-83	£7,400	£17,500	£29,000	£21,100	£26,200	NA
County Benson 1184-TW	1990	NA	NA	£41,000	NA	NA	£77,000
County Benson 118-4	1994	NA	NA	£66,000	NA	NA	NA
DAVID BROWN							
VAK 1	1939-45	£2,100	£2,450	£5,200	£5,600	£8,400	£9,000
DB4	1942-3	£5,800	£4,800	£7,500	£5,600	£5,900	£7,800
VIG 1/100	1941-44	£2,900	£5,300	£10,200	£6,900	£10,100	£14,000
VAK 1A	1945-47	£1,000	£1,800	£6,400	£4,500	£4,900	£5,900
Thresherman	1945-8	£5,250	£7,000	£12,300	NA	NA	£36,500
VAK1C Cropmaster	1947-53	£950	£1,600	£6,500	£1,800	£6,800	£10,400
VAK1C Cropmaster narrow	1947-53	£2,200	£3,300	£6,780	£4,900	£6,400	£8,500
Cropmaster Diesel	1949-53	£1,600	£2,400	£10,600	£4,600	£8,800	£12,600
Super Cropmaster	1950-52	£1,400	£2,300	£9,400	£4,400	£8,600	£9,700
Prairie Cropmaster Diesel	1952-54	£2,400	£2,900	£7,100	£5,300	£7,200	£8,500
VIG Taskmaster 1C	1952-58	£1,000	£1,800	£9,200	£5,400	£7,900	NA
25C	1953-57	£950	£1,900	£6,200	£2,100	£6,800	£9,800
25D	1953-57	£900	£2,100	£7,400	£2,300	£6,100	£8,900
30C	1953-57	£1,000	£2,100	£5,200	£4,400	£4,200	£8,200
30D	1953-57	£1,100	£2,300	£5,900	£4,800	£5,200	£8,600
30T/TD/ITD	1950-60	£1,900	£3,000	£5,500	£3,600	£5,100	£8,700
50TD/ITD	1952-63	£1,800	£2,800	£15,400	£6,800	£14,200	£17,500
50D	1953-58	£16,900	£21,000	£37,500	£34,000	£36,000	£43,000



The Italian Cantor Nuffield 460 Universal four-wheel drive was sold at £8,000 + VAT.



Prices on Turner of Yeoman tractors are going down not up. This excellent 1954 Mk3 changed hands at £14,500.



Some £4,800 was paid for the 1982 Leyland 602 which is another that needs some work.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
900 Petrol/Paraffin	1956-58	£1,200	£3,300	£4,900	£4,400	£4,700	£6,400
900 Diesel	1956-58	£1,100	£3,200	£5,900	£3,700	£5,500	£9,800
2D	1956-61	£1,100	£2,100	£4,400	£2,600	£4,200	NA
2D narrow	1956-61	NA	NA	NA	£3,200	NA	NA
950 (T&U)	1958-59	£1,100	£1,800	£5,500	£3,400	£4,100	£6,400
950 Implematic	1959-62	£1,000	£2,600	£5,700	£3,600	£4,200	£6,200
Taskmaster Tug	1961-65	£1,000	£1,800	£8,500	£4,600	£7,200	NA
850 Implematic	1961-65	£1,000	£1,950	£5,600	£4,900	£5,400	£6,400
880 Implematic	1961-65	£950	£1,800	£5,600	£4,100	£5,400	£5,900
880 Narrow	1961-65	NA	NA	£6,500	£3,700	£5,900	NA
770 Selectamatic (red)	1965	£2,400	£3,700	£7,500	£4,600	£7,700	£11,000
770 Selectamatic	1965-70	£970	£2,800	£7,250	£2,950	£6,100	£8,900
770 Selectamatic narrow	1965-70	£1,000	£1,550,	£3,900	NA	NA	NA
880 Selectamatic	1965-70	£1,000	£1,800	£3,900	£2,800	£3,800	£5,600
990 Implematic	1961-65	£1,000	£2,950	£5,400	£3,800	£4,200	£7,100
990 Selectamatic	1965-71	£1,000	£2,650	£5,900	£3,950	£4,800	£6,100
990 Selectamatic Hi Clear	NA	NA	£2,600	NA	£3,200	NA	NA
880 Implematic	1961-65	£1,000	£1,800	£5,600	£4,100	£5,400	£5,900
880 Narrow	1961-65	£1,500	£1,750	£6,500	£3,700	£5,900	NA
770 Selectamatic (red)	1965	£2,400	£3,700	£7,500	£4,600	£7,700	£11,000
770 Selectamatic	1965-70	£1,000	£2,800	£5,600	£2,950	£5,100	£8,900
770 Selectamatic narrow	1965-70	£1,000	£1,550,	NA	NA	NA	NA
880 Selectamatic	1965-70	£1,000	£1,800	£3,900	£2,800	£3,800	£5,600
990 Implematic	1961-65	£1,000	£2,950	£4,600	£3,800	£5,200	£7,100
990 Selectamatic	1965-71	£1,000	£2,650	£5,900	£3,950	£4,800	£6,100
990 Selectamatic Hi Clear	NA	NA	£2,600	NA	£3,200	NA	NA
780 Selectamatic	1967-71	£1,400	£2,800	£6,200	£3,200	£6,800	£8,500
1200 Selectamatic	1967-71	£1,400	£3,800	£12,400	£6,300	£10,100	NA
1200 4x4 Selene axle	NA	£4,900	£8,900	£10,000	NA	£10,300	£12,600
885 Narrow Selectamatic	1971-80	£1,700	£2,400	£4,200	£3,100	£6,100	£7,400
885 Industrial	1971-80	NA	£1,900	NA	NA	£3,800	NA
885 Selectamatic	1971-80	£1,050	£2,600	£7,200	£4,900	£6,100	£7,500
990 Selectamatic	1971-80	£1,100	£2,900	£6,200	£4,100	£6,900	NA
990 Selectamatic Industrial	1971-80	£1,200	NA	£4,200	NA	£6,200	NA
990 4WD Selene axle	1971-80	NA	£6,600	NA	NA	NA	NA
995 Selectamatic	1971-80	£1,750	£2,900	£11,200	£6,200	£8,100	NA
995 Industrial	1971-80	NA	£2,475	NA	NA	NA	NA
996 4WD	1972-80	NA	£9,800	NA	NA	NA	NA
996 Selectamatic	1971-80	£2,300	£4,900	£17,500	£4,400	£6,700	NA
1210	1971-80	£2,500	£3,100	£14,200	£6,400	£7,900	NA
1210 hi-clear conv	1971-80	NA	NA	£8,200	NA	NA	NA
1210 4WD Selene Axle	1971-80	£3,400	£7,200	£16,400	£8,200	£9,100	£12,600
1212 Hydra-Shift	1971-80	£2,400	£3,900	£14,500	£5,400	£8,900	NA
1212 Manual	1971-80	£2,800	£3,200	£9,300	£5,200	£8,300	NA
1410	1974-80	£2,600	£3,000	£9,900	£6,500	£8,200	NA
1410 4WD	1971-80	NA	£3,450	£10,400	£6,800	£11,900	NA
1412	1971-80	£2,900	£3,650	£8,000	£4,900	£12,750	NA
1412 Jubilee	1977	NA	NA	NA	NA	£28,500	NA
1412 4WD	1974-80	£3,900	£5,800	£10,200	£6,200	£12,100	NA
1190	1980-84	£2,200	£1,850	£8,900	£3,600	NA	NA
1190 4WD	1980-84	£3,900	£4,900	£8,900	NA	£8,100	NA
1290	1980-84	£2,280	£3,900	£7,900	NA	£5,200	NA
1290 4WD	1980-84	£3,400	£4,250	£9,750	NA	£12,400	NA
1390	1980-84	£3,700	£4,650	£9,200	£8,250	£10,400	NA
1390 4WD	1980-84	£3,950	£5,600	£12,100	£9,900	£12,500	NA
1490	1980-84	£4,000	£4,600	£12,400	£9,100	£12,200	NA
1490 4WD	1980-84	£4,100	£5,100	£18,500	£9,600	£14,750	NA
1690 (includes turbo)	1980-84	£3,400	£5,950	£14,750	£9,600	£15,700	NA
1690 4WD (includes turbo)	1980-84	£4,950	£5,750	£16,200	£10,200	£15,200	NA
1194 Hydra-Shift	1984-88	£2,750	£4,950	£12,950	£6,800	£11,250	NA
1194 Hydra-Shift 4WD	1984-88	£3,450	£5,920	£16,500	£7,250	£16,970	NA
1294 Hydra-Shift	1984-88	£3,100	£5,900	£12,200	£6,500	£14,750	NA



The imported Ford 2000 raised £6,800 + VAT on the day.



Looking so original a 1970 Colt Deluxe no.242 at £800.



1994 Fiat F115 L382CDF was moved on at £12,000 + VAT.

1294 Hydra-Shift 4WD	1984-88	£3,500	£5,950	£18,800	£9,200	£14,500	NA
1394 Hydra-Shift	1984-88	£3,100	£5,900	£14,750	£8,700	£14,750	NA
1394 Hydra-Shift 4WD	1984-88	£3,600	£6,100	£16,400	£9,400	£16,200	NA
1494 Hydra-Shift	1984-88	£3,100	£5,900	£16,000	£9,600	£17,200	NA
1494 Hydra-Shift 4WD	1984-88	£3,400	£6,400	£18,500	£10,800	£17,800	NA
1594 Hydra-Shift	1984-88	£3,200	£5,700	£14,900	£9,200	£18,600	NA
1594 Hydra-Shift 4WD	1984-88	£3,400	£6,600	£19,900	£10,900	£21,200	NA
1694 Hydra-Shift	1984-88	£3,500	£6,100	£16,800	£10,400	£22,600	NA
1694 Hydra-Shift 4WD	1984-88	£3,900	£6,400	£27,500	£14,200	£24,400	NA

DEUTZ

F1M414	1936-51	£1,500	£2,300	£4,100	£3,900	£6,600	NA
F2M317	1935-40	£1,900	£2,800	£4,200	£2,900	£5,200	NA
D40	1958-60	£1,600	£2,300	NA	NA	£5,600	NA
F3M417	1942-52	£2,800	£3,900	£4,950	£3,750	£6,400	NA
F1L514/51	1951-57	£1,800	£2,100	£3,200	£3,700	£4,600	NA
F2 514/53	1953-57	£1,850	£2,600	£3,500	£3,100	£4,750	NA
FL612/4	1953-58	£1,800	£2,400	£4,200	£2,800	£3,750	NA
F2L612/56	1956-58	£1,700	£3,300	£3,600	£2,700	£4,300	NA
D30/D30S	1962-64	£2,680	£2,900	£4,750	£3,400	£5,200	NA
D50.1S/D55	1962-64	£1,900	£3,800	£3,900	NA	NA	NA
D40-2	1964-65	£1,950	NA	£3,600	NA	NA	NA
D5506	1968-74	£2,100	£3,900	£4,800	NA	£5,750	NA
D6006	1968-72	£2,900	£3,600	£4,900	NA	£5,950	NA
Intrac	1969-74	£3,400	£8,200	£14,500	£7,200	£17,750	NA
D7206	1974-81	£3,900	£5,200	£8,900	NA	£9,100	NA

DOE

Dual Drive	1958-59	NA	£42,000	£58,000	£51,000	£58,000	NA
Triple D (Super Major)	1960-63	£22,000	£38,800	£54,000	£48,000	£64,000	NA
Triple D (NP Super Major)	1963-64	£29,000	£41,000	£62,000	£54,000	£68,000	NA
Triple D NP (Half)	1963-64	NA	£11,000	NA	NA	NA	NA
Triple D (Half)	1960-63	NA	£10,800	NA	NA	NA	NA
Doe 130	1965-68	£31,000	£50,500	£72,000	£51,000	£65,000	NA
Doe 130 (Front half)	1965-69	£14,000	NA	NA	NA	NA	NA
Doe 150	1968-69	£28,000	£40,200	£65,000	£62,000	£64,000	NA
D5100	1971-72	NA	£14,200	£18,000	NA	NA	NA
Replica Doe Triple D	1960-64	NA	NA	NA	£44,000	£26,000	NA
Doe Triple D trans/rear half	1963	NA	£8,200	NA	NA	NA	NA
Doe Triple D frame	1962	NA	£11,000	NA	NA	NA	NA
Doe Triple D rear half & front bed w/trans	1963	£21,000	NA	NA	NA	NA	NA
Replica Doe 130	1965-68	NA	NA	NA	NA	£23,000	NA

DUTRA

D4K 4 x 4	1963-69	£2,300	£3,600	£5,300	£3,800	£6,100	NA
D4P 4 x 4	1968-72	£2,500	£2,900	£5,700	£4,300	£7,800	NA

EAGLE

F12-20/22/F16-30	1916-22	£8,900	£16,900	£34,000	£22,400	£36,000	£39,000
H13-25	1922-30	£8,700	£14,200	£30,000	£21,800	£35,000	NA
H20-35/20-40H22-45	1922-32	£10,000	£17,000	£22,000	£28,570	£32,000	NA

EICHER

ED50	1957-59	£1,500	£2,100	£4,000	£2,800	£4,000	NA
ED16	1953-57	£800	£1,300	£2,900	£1,900	£2,900	NA
Puma Standard	1960-62	£1,200	£1,900	£2,950	£2,800	£4,200	NA
Puma Narrow ES200	1960-61	£1,400	£1,800	£2,500	£2,900	£4,000	NA
Puma 1&2 Narrow	1961-70	£1,500	£2,000	£3,000	£3,900	£4,100	NA

ELECTRIC WHEEL COMPANY

Allwork 16-30	1924-26	NA	NA	£27,178	£21,000	£28,400	NA
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EMERSON BRANTINGHAM

Big Four 30 & Gas Traction C	1910-20	NA	£57,500	NA	£68,300	£251,644	£271,000
Big Four 20-35	1913-21	NA	£38,000	NA	NA	NA	NA
12-20L (three-wheeler)	1916-17	NA	£33,745	NA	£55,000	£91,856	NA
12-20Q	1917-20	NA	NA	NA	£24,000	NA	£27,230
12-20 AA	1918-28	£8,000	£9,803	NA	NA	£20,969	NA
15-25 KK	1919-28	£5,500	NA	NA	NA	NA	NA

EVA

EVA Force 5000 Belgium	1968-71	£2,900	£3,900	£6,900	£5,800	£6,400	NA
EVA Force 5000 Belgium(4WD)	1968-71	£4,200	£5,100	£7,100	£5,200	£7,900	NA
EVA Force 5095 Belgium	1971-75	£3,200	£4,100	£7,600	£4,950	£6,200	NA
EVA Force 5095 Belgium (4WD)	1971-75	£4,200	£5,100	£7,900	£4,950	£6,900	NA
EVA 7400 Belgium	1975-77	£4,100	£5,200	£8,300	NA	£7,850	NA

FAHR

D180H	1954-59	NA	NA	£4,100	£2,900	£3,100	£4,700
D177/S	1958-61	£750	£1,400	£2,800	£3,100	£3,400	NA

FAIRBANKS MORSE

15-25/15-30	1910-15	NA	£142,000	£175,000	£235,000	£249,000	NA
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FARMALL

Regular	1924-32	£1,200	£1,800	£2,800	£2,100	£4,200	NA
F-12	1932-38	£800	£1,800	£2,600	£2,100	£3,100	NA
F-14	1938-39	£900	£1,300	£3,100	£2,300	£2,900	NA
F-20	1932-39	£1,100	£1,650	£2,800	£2,600	£3,400	NA

NEXT ISSUE: FENDT | FERGUSON | FIELD-MARSHALL | FORDSON/FORD

JUNE

2nd June

Sale of Tractors, Vehicles, Implements & Small Tools.

Bridge House Farm, Stockton on Tees.

Harrison & Hetherington.

Tel: 01228 406200.

2nd - 7th June

Timed Online Auction.

York Auction Centre.

www.ylc.co.uk

2nd - 9th June

Online Contractors Plant Auction.

Reading. Thimbleby & Shorland.

www.tsauktion.co.uk

3rd June

Richard Vernon Collection.

Auction Sale of Steam Engines, Vintage & Classic Tractors, Implements & Associated Equipment. Lutterworth, Leicestershire. Cheffins.

Tel: 01353 777767.

3rd June

Collective Sale.

Westbrook Head Farm, Thorncliffe, Nr Leek, Staffordshire ST13 8UP. Graham Watkins.

Tel: 01538 373308.

3rd June

Monthly Live & Online Machinery Sale.

Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells.

Tel: 01409 253253.

3rd June

Online Sale of Implements, Plant, Machinery etc.

Dingwall. Dingwall Highland Marts.

www.dingwallhighlandmarts.com

6th June

Auction of Agricultural Tractors, Combine Harvester, Self-propelled Potato Harvesters & Spray.

Preston, Lancashire. Cheffins.

Tel: 01353 777767.

7th June

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

Carlisle. Harrison & Hetherington.

www.harrisonandhetherington.co.uk

8th - 18th June

South West Online Timed Auction of Tractors, Vehicles & Ecavators, Farm Machinery, Livestock & General Equipment.

Stags.

www.stags.co.uk

9th - 10th June

Auction

Online, telephone & commission bids only.

Mathewsons.

Tel: 01751 474455

www.mathewsons.co.uk

10th June

Collective Sale of Vehicles, Farm Machinery & Associated Tools.

Tyne Green, Hexham, Northumberland NE46 3SG. Hexham & Northern Marts.

Tel: 01434 605444.

12th - 13th June

Cambridge Machinery Sale.

Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins.

Tel: 01353 777767.

13th June

West Devon Collective Sale of Tractors, Vehicles, Farm Machinery, Agricultural, Horticultural & General Equipment.

Woodovis Farm, Lamerton, Tivstock PL19 8QT. Stags.

Tel: 01769 572042.

14th June

Implement Sale.

Thainstone Agricultural Centre, Thainstone Roundabout, Inverurie AB51 5XZ. Aberdeen & Northern Marts.

Tel: 01467 623700.

14th - 15th June

Online Timed Implement Sale.

Lanark, Lawrie & Symington.

www.lawrieandsymington.com

15th June

Vehicle Sale.

Thainstone Agricultural Centre, Thainstone Roundabout, Inverurie AB51 5XZ. Aberdeen & Northern Marts.

Tel: 01467 623700.

16th - 21st June

Timed Online Machinery Sale.

Kivells.

www.kivells.com

16th - 17th June

Perry Meyers Auction.

79849 Hwy 2, Broken Bow, NE 68822, USA. Polk Auctions.

www.polkauktions.com

17th June

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

Lincolnshire. Cheffins.

Tel: 01353 777767.

17th June

Auction of Classic & Vintage Motor Vehicles.

Auction Centre, 10 Risbygate St, Bury St Edmunds, Suffolk IP33 3AA.

Lacy Scott & Knight.

Tel: 01284 748625.

17th June

Osney Lodge Collective Sale.

South East Marts.

Tel: 01323 844874.

17th June

Ashby Magna Vintage & Collectibles Auction.

Holt Lane, Ashby Magna, Lutterworth, Leicestershire LE17 5NJ.

Howkins & Harrison.

Tel: 01788 564749.

17th June

Collective Farm Auction.

Wetwood Farm, Honeywood Lane, Oakwood Hill, Dorking, Surrey RH5 5PZ. Wellers.

Tel: 01483 802280.

20th June

Trinity Lutheran School Tractor & Implement Auction.

Online Bidding. Arenzville, IL, USA.

Aumann Auctions.

www.aumannvintagepower.com

21st June

Dispersal Sale of the late well renowned Adrian Shooter's Private Collection of Darjeeling Steam Locos, Locomotives, Literature & Railway Memorabilia.

Oxfordshire. H J Pugh.

Tel: 01531 631122.

22nd June

Collective Machinery Sale.

Sedgemoor Auction Centre, North Petherton, Bridgwater, Somerset TA6 6DF. Greenslade Taylor Hunt.

Tel: 01278 410278.

24th June

Dispersal Sale of Classic & Vintage Tractors, Plant, Machinery & Implements.

Somerset. H J Pugh.

Tel: 01531 631122.

25 June

Garden Tractor Consignment Auction.

Online Bidding. Nokomis, IL, USA. Aumann Auctions.

www.aumannvintagepower.com

26th - 29th June

Auction of the George Carbonneau Gas Engine Collection, Parts, Shop Tools, Equipment & More.

ND-5 Bottineau, ND, USA. Aumann Auctions.

www.aumannvintagepower.com

29th June

Vehicle Sale.

Thainstone Agricultural Centre, Thainstone Roundabout, Inverurie AB51 5XZ. Aberdeen & Northern Marts.

Tel: 01467 623700.

30th June - 5 July

Timed Online Auction.

York Auction Centre.

www.ylc.co.uk

JULY

1st July

Monthly Live & Online Machinery Sale.

Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells.

Tel: 01409 253253.

1st July

Farm Auction.

West Meon, Petersfield.

Wellers Auctions.

Tel: 01483 802280.

1st July

Langar Collective Machinery Auction.

NG13 9HY. Barry L Hawkins.

Tel: 01366 387180.

5th July

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

Carlisle. Harrison & Hetherington.

www.harrisonandhetherington.co.uk

6th July

Auction of the Haugen John Deere Collection.

Online Bidding, McLeod, NE, USA.

Aumann Auctions.

www.aumannvintagepower.com

7th July

Wessex Machinery Sale.

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

Tel: 07971 571612.

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

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

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

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TRACTOR & MACHINERY**ALLIS-CHALMERS B 1951**

1951, £1,500. Petrol/paraffin with V5C New tyres, all round very good condition. Easy handle start very good runner with tow ball hitch. Will seat 2 stored in container, Nottingham area. Please call 07783071421, East Midlands.

119206

AMANCO HIREDMAN

Amanco hiredman straight striker older restoration barrow type trolley battery coil £795. Amanco gooseneck older restoration barrow type trolley battery coil ignition £775. Please call 07971 561537, West Midlands.

118493

STRATTON TWIN BRIGGS STRATTON ENGINES

Twin Briggs Stratton Engines trolley 3.75 + 4.0 HP - 3ft 7 x 1ft 10 wide on 8" wheels, engines 30-50yr old all bare metal repainted ready to rally with info board au good working order. Please call 07934 085291, North West.

118926

BRISTOL 25 CRAWLER

With blade, running or repairs wanted. Please call 07801281289, South East.

118890

TBRISTOL 20

£3,500. Bristol 20 crawler, original condition... running well...out of storage after 30 years. Has hydraulics, pto ,lights. good Austin pet/Tvo engine. Please call 01329 608169, South East.

119151

CASE C

Case C. Nice little tractor. New tyres. Running. Call in the daytime. Please call 07855 399487, South West.

118850

CASE C

Wanted. Electric start has working lights and log book starts and runs very well. Please call 07855399487, South West.

119144

DAVID BROWN 1412 HYDRA-SHIFT TURBO.

£3,000. Dry stored 5 years. New front tyres. original David Brown cast wheel weights. all glass in cab. instant starter. Please call 077678153977, South West.

118485

DAVID BROWN 1200

1971, £4,150. In nice condition with good tyres, great starter and runs very well. Ready to work. Please call 07776210671, North West.

118571

DAVID BROWN 995

1976, £5,500. Immaculate 995. Complete refurb, New brakes, clutch, gearbox, new seat, front tyres. complete shotblast and repaint. Can go to work or show. Please call 07972324430, West Midlands.

118640

DAVID BROWN 885 WITH SAFETY CAB

1972, £4,500. V5C. Good starter and runner 5,200 hours. Needs water pump. Rear tyres 20%, new set fronts with sale. Please call 07581220702, East of England.

119117

DAVID BROWN 885

1977, Tractor David Brown 885. Year model 1977. Purchased 1982-01-22. Between 1982 and 1986 used for farming with 3 acres of land. After 1986 little use. Always kept in garage. 2113 hours, (hour meter works). The original tires are on. Engine heater that is always used before starting. The small window behind the chair in the cabin is missing - see picture 3. Transport not included. SEK 65,000 or highest bidder. Please call 07788144582, Rest of the world.

119184

BEWARE SCAMMERS!

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Field Marshall 53a - fully restored



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Gooseneck roller



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hopper cooled



David Brown 1210 - 4x4 - runner



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£10,950 + VAT
Very original and straight tractor!



1984 Ford 7710 4WD Tractor
EPOA
Recording 5954 hours, nice tidy classic!



1984 Ford TW26 4WD Tractor
EPOA
2 owners from new, a nice original UK tractor!



1980 Ford 8730 Powershift 4WD Tractor
£18,500 + VAT
Tidy example c/w full set of underslung weights.



1996 Ford 5640 SL 2WD Tractor
£13,250 + VAT
C/w very good tyres, a nice example!



1979 John Deere 4040 2WD Tractor
EPOA
A rare model, straight pipe!



1989 John Deere 3050 4WD Tractor
£15,950 + VAT
C/w front linkage, very tidy tractor!



1996 John Deere 6800 4WD Tractor
£23,800 + VAT
C/w Trima loader with bucket and muck fork.



2000 John Deere 6310 4WD Tractor
£22,000 + VAT
C/w Front linkage and ptol What a gem!



2003 John Deere 7810 4WD Tractor
£38,500 + VAT
C/w Sauter front linkage and TLS!



1989 JCB 3CX 4WD Sitemaster digger
EPOA
C/w Extradig, 4 in 1 bucket and lots of backhoe buckets!



1984 Hanomag 22C 4WD Pivot Steer
Loading Shovel
£8,450 + VAT
C/w bucket and bale spike, runs well!



1960 Fordson Dexta 2WD Tractor
£4,000 + VAT
Perfect for road run!



1955 David Brown 25D 2WD Tractor
£4,000 + VAT
Recording 4527 hours, a very genuine example!



1968 Nuffield 10/60 2WD Tractor
£2,950 + VAT
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DAVID BROWN 995

David Brown 995. Good engine, hydraulics, gearbox, rear tyre, needs fronts, V5 present, good tinwork. Please call 07913780471 , North West.

118451

FERGUSON TEF

POA. Supplied by Ben Turner Ripley. One local owner. Runs like a watch. Please call 01428 683294, South East.

119296

FERGUSON SPRING TINE CULTIVATOR

£250. Ferguson spring tine cultivator with 9 tines. Some ware but still useable. £250.00. Tel: 07393 758511. Please call 07393758511, South West.

119094

FERGUSON TE-20

£2,000. Three of George Patterson's collection of Ferguson TE20 tractors with Scottish Aviation cabs. As seen in Tractor and Farming Heritage magazine November 2021. Please call 07718220146, Scotland.

119137

FERGUSON TE-A 20

£2,950. 1949 grey Ferguson tea20 Road legal, loads of work with many new parts fitted over winter everything works spot on, with mint scraper box. Please call 07875260029, Yorkshire and the Humber.

119140

FERGUSON TEF

1954, £2,995. Ferguson tef 1954 road registered Diesel with pick up hitch ,top link new front tyres rears good ,tinwork tidy pretty original. Please call 07939 207232, West Midlands.

119157

FORD FERGUSON

£6,000. Ford Ferguson mint , original condition. Please call 01984623486, South East.

119220

FORD 4600

£5,800. Original, very tidy. New Clutch, reconditioned engine, good tyre, no VAT. Please call 01398361202, South West.

119335

FORD 5610

1991, Series 3, Recently restored. Very good condition. Please call. Please call 07968010133, Scotland.

119011

FORD 4000

£3,250. Ford 4000. Ideal restoration project. Starts and runs. Has been used with log splitter which is also available. New battery and some new parts. Please call 07752050318, South East.

119089

FORD 1210 COMPACT GARDEN TRACTOR

1988, £6,250. For 1210 compact garden tractor. front loader, rear digger (3 buckets). First Reg 1988 (F). Runs well. Professionally rebuilt engine. unfinished project. Please call 07989048736, South West.

119203

FORDSON E27

£2,200. Barn stored for several years, after fitting new mudguards, radiator (re-con) etc. Please call 01379 741378, East of England.

119208

FORDSON SUPER MAJOR

£2,800. Fordson Super Major. Please call 07536 975561, South West.

119244

FORDSON DEXTA



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

118492

FORDSON DEXTER



1962, 1962, Fordson Dexter tractor, good running order and condition. Complete with rollbar. Best offer secured. Please call 07885146905, South East.

119274

FORDSON MAJOR E27N



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

118553

FORDSON E27N

£750. Hydraulics, Petrol TVO need full restoration. Ransomes Epic plough spares some new. Ring for details evenings/weekends. Please call 07487613501, South West.

118813

FORDSON N FORDSON



1939, £3,000. 1939 Model N Fordson. Immaculate. Totally rebuilt by Cotswold Vintage Tractors about 10 years ago, selling due to lack of use!! Located near Sudbury. Please call 07860 667807, South East.

118843

FORDSON MAJOR DIESEL



1960, £5,500. Fitted with 6 cyl, 2 speed 10 ton winch, fore loader with lifting beam and bucket, front hitch 3 positions, power steering (requires attention). Tidy tractor, offers over £5500. Please call 07855682944, South West.

118956

FORDSON KFD



1952, POA. 1952 Fordson KFD, older restoration but very nice tractor, with pulley, new front tyres, complete draw bar, etc. engine with wide V belt. Starts and runs good. Please call +31(0)653160971, Rest of the world.

119125

FORDSON E27N P6 CONVERSION



£9,500. Lovely E27N P6 conversion 1446 conv 1951 on the button starter high top gear V.5. Please call 01969 650564, South East.

119134

FORDSON E27N



1947, £3,500. E 27 n major pet /tvo v5 road reg , new rear tyres and tubes , carburettor has been done up . Hydraulics few other new bits fair condition. Location Whitby North Yorkshire Call 07811378092. Please call 07811378092, Yorkshire and the Humber.

118399

FORDSON E27N



£15,000. T.V.O not ran for a few years so sold as seen none running block has been pached engine turns freely low box. Please call 07855399487, South West.

119146

FORDSON N



£2,000. Running. Good block. Call in the daytime. Please call 07855 399487, South West.

118436

FORDSON NONE RUNNER



£1,500. Fordson none runner. call in the daytime. Please call 07855 399487, South West.

118437

FORDSON E27N



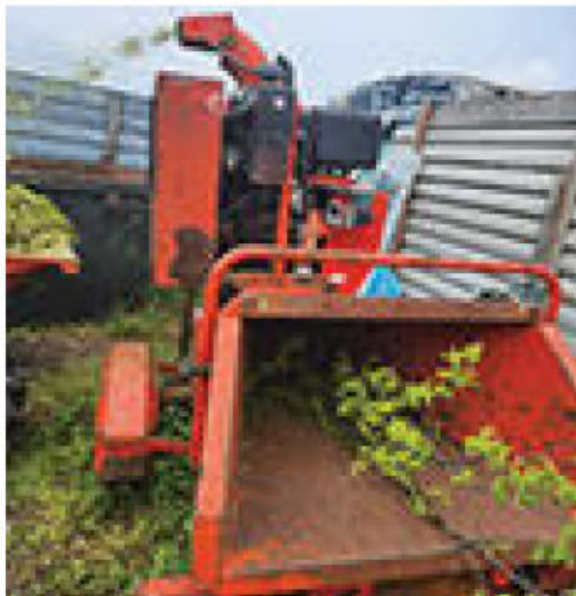
£3,500. For sale due to age. New clutch. Valves in good condition. Please call 07730050492, North East.
119190

FORDSON DEXTER



1962, 1962, Fordson Dexter tractor, good running order and condition. Complete with rollbar. Best offer secured. Please call 07885146905, South East.
119199

FORESTRY EQUIPMENT BIO 300 SHREDDER



£1.80. Bio 300 Shredder. 3 cylinder, lombardini, diesel engine. Good working order. All manuals Included. Call Charlie on: 07856 961307. Please call 07856961307, South West.
119260

FOWLER 2INS PLOUGHING PAIR



£15,000. Need work with mole plow and 6 furrow anti balance plow by John Haining. Please call 07718247454, East of England.
118884

MASSEY FERGUSON 732

£200. Massey Ferguson 732 mower. Please call 07908194406, East Midlands.
118613

INTERNATIONAL 384



1978, £6,650. Small holders 384 tractor. In very good condition, v5, new tyres all round. only 2.035 genuine hours. One family owned from new. Service history. original operators manual. Please call 07444539748, Wales.
119211

INTERNATIONAL W6 INTERNATIONAL MCCORMICK



1941, £4,000. International W6 Petrol /TVO Electric start featured in Tractor and Farming Heritage Mag in 2020 is a older restoration from around Lincolnshire Lease lend tractor originally now in South West Scotland has V5 this is a reluctant sale but need the space. , Scotland.
118507

INTERNATIONAL 434 WITH LOADER



£5,500. In good order. New brakes and tyres. No VAT. Comes with log book. Please call 07966222732, South West.
118560

INTERNATIONAL B275

£3,850. Recent refurb. 4 new tyres, Deluxe seat steering wheel "V" Five good starter, no smoke, excellent condition, known history, Priced to sell. Please call 01865407920, South East.
118629

INTERNATIONAL 784



£3,000. International 784 2WD . Loader fitted with bale spike. Starts and runs well, tyre's are good, PTO and hydraulics working well. Not a looker but will do a job. Please call 07968257232, West Midlands.
119152

INTERNATIONAL W4



International W4 Electric start with lights. Very straight and original. Runs well. Call in the daytime. Please call 07855 399487, South West.
118442

INTERNATIONAL HARVESTER B275



£4,800. Very good restoration with V5C, all systems working well, good starter with superb engine and excellent tyres. Please call 01485 512521, East of England.
119196

ISEKI COMPACT TRACTOR 2160 4WD



£4,000. Model 2160 4WD with a set of turf tyres and a box. Working condition. Please call 07760 177277, East of England.
119119

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TAMAR VINTAGE TRACTORS



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Call Matt on 07966 881985



Marshall 3A - £18,500

A stunning example, recent mechanical and cosmetic restoration completed to a high standard. Starts, runs & drives well. New tyres, brakes relined and more...



Fordson Super Major - £3,000

Largely original Fordson Super Major, lovely patina. 'Live Drive'. Starts instantly, runs & drives well. Easy restoration or would go straight to work.



Ford 8210 - £10,000(+VAT)

1983, 4WD, Dual Power, PTO & hydraulics all working well. 10,000 hrs. Ford safety cab fitted, inc new lining kit, good tinwork, no rust, very collectable!



Farmall Cub - £2,250

French built, 4-cyl petrol engine. Recently released from a private collection. Rear wheel weights & mid-mower. Brakes & clutch are positive. Lightweight tractor.



Fordson 2000 - £8,995

Rare Pre-Force, Selene 4WD Conversion. Starts easily, runs well with good brakes, good steering lock and excellent traction. A pleasure to drive!



1976 MF 135 - £9,500

Just 1 owner from new! 5850 hrs, genuine safety cab with soundproofing. Clearly well maintained, runs and drives well. Original handbook & V5.

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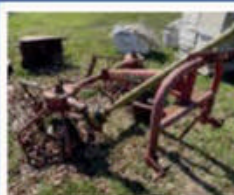
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PZ Haybob working order - £500



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£2300



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£500



Ifor Williams DP120 with dividing gate
£2000



6ft topper
£1250



Manitou mlt256 new all working with new boom pipes pallet tines with side shift - £9000



Pasquali Ergo 6.60 Tractor
£6000



3 furrow Ferguson plough
£250



Brian James general Plant trailer 4.0m x 1.85m with high sides full ramp and bucket rest - £6000



Land Rover Project Has had rear half chassis fitted 300tdi engine
£3500



Hyundai Santa Fe mot until January New clutch & flywheel 115,000 miles
£3000

JOHN DEERE



£3,500. John Deere. Please call 07536 975561, South West.

119243

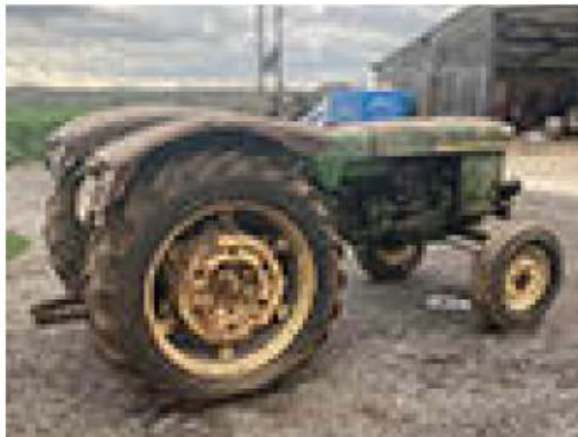
JOHN DEERE AR



Electric start. Running and driving. Call in the daytime. Please call 07855 399487, South West.

118847

JOHN DEERE 710



£3,500. John Deere 710, £3500+VAT, Very low hours of 3888. Runs great. Very rare tractor. Ideal for restoration and is a great collector's item. Please call 07973 168691, South West.

119090

JOHN DEERE 3050



£12,000. John Deere 3050, £12000+VAT. 4WD. K reg. 3 spools. Please call 07973 168691, South East.

119091

JOHN DEERE 15/27



1931, With cast air intake. Starts and drives. Call in the daytime. Please call 07855 399487, South West.

118445

JOHN DEERE 830



Electric start. Power steering. Starts and runs fine. Call in the daytime. Please call 07855 399487, South West.

118446

JOHN DEERE BR



Nice running tractor. Electric start. Call in the daytime. Please call 07855 399487, South West.

118447

KUBOTA K008-3



2020, £6,600. Year: 2020; Manufacturer: KUBOTA. Model: K008-3, Hours: 1169, Condition: Used, 3 cyl Kubota Diesel Engine 7.5 kw, Expandable Traks, Piped, Blade, Quick Hitch.4 BUCKET'S Dimensions: (LxHxW)mm: 2750 x 2230 x 700(860) Dig Depth: 1720 mm EC DECLARATION OF CONFORMITY. Please call 07888208998, East Midlands.

118976

LEYLAND 272



£2,200. Leyland 272 synchro been stood a couple of years. Started straight up very good rear tyres clutch hydraulics and pto work. Brakes need a service w reg but no v5. Please call 01376349040, South East.

119219

LEYLAND 154



£3,500. Total rebuild, lights, flashers, hydraulics, grass rears tyres, V5 engine oil leak, runs. Please call 07814864195, West Midlands.

118610

D.LISTER

On trolley, painted, no spark. Please call 07770388242, West Midlands.

119300

LISTER D TYPE



1941, £250. Single cylinder petrol engine with starting handle fully restored on trolley complete with handbook. Built September 1941, serial no. 169502. excellent condition. starts first time. please call - Lincolnshire. Please call 07790850092, East of England.

119195

FIELD MARSHALL



1947, £10,000. Field Marshall working cloths. starts well. believed to have spent working life in Australia. Barn Stored (Warwickshire). Please call 07885298326, West Midlands.

119248

MASSEY FERGUSON MF 4



£2,500. MF 4 cylinder good working order good tin and with rear wheel weights. Please call 01984623486, South East.

119221

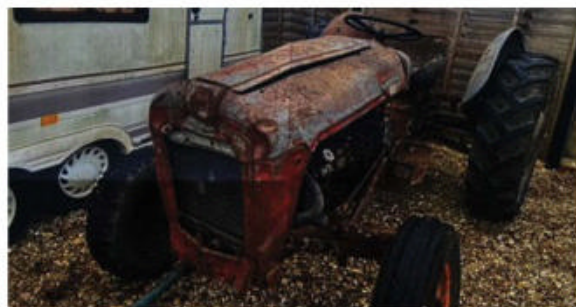
FERGUSON MASSEY 165 MULTI POWER



1970, £11,000. Show Condition. Power Steering. New Tyres. Please call 07949074049, South East.

118491

MASSEY FERGUSON FE25



1956, £1,800. Very early. Grey gold 1956, FE35, Non runner. Needs full restoration. Comes with log book has a few early features. Please call 07915641624, South East.

119275

MASSEY FERGUSON MF168



1976, £3,600. MF168 1976 French built rare 8 speed non Multipower. Engine and transmission all work fine. Twin hydraulics work but need attention. Bodywork needs restoration. Many new parts fitted. comes with topper. Located Brittany France 1.5 hrs from St Malo. Please call 07711052974, Rest of the world.

118521

MASSEY FERGUSON 135



1966, £5,250. New Battery, Tipping pipe, Draw bar, clean and tidy, aluminium head lights and handle grips, Got V5. Please call 07729562055, North West.

118633

MASSEY FERGUSON MF35

£5,250. 3 cylinder good bonnet and wings, lock not rusty, thin is a good example and for sale only due to retirement. Please call 07976268273, West Midlands.

118924

MASSEY FERGUSON MF35X



Non difflock model, goodyear radial tyres, wheel weights not ones in photo. New tin work. Small fortune spent, used logging and ploughing with trailer plough. Nice working tractor. Please call 07775561726, South East.

118959

MASSEY FERGUSON 135



1971, £7,250. Massey Ferguson 135 for sale, standard gearbox, c/w loader, fork and bucket mechanically good with factory fitted power steering, no issues, first registered 1971 and road legal. Please call 07740876235, South East.

118961

MASSEY FERGUSON 135



1968, £12,500. Fitted with Duple cab, low hours since restoration. Ring for more details. Please call 07814477598, South West.

118433

MASSEY-HARRIS 33 DIESEL



1953, £4,850. All original and in working order. Electric start, 3 point linkage and belt pulley. Please call 01409 261345, South West.

119133

MASSEY-HARRIS 33



Wanted. Electric start nice original running condition. Please call 07855399487, South West.

119147

MASSEY-HARRIS 203



Wanted. Electric start t.v.o runs very well. Please call 07855399487, South West.

119148

MASSEY-HARRIS PACEMAKER



POA. Original of farm condition running. Please call 07 855399487, South West.

119150

MASSEY-HARRIS VINEYARD 820



£3,750. 1958 Massey Harris vineyard 820 .this is the rarer diesel version. Older restoration. Please call 01460 359808, South West.

119153

MASSEY-HARRIS 33



Electric start. Very straight and original. Call in the daytime. Please call 07855 399487, South West.

118443

MASSEY-HARRIS 203



TV0. Electric start. Runs and starts very well. Call in the daytime. Please call 07855 399487, South West.

118444

MCCORMICK W14



£8,750. Completely restored. New engine, clutch, radiator, tyres, wings, bonnet and fuel tanks. Please call 07876353346, South East.

119401

MCCORMICK INTERNATIONAL B64 COMBINE

International B64 combine in good order and complete. Stored under cover. Please call 07860869172, East Midlands.

118612

MINNEAPOLIS B



Nice running early tractor tidy condition. Please call 07855399487, South West.

119145

NUFFIELD 4/60



1962, £5,000. award winning recent restoration to a very high standard, numerous new parts front hubs, wheels, tyres, wings, cone, brakes, battery, footplates, etc ,rear tyres ninety %, good engine ,excellent starter, complete respray, V5 log book. Please call 01548550689, South West.

118489

NUFFIELD 4DM

1960, £2,850. Original V5. Never worked on a farm. Been stored in a barn 15 years. Please call 07845031968, East of England.

119340

OLIVER 70 ROWCROP



1944, £5,000. Starts and runs well. Fun, unusual tractor at a rally, as not many about. Six-cylinder petrol/paraffin, runs well on both fuels. It has a starter motor fitted, but needs reconditioning. Had a pair of new rear tyres last September. Spent working life in Northumberland, then purchased as the first tractor in the Hunday Collection. Road registered. Offers around £5,000. Cambridgeshire. Please call 07807747782, East of England.

119425

OLIVER 90 ELECTRIC START



Oliver 90, Electric start. Runs well. Contact in the daytime. Please call 07855 399487, South West.

118438

OLIVER 80 ELECTRIC START



Oliver 80 Electric start. Nice original English tractor. Call in the daytime. Please call 07855 399487, South West.

118439

GARDEN TRACTOR

£300. Lawn Flite garden tractor in working condition. Requires some new parts to secure reliability. Please call 01387720139, Scotland.

118467

RANSOM TRACK TRACTOR



£2,495. Ransom track tractor diesel Drayton engine mg6 with hydraulic arms, potatoes scatter, hoe attachments pto. Inc. Please call 07939 207232, West Midlands.

119242

4" FOSTER TRACTION TRAILER



4" Foster traction trailer c/w built-in copper water tank and coal space ideal for road runs where extra capacity needed. Price POA. Please call 01353778135, East of England.

118479

It's the only engine additive I've ever found to work.

QUENTIN WILLSON

The World's Leading Engine Restore Oil

from
AMETECH

Special Offer

METAL-TEC₁₀

Advanced Technology

Anti-Friction Metal Treatment
Treats the Metal – NOT the oil



Anti-wear additive for

- Engines
- Transmissions
- Differentials
- Power Steering
- Hydraulics

Many other Auto & Industrial applications

- Enhances engine performance
- Improves fuel mileage
- Decreases friction & wear
- Lowers operating temperatures
- Keeps oil-ways clean
- Frees valve bodies
- Ensures proper gear shift

Use 5% by volume to oil. 250ml bottle shown treats 5 litres of oil for £19.99 (plus P&P)



Dissolve sludge & carbon, clean engine, free up sticking valves



Rejuvenate oil seals & o-rings to prevent & stop leaks



RESTORE engine compression, power & performance
REDUCE oil burn, blow-by & blue smoke



Quieten noisy tappets (HLAs) and valves

£55.00 UK

1 Litre can of RESTORE,
250ml Motor Cleaner/Flush,
250ml Oil Anti-Leak
Price includes UK mainland delivery

Ametech Restore Oil & Fuel Treatments **just £5.99** per 250ml (plus p&p)



www.americantechnology.co.uk ☎ **01728 726620**

PORT AGRIC CUTLET 5FT TOPPER. WELL MAINTAINED AND NOT ABUSED. IDEAL FOR DEXTA, MF35 ETC



1994, £700. Well maintained and not abused. Recently repainted with no significant rust or welding repairs. Includes PTO shaft, which is in good condition. Ideal for Dexta, MF35 or similar HP Tractor. Please call 07742805225, South East.

118530

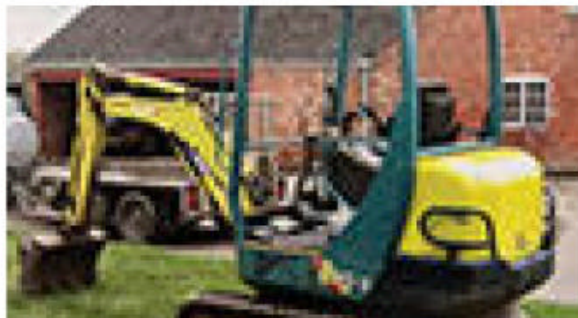
mitsubishi 15HP 4WD



£5,000. Mitsubishi 15HP 4WD diesel tractor, Honda chipper, Shredder, Tipping trailer, 3-point linkage sprayer 12 ft (Not shown), Fertiliser, Seeder/spreader, Grass harrows, Roller, chainsaw, Strimmer, Hedge cutter, Pressure washer. Sold property in Hertfordshire. £5000 The lot. Please call 07765445206, East of England.

119403

YANMAR B15-3



£8,200. Yanman digger. Good tracks. Works as it should. Five buckets. Retirement sale. Trailer available at extra cost. Please call 0749394415, East of England.

118960

RANSOMES MG 2 CRAWLER



£750. Ransomes MG 2 Crawler all complete except for the exhaust has run but not for several years. Always been dry stored. Tracks are in good condition. Please call 07976913980, South East.

118967

WICKSTEED POWER HACKSAW



£250. 3-P heavy duty tool with blade cooling system. Was working when last used. Needs TLC. Please call 07850 848372, South West.

118979

RARE VINTAGE MURCH REED COMBER



£35,000. In good working order fitted with purpose built self feeder for consistent and safer feeding. C/w Ruston Hornsby trusser, drive belt and spare gears for comber. Also available another Ruston Hornsby trusser for spares or repair.

Only for sale as owner retiring. Please call 07802695311, South East.

118988

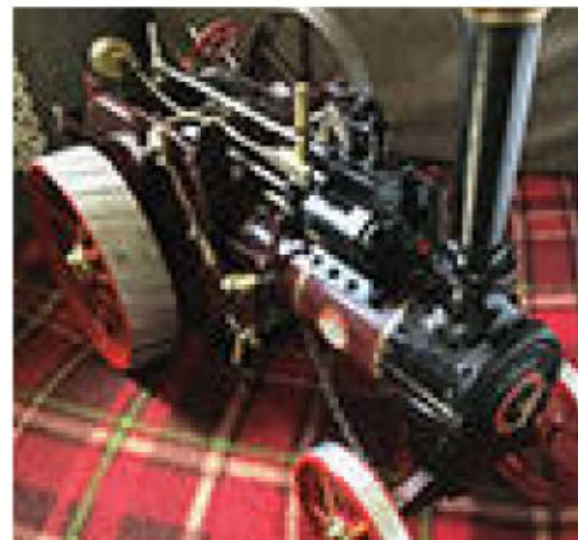
2 WHEELED TRACTOR WITH 80CM ROTAVATOR ATTACHMENT



£2,000. 2 Cylinder Diesel. Electric Start. 4 forward, 1 reverse. Left and Right Steering Brakes. Diff Lock. Adjustable handles. VG Blades and tyres. Please call 07494763292, East Midlands.

119040

3/4" SCALE ENGINES



£3,000. 3/4" scale, never been steamed. No paper work. They come with a display case. Please call 07740 487075, South East.

118422

I H B2275 IND LOADER TRACTOR.



£4,250. Good tyres and a very good starter. 2 buckets and hydraulic bale spike. The Loader has been owned and used on the same farm for 45 years. Please call 07759081611, North East.

118460

MF 545



£6,750. Multi Power R reg, original condition, straight panels. Front Tyres are worn. Probably original, rears 500/0. 6838 hours. Please call 07850 848372, South West.

119207

MF100 SERIES CAB PARTS

For Scirocco flexi-cab mk 2. Windscreen frames, wiper motor mounting, lower bulkhead panels, brackets, door tops/bottoms and roof frames. Parts are newly made and lightly oiled. Pictures on website: www.axe-atv.co.uk made in Devon.

Email: axeengatvs@gmail.com
Call: 01460 220731 or 07722 117805

FORD RANSOME PLOUGH



£350. Ford Ransome 2 furrow YL Plough. Please call 01245 260333, East of England.

119249

HOWARD GEM ROTAVATOR



£180. Howard gem rotavator. Has had new valves and guides, plus re-bore new piston and rings as good spark. Needs new tyre and tube. Please call 01452 728340, South West.

118486

COOKS BALE SLEDGE AND GRAB SET



Can pick 6 small bales up at a time , in working order and ready for work. Please call 07877066883, Wales.

119277

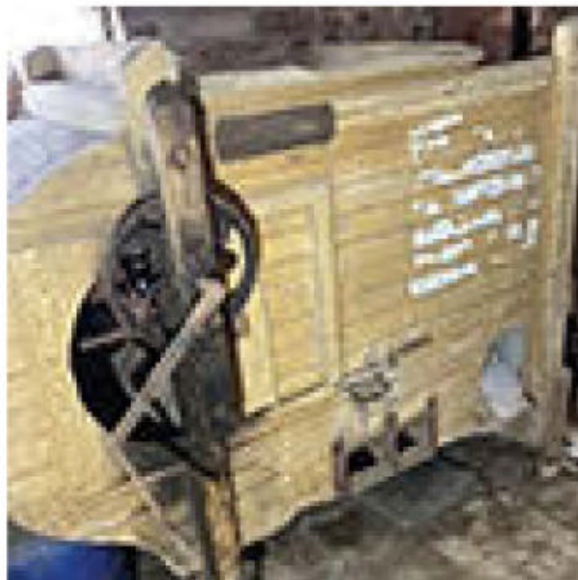
TEMPLAR TILLER GARDEN ROTAVATOR



£130. Briggs and Stratton 4HP petrol engine, easy spin starting, 2 sets of blades. Good working order. Buyer to collect. Please call 01245 464905, South East.

119034

WINNOWING MACHINE ROYAL SCOTSMAN MACHINE A.11.



1901, £150. Winnowing machine by J Wallace and sons, Glasgow. Early 1900's. Barn stored, ideal for restoration. More photographs on request. Please call 07860 301355, West Midlands.

119044

NASH TRACTOR / ROLLER



£1,250. To alter this rare truck just remove the back wheels and you have a roller. It also has a detachable skip and can be made into a flat bed if required. It does need restoring but would be an easy project. Please call 01278 785705, South West.

119124

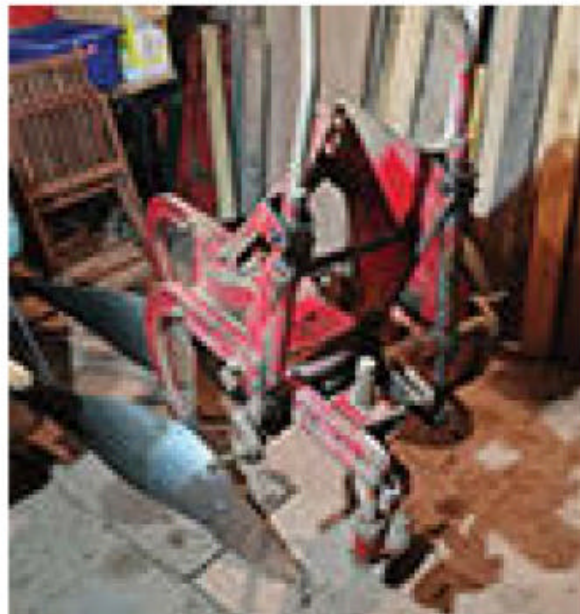
ROYALE B24



£150. Good starter and runner with undamaged grass box. Please call 07957 543646, Yorkshire and the Humber.

119129

DAVID BROWN 2 FURROW PLOUGH



2 furrow plough in good condition, lovely plough to use, suits a T20 well. Offers over £375. Please call 01873857392, Wales.

118317

ONE TON DUMPER



£675. One ton dumper with a single cylinder lister petter diesel engine. Manual start and tip. Every thing works as it should. Please call 07798872221, Yorkshire and the Humber.

119141

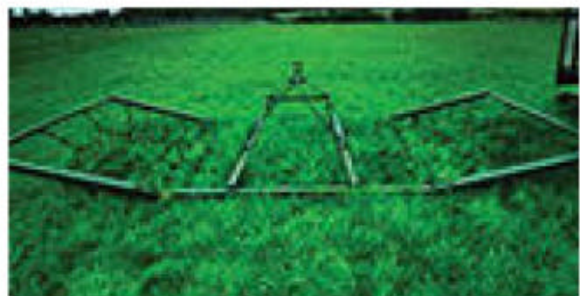
HYDRAULIC CRANE



£550. Hydraulic crane which fits on the link arms of a tractor. Please call 07874006694 , West Midlands.

119143

CULTIVATOR



£900. 16ft folding Harrow on frame in good working order been made in 2019 and it was new has they made it by hand and paint. Please call 07854 440159, South East.

119156

MASSEY HARRIS 701 BALER

£2,400. Good working order, Armstrong Siddeley Diesel engine. Last used in 2016, barn stored. Please call 07775 646007, East Midlands.

119158

AVELING BARFORD DX ROLLER

£7,000. Aveling Barford road roller in running order. Phone John for details. Please call 07598165447, Greater London.

118951

RUSTON COLLEGE ENGINE FOR SALE



1973, Ruston College Engine and Vintage Crompton Dynamo for sale, on a show quality 1973 Bedford TK Lorry fully restored. Ready for show. Contact me for more information. Please call 07752 552585, North East.

118466

RUSTON HORNSBY RUSTON PROCTOR



Ruston Proctor oil engineer 6.5 Bore , good rubber. Please call 0031653675996, South East.

118450

2 1/2 PORTABLE

1907, £30,000. Fully Restored. Please call 07989788065, South East.

119314

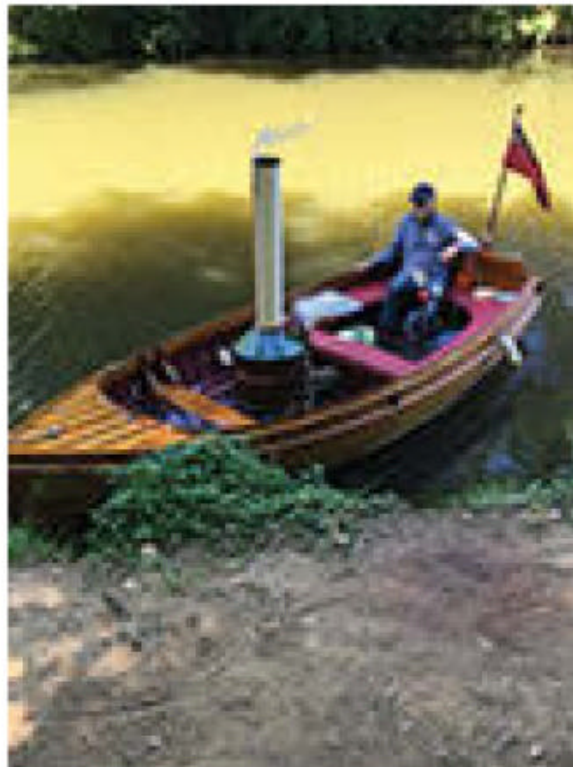
4" FOSTER



£18,500. 4" Foster. Fantastic model and fully tested ready to rally . Hardly been steamed since built . Steams and runs really well . V5 registered so ready to use on the road. Please call 07368449429, North West.

118776

STEAM BOAT



£5,500. Steam boat, 14 ft, varnished mahogany on oak, compound engine, owned for 30 years. Coal/log/briquettes fired, good working order. Engine recently o/hailed. Regretful sale, younger owner needed. Fits in 14 ft garage with front of trailer detached. Includes trailer, boat cover and some bags of steam coal and all necessary equipment. Please call 07926198194, South East.

118806

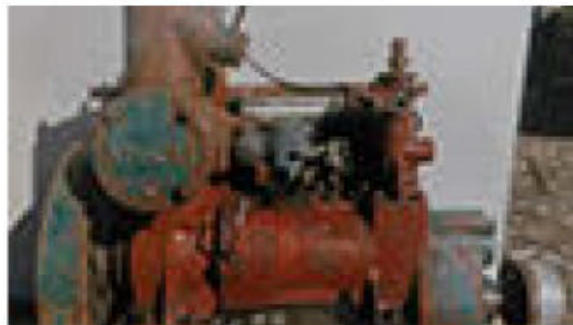
STEAM ENGINE



£800. Horizontal single cylinder steam engine 6" x 6" reversing. Ex 35ft paddle steamer engine, turns freely, mounted on rollers. Fitted with valuable traction engine type engine counter..Please phone 07926 198194.S.London. Please call 07926198194, Greater London.

118862

STUART TURNER MARINE ENGINE



£400. Stuart Turner marine engine c/w forward reverse gearbox. buyer collects. Please call 01353778135, East of England.

118480

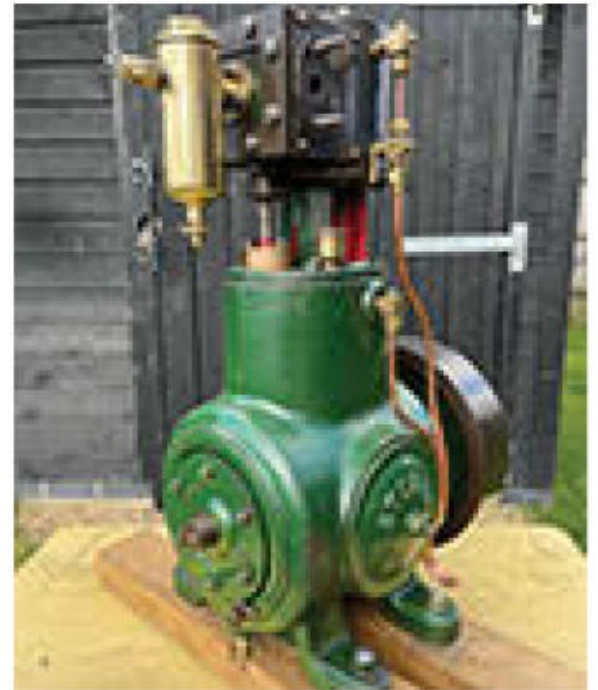
STUART P5



£150. stuart turner marine engine p5 3hp with gearbox new bearings and seals and fuel tank. Please call 01745604062, Wales.

118812

STUART TURNER S TYPE ENCLOSED VERTICAL STEAM ENGINE



£1,250. Stuart Turner S type enclosed vertical steam engine. Complete with original brass fittings. In lovely original condition and perfect working order. Please call 07850706559, East of England.

118868

TED 20 UNIQUE TED20



£7,000. Family owned from new, original tyres with good tread. Repainted 1980. Original manual and logbook. Please call 01579 351329, South West.

119273

TED 20 FERGUSON TED20

1956, £3,000. 1956 Grey Ferguson (petrol/paraffin) with a V5 logbook, complete restoration/rebuild, 2 new rear tyres, all hydraulics updated, engine rebuilt, new wings, new radiator, new bonnet, new fuel system, new exhaust, new wiring loom, new dials, steering wheel, linkage etc, starts on the key, runs well, new battery. Over £2500 of new parts. 07803548065. Please call 07803548065, East Midlands.

119416

THWAITES ITON DUMPER

Older type or similar machine. Hydraulic tip in working order. Minor repairs needed. Please call 07748 237824, Yorkshire and the Humber.

119299

INTERNATIONAL 2 FURROW PLOUGH

£475. 2 furrow trailing plough in good working order, 1930s little genius model. Please call 07976434090, South East.

119422

INTERNATIONAL 2 FURROW PLOUGH

£475. 2 furrow trailing plough in good working order, 1930s little genius model. Please call 07976434090, South East.

119423

FERGUSON 2 FURROW PLOUGHS



2 furrow ploughs. 1 complete £250 and 1 (minus skimmers) £200, or £400 for both. can help with loading, please call. Please call 01782332721, West Midlands.

118932

RANSOMES 2 FURROW PLOUGH

£625. Ransomes 2 furrow plough, all complete in good order and ready to go to work. Please call 01403 822412, South East.

118964

IFOR WILLIAMS BRAKED TRAILER



£1,500. Braked trailer, rated 1400kgs, 8ft x 4ft bed. little used. tyres good. single axle, fitted 12v winch and battery. Please call 07395060390, West Midlands.

118488

IFOR WILLIAMS 1.5 TON CAPACITY TRAILER

IFOR Williams 1.5 ton capacity, twin axle, flat platform trailer. 12 ft drop side load platform. Heavy duty ramps and rear stabilisers, Ideal small tractor transport. Please call 01387720139, Scotland.

118490

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.

119397

MASSEY FERGUSON 200



1983, £2,500. Massey Ferguson 200 trailer, built by Weeks. 4-tonne dropside model, with bolt-on extensions. Usual issues with floor (Weeks' design), but not as bad as some! New BKT tyres. More photos available on request. Please e-mail: ihstuff@yahoo.com. Please call 07790009027, East of England.

118603

SCAMMELL

"0ft Scammell trailer plus bogle. Please call 07801061792, South East.

118617

SIDE TRAILER



£950. Curtain side trailer ramps winch and spare wheel suitable small 6 inch or 4 inch traction engine good condition. Please call 07481 606010, South East.

118874

FROMCO 18FT BOXVAN TRAILER



1974, £750. 1974 Fromco 18ft Boxvan Trailer, York 6ton Axle, Air Brakes, Taskers Automatic Coupling, In reasonable condition but in need of Restoration, would make a nice Living Van, Offers around £750 Collection Only from Bedfordshire. Please call 07852 879206, East of England.

118941

BP OIL ARMY JEEP TRAILER

1940, £2,250. BP OIL ARMY Jeep Trailer 1940s very Rare Lighter Than A Land Rover Jeep Trailer Been in Garage 40 years very strong you can Tow on more Trailer Behind it. Ring for photo good condition may Exchange vintage Harley Davidson sidecar. Please call 07863 262603, Greater London.

119008

SCOTT HIGH LIFT 3 TON TIPPING TRAILER



1975, £2,500. Scott high lift tipping trailer in excellent original condition , original hardwood floor and sides in great condition.Original unpainted steel work .Hydraulics all work as they should with nice tight pivots .A lovely 3 ton trailer that's only seen light use in its life .An ideal show piece there won't be many genuine examples left . Please call 07816754146, North West.

119028

TIPPING TRAILER



£900. Tipping Trailer, 3 tons. South Lincolnshire. Please call 07970 856341 , East of England.

119035

TIPPING TRAILER



£900. Tipping Trailer, 3 tons. South Lincolnshire. Please call 07970 856341 , East of England.

119036

WATER TRAILER



£200. Water Trailer, approx. 600 litres. South Lincolnshire. Please call 07970 856341 , East of England.

119037

ROLLAND 23-34 18 TON GRAIN TRAILER

£12,000. Rolland 23-34 18 Ton Grain Trailer. Very good floatation tyres, only ever used on grain, very tidy trailer. £12000+VAT. Please call 07973 168691, South West.

119093

TILTING CAR TRANSPORTER 4'WIDE X 10'LONG



£1,500. . Winch + 4 Straps, rear lights in good working order. Excellent condition, good tyres + spare, £1500 or nearest offer. Please call 01332 872309, West Midlands.

119101

TRAILER



£350. Braked trailer, 3.6m x 1.3m bed, ex-caravan chassis, good tyres, jockey wheel handle missing, vice not included. Please call 07901 665688, South East.

119136

SANKEY COMMUNICATION TRAILER



£375. 3/4 Ton 2WH. Chassis No. 667. Vehicle No. 26 FH 60. Ideal Tool Trailer. Buyer Collects. Please call 01884860125, South West.

118411

VOLVO BM 320D



1961, £3,500. VolvoBM 320D tractor. Perkins 3.152 diesel engine. lovely tractor running really well, refurbished 5 years ago, always gets admiring remarks at local shows.Both clutches were replaced (same as MF35) 4 new tyres. New exhaust . Effectivley a Swedish MF35/ Dexta but has 5 speed gearbox. Please call 07919090875, Wales.

118407

MACHINERY WILSONS WILSON CENTRE LATHE

£650. Wilson Centre lathe. Will take 8ft in centres, 15" swing in gap. 3and4 jaw chucks, face plate, fixed steady. Please call 01159634154, East Midlands.

118876

WOLSELEY 1.5HP. LISTER PUMP AND TROLLEY.



Working engine, easy to start. Used at rallies last year. SERIAL NUMBER 19931. Reason for selling - to make room for new engines. Please call 01935872887, South West.

118987

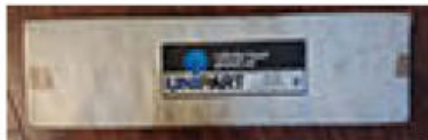
WOLSELEY

£80. Wolseley Wo2 and petters Type a - Both on trolleys. Wolseley part stripped down. magnetos missing. selling both together. North west Oldham. Please call 01616 202795, North West.

119204

PARTS AND ACCESSORIES

AUSTIN/MORRIS 5.1 AND 5.7 LTR UNDERFLOOR



£37.99. UNIPART Cylinder Head gasket set 78 G 1299 fits 5.1 litre underfloor type 51UD and 5.7 litre underfloor type 57UD. Brand new sets/old stock - packaging may be torn/ re-taped. Please call 07792202034, Scotland.

119176

BEDFORD CA PARTS

1960, Rear doors £50 each. Rear axel £100. Front wishbone and Track rods £50. Rocker shaft and Arms £40. Gearbox £80. Speedo £50. Various Door handles £10 each. steering column and box £60. Hubs £10 each. Other bits, ask. Please call 07923 099041, North West.

118469

BEDFORD ROOF LINING



£90. Bedford J type new black roof lining, may fit A and D types. metal rib extra Can send for a price. Paypal or bank transfer. Please call 07749 586757, South East.

119413

BEDFORD TK 220 DIESEL



1972, £1,200. Bedford tk 220 diesel engine..been parked in a barn over 12 months needs a starter motor it's had new shells and new piston rings...feel free to message or phone. Please call 07947479587, East Midlands.

118864

BEDFORD

£80. TK Front Windscreen Window only now rubber. Please call 01442 832744, Greater London.

118893

BEDFORD CAB GLASS



Bedford TM and KM Rear cab window glass. Many to choose from. Also make good garden cloches. Free to collector. Please call 01892 750326, East.

118461

DAVID BROWN CROP MASTER SPARES

POA. Steering Box/Plough Adjusting Winder/Fly Wheel/Clutch Pressure Plate/Clutch Plate. Please call 01526 321185, Yorkshire and the Humber.

119241

DAVID BROWN CROP MASTER SPARES

POA. Steering Box/Plough Adjusting Winder/Fly Wheel/Clutch Pressure Plate/Clutch Plate. Please call 01526 321185, Yorkshire and the Humber.

119271

FERGUSON



Vehicle number plate.For sale unique vehicle registration which is held on retention Price enquiries. Please call 07747895711, Scotland.

118549

FORD PARTS



2000, £250. Selection of used parts removed during restoration including mudguards, seat, steering wheel, indicators/stalk, lights, etc. Please call 07711693200, South East.

118473

FORD 3000-3600 VINEYARD KIT

£200. Half shafts, trumpets, front axel and tombstone cranked lift arms and yolks will fit Ford 2000-2600-3000-3600 without cab. Please call 07811491774, South West.

118630

FORD 5CWT FORD VAN PARTS



1938, 1 block released STD bore. All ok with cam shaft. Valves etc, 2 STD crankshafts with flywheels, clutches all good, 1 man, pistons etc, 2 front and 2 rear springs 2 new all ok. or anglia, 1 con ron. Please call 01691770826, West Midlands.

118957

FORDSON DEXTA PICK UP HITCH

£165. Fordson Dexta pick up hitch. complete and in good order. Please call 01473310440, East of England.

118804

FORDSON E27N TRACTOR MUDGUARDS

£325. Pair mudguards new later type pressed steel with supports (could arrange courier) private sale. Please call 07808855076, West Midlands.

118947

FORDSON

Mags for sale. IH W9 new coil/ condenser rebuilt £160. Fordson Lucas RF4 new coil/condenser rebuilt £125. Fordson Lucas GJ4 Rebuilt as necessary £100. Reading - Call Jim. Please call 01189 722347, South East.

119191

INTERNATIONAL OBSOLETE PARTS



Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs. Transfers, trackrod boots, tractormeters, check chains, levelling boxes, axle pins/bushes, handbrake repair kits. Please call 01524751220, North West.

118557

JOHN DEERE SEED HOPPER LID



£35. John Deere. original tin, seed hopper lid 8 ins diam. Please call 01480 472315, East of England.

119118

LEYLAND START PILOT KIT

Start pilot kit, as factory fitted to some Leyland trucks. Brand new and unused with box and instructions. offers. Please call 01892 750326, South East.

119016

MASSEY FERGUSON THROTTLE LEVER

throttle lever to fit Petrol TVO FE35. Not diesel lever. Please call 01440 820047, South East.

118842

MASSEY FERGUSON 135 FRONT END LOADER



£350. Massey Ferguson 135 front end loader, comes with bucket, dung fork and pipes all in working order but no longer needed. Call anytime. Please call 07930907912, South East.

118968

MASSEY FERGUSON SEAT COVER KITS



To fit MF 100 Series spring suspension seats, these are an excellent replica of the original and are made from high quality leatherette material. Also now available Oil filled Damper, Pressure Control knob, Nylon Rollers, Slide rails. Please call 07971 290371, West Midlands.

119032

MASSEY FERGUSON SELECTOR VALVE



£150. Massey Ferguson selector valve, to fit MF35/65 and MF 100 series tractors no bolts supplied. please call between 10am - 6pm. Please call 07831 665757, West Midlands.

119047

MINNEAPOLIS MOLINE GTA MANIFOLD



POA. Minneapolis moline GTA manifold in good condition. Please call 07827872887, Wales.

119154

CF VAN PARTS

1982, Radiator £40. Windscreen rubber, good condition £25. Clutch and Pressure plate £40. Door glass £10 each. Webber carb £40. New rear brake cyls £20. Wiring loom (Petrol) £20. Please call 07923 099041, North West.

118470

BLACKSTONE AIR OIL ENGINE

£3,000. Blackstone Air Start Spring Injection Oil Engine dismantled but 99% complete. Please call 07908 701155, Scotland.

119245

DROTT BT6 TRACK ROLLER GREASE BUCKET

Drott BT6 track roller grease bucket with liquid grease and parts book. Please call 01962 777305, South East.

119263

METAL LEATHER PUNCHES



£13. Multiple sizes. 10m/m, 15m/m, 25m/m, 45m/m. Please call 01787371618, South East.

119272

SPLIT RIM WHEELS



£30. 4 off 10.000 complete split rim wheels and 4 off 11.000 Michelin tubeless wheels with countersunk konex stud holes. Please call 07968686798, East Midlands.

119288

WHEELS AND TYRES

Ford Major cast front wheel with hub cap tyre and inner tube £75 Kleber 13.6 36 tyre treads worn been used as spare. £10. Please call 01922457192, West Midlands.

119309

EMINOX EXHAUST SYSTEM



£450. Original stainless steel eminox vertical exhaust system Oval stack exhaust system Very good condition, not been used much. Please call 07880553232, North West.

118550

CRANE SINGLE LINE TOUCH GRAB



£400. Approx 1 cubic meter capacity. Compatible with single line crane. In good working order. Please call 07831 556 451, South West.

119400

PERKINS R6 ENGINE

£400. Perkins R6 Engine. make your E27 TVO worth a lot more. Please call 01974 821788, Wales.

118626

BOBCAT 341 5 TON MACHINE

Pipes £50. Major topper merry tiller 14" Tractor tread wheels unused. JCB HY: Ram unused. All must go. Price up for offers. Please call 01865407920, South East.

118642

HARVEY FROST BREAK DOWN LORRY HAND WINCH.

£100. Harvey Frost break down lorry hand winch. Appears unused. Suit restored Lorry. Please call evenings. Please call 01202536543, South West.

118886

TRAILER WHEELS

£200. 4 x 225-75-10. Ivor Williams split rim trailer wheels. £200 for the 4. Please call 07922174986, Wales.

118912

GARDNER PARTS

Blocks 4LW. Heads 8LXB - 6LXB - 4LW. LK Timing Chain + LW - LXB. Head gaskets - LW. Water pump. Injectors LW LX - LXB. LW pistons + 1 liner. Manuals. LK. L2. L3. LW. LX. Brake. Chambers Type 12-16-30. Please call 01477500386, North West.

118919

OLD CHAIN SAWS



£195. For spares or repair. Still 046 25 inch bar. Sachs Dolmar Large Dolmar 100 super still 039 Dismantled still dismantled. Please call 01962 777305, South East.

118971

TRACTOR WHEELS



£40. 2 BF Goodrich tyres 7-50 x 16 8ply 8mm tread extra traction little use with tubes. Please call 01962 777305, South East.

118973

AEROPARTS HYDRAULIC PTO SYSTEM

1985, £1,100. Aeroparts Hydraulic PTO System, never used. Please call 07850 848372, South West.

118981

TRACTORS AND MACHINERY

6 wheels 4 at 900 dia 2 at 800 dia. All in average condition. £50 each or £250 for all 6. Please call 07760 177277, East of England.

119012

SMALL TRACTOR TYRE



Make BKT 6.00 x 12 6 ply. TR177. Good quality. Brand new and unused. Cost £120. open to offers. Please call 01892 750326, South East.

119014

DYSON DRAWBAR DYSON

1952, POA. In Excellent condition, 2 line air brakes, well tyred, price on application, can be viewed by prior Appointment. Please call 01889505436, West Midlands.

119073

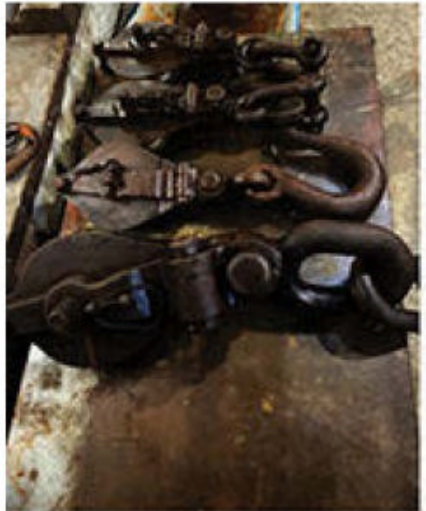
EUROLIFT



£300. Eurolift. Single phase 2 post car lift. £300+VAT. Please call 07973 168691, South West.

119092

4 X SNATCH BLOCKS



£120. 4 x snatch blocks (open cheek) for winching. All in good working order. £120 for all 4. Please call 07831 556 451, South West.

119095

C.A.V. SPRING STARTER.



£200. C.A.V. spring starter. Ford fitting. New, never used. Please call 07831 556 451, South West.

119096

RIDE ON MOWER IMPLEMENTS.



£150. Ride on mower implements. Tipping trailer and flat grass roller/water filled. £150 for both. Please call 07502749684, East of England.

118417

2 BRAND NEW PULL OVER STRAPS.



£25. Two brand new pull over straps for easy sheets covers. Please call 07706717993, South East.

118431

USED AND BRAND NEW TIPPER SHEET COVER SHEET STRAPS



£20. £20 Used and brand new tipper sheet cover sheet straps for holding down the sheet when traveling around 3metres 6 in total. Will fit grain trailer and Commercial bulk tipper. Please call 07706717993, South East.

118432

DUAL CLUTCH E1A MAJOR



£485. Rebuilt several years ago. Never been used. Built using genuine FOMOCO Parts. Please call 07801701416, South East.

119155

BAMFORD TRAILER MOWER

£100. Bamford Mower complete with toolbox and handbook. Please call 01702 258452, South East.

119198

GOODYEAR SUREGRIP TYRE



£150. 14x20 14ply tyre grader/loading shovel new old stock unused tyre. Please call 07774 816630, East Midlands.

119201

PAMPA WESSEX GRASS TOPPER 7FT



£675. Wessex Grass topper 7 ft. Three rotor blades, new side skirts and belts. Excellent order. £675. Please call 07502749684, East of England.

118418

PORSCHE STEAM



£800. Handsome Single cylinder marine steam engine, reversing, approximately. 2 1/4" x 2 1/2":stroke,, professionally built. A Solid, heavily built engine, mahogany lagged, fitted with lubricators and drain cocks. Ideal for 14 -18ft steam boat. Unused, apart from testing on compressed air. Please call 07926 198194. Please call 07926198194, South East.

118803

MISC

AUSTIN K8 AD BOOK



£15. 153 pages, over 160 photos. Hot off the press. Complete record of the restoration of 1951 Austin K8 van completed by the Walsh brothers during October-December 2022. Please call 07979746735, North West.

118415

AUSTIN K8



1951, Step-by-step restoration with all-new coach built van body by the Walsh brothers featured in the December 2022 and January and February 2023 issues of Heritage Commercials. Rebuilt engine. Mechanical parts and electrics restored or replaced as necessary. Log book. MOT. Comprehensive history. Please call 07979746735, North West.

118416

BEDFORD DRIVERS CLUB BADGE



£45. Original Bedford drivers club badge enamel (not plastic) bar fixing. Please call 02083997541, Greater London.

118628

ERF B SERIES

£25. Maintenance manual. Please call 07702001896, South West.

118620

FERGUSON PICKUP HITCH HOOKS AND DRAWBAR



£50. Two Ferguson hooks for pick-up hitch, and one drawbar. All from MF 168 (or MF 188 - not sure, but they both have the same hitch). Please call 07493448524, Scotland.

119132

INTERNATIONAL 1/16 SCALE MODEL



£350. Precision key series. 1/16scale. The International. 6588 2+2 no 14634. Please call 07929 969702, Wales.

118465

INTERNATIONAL B250 WORKSHOP MANUAL

£10. Workshop manual, good condition. Please call 01398361202, South West.

118817

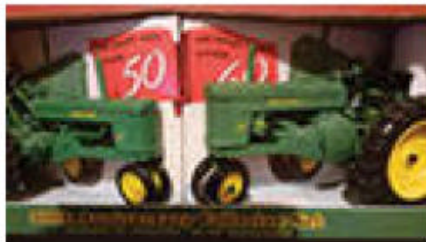
JOHN DEERE MODEL TRACTORS



£90. 50th Anniversary collectors set John Deere 720 and 820 1/16 scale no. 15795A. Please call 07929 969702, Wales.

118462

JOHN DEERE MODEL TRACTORS



£80. John Deere 1/16 scale 50 and 60 series no. 15344A. Please call 07929 969702, Wales.

118463

JOHN DEERE 1/32 SCALE MODEL



£75. Britons die cast Elite 1/32 scale John Deere 2266 Combine Harvester no. 40423. Please call 07929 969702, Wales.

118464

MASSEY FERGUSON FERGUSON TEF

POA. 1 Gearbox housing for £60. 1 Rear centre housing £60. 2 rear ayle trumpet. Will split,. Please call 07837 906196, South East.

119280

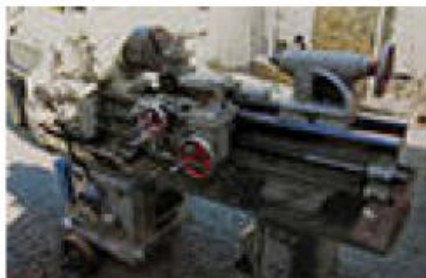
PRE WARE LUCAS INSPECTION LAMP.



£95. Pre ware Lucas inspection lamp with bird cage with fixing bracket tested with original 2 pin plug. Please call 02083997541, Greater London.

118477

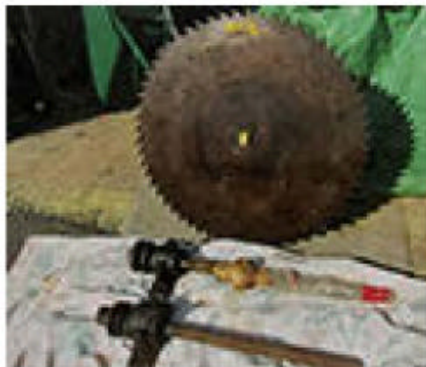
WYVERN LATHE



£130. (no motor) 8 1/2" swing 30" centres. 3 and 4 Jaw chucks plus face plate. Please call 01743884568, West Midlands.

118481

THIRTY INCH SAW BLADE.



£40. 30" saw blade plus two 1 1/2" saw shafts. Please call 01743884568, West Midlands.

118482

VINTAGE CAST IRON TABLE



£500. Vintage cast iron table. good condition plus black and decker no 60 bench drill stand. will sell separately. Please call 01614 398515, North West.

118483

TRACTION ENGINE LIVING VAN



POA. 2 Bunks. Drop Down Table. Wardrobe. Corner Cupboard. Solid Fuel Stove. Chest of Drawers. Storage Seats. All fully insulated cabin on pneumatic tyres. Many external storage compartments. Dry Stored. Please call 01609 882129, Yorkshire and the Humber.

119247

MOBILITY SCOOTER

Very tidy scooter, would benefit from being used. Please call 01848330887, Scotland.

118499

LATHE CHUCK 3"

£25. 3 jaw self centering chuck key. bolt on backplate approx 3/4" bore. Surface rust. Please call 01789778174, East of England.

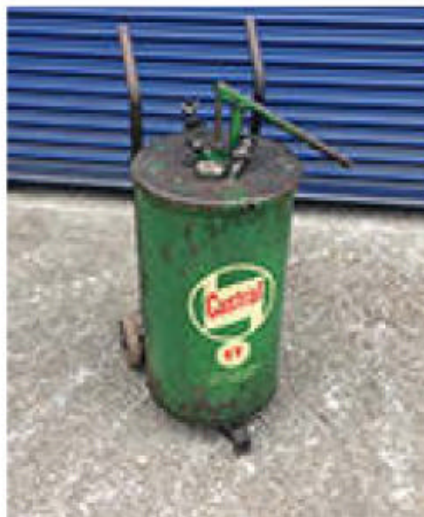
118500

BLACKSMITHS ANVILS

POA. Various sizes, various blacksmiths tools. Please call 07971 237780, North East.

119298

VINTAGE CASTROL OIL CONTAINER



£299. Vintage Castrol oil container Pump Drum on wheels with crank pump. Pump is working. Please call 07880553232, North West.

118548

WIND DEFLECTOR

Wind deflector came off a Leyland cruiser. Good condition. Please call 07754454239, South West.

119307

BOAT AND TRAILER



£150. Boat and trailer for renovation or could be adapted as children's play apparatus. Please call 01469 530373, Yorkshire and the Humber.

118554

TRACTORS AND MACHINERY

mitutoyo dial vernier 001". 10" dividers £60. New, 51/2" straight, odd leg, 2 outside, scribe and adj stand. £38 head torch new, 3 'aa Torches, 20x magnifying glasses new, Sanyo 70's pocket radio £25. caravan kettle s/steel new £12. prices inc post. Please call 01277 200530, South East.

118561

VANS TRANSIT TIPPER



2020, £30,000. 350 MWB, 170 hp, 32000 miles, FSH, HFS, power mirrors, DAB/sat nav/ Bluetooth, tow bar, 3 months manufacturers warranty remaining, owner driver from new, excellent condition. Please call 07968968869, South West.

119399

TRACTORS AND MACHINERY

Torque wrenches, bahco 811 0-120lbs. £30. SPhanditorq 200, 20-150lb. £30. solder iron, wire crimper, j.hacksaw, 16 allen keys, calor gas 182H regulator new, plumbers adj. wrench and 3 jaws new, 12" adj. wrench, £36. car cover small £12. prices inc post. Please call 01277 200530, South East.

118562

TRANSPORTATION



Tractor and Machinery
transportation
Eurowide, national and
local hiab and winch.

**Please call 07899 822133,
North Midlands.**

TRACTORS AND MACHINERY

Air press. hose 15m new, 10m coil hose, 4 q/r connectors new, div hose conn.'s. £45.5 a/press gauges new, pocket tyre gauge 70's, a/press regulator/filter new, £25. matrinair pro 23/4" a/press gauge 0-160lb. new, £18.prices inc post. Please call 01277 200530, South East.

118563

CARS

Ford/Lincoln 1972 w/shop manual set boxed new £110. Lincoln club mag 2006, £20. Ford big block book new £22. USA books, mags, etc. trucks, 4x4, cars, guns, wildlife, etc., crime mags 1/2 price. sell/swop manual set 1986 truck/bronco, ford, Shelby, Holley tune-repair books., 4x4 mags. Prices inc post. Please call 01277 200530, South East.

118565

RUSTON BUCYRUS CATALOGUE



£20. Ruston Bucyrus repair/parts catalogue for 10RB. Outside a bit tired but clean inside. cost + PP. Please call 01403 268031, South East.

118608

MAYFIELD MERLIN BOOK



£40. Instruction book for for very rare Mayfield "Merlin" only 109 machines made. Pen writing on outside and red dye on inside but readable. cost + PP. Please call 01403 268031, South East.

118609

WALL CLOCK

£160. Victorian style wall clock. Please call 01493 369938, East of England.

118615

PUSH SEED DRILLS

£20. 2 single row push seed drills for restoration. Please call 01689253757, South East.

118623

SHEEPSKIN LEATHER FLYING JACKET



£225. Sheepskin Leather Flying Jacket size xxLarge. Please call 07404 273940, Greater London.

118666

BLACKSTONE LISTER INSTRUCTION/SPARES BOOKS

£50. Blackstone Lister Instruction/spares books. Eleven assorted, All clean and readable copies. please call evenings. Please call 01202536543, South West.

118885

QUALCAST ROYAL BLADE



£40. 14" cut suit collector for spares or repair. Needs condenser for mag. Villiers Engine fitted. Please call 07866074838, East of England.

118897

OLD CAMPING KETTLE



£40. Very old camping kettle (copper) with spirit burner. Please call 01204397033, North West.

118900

VILLAGE WATER PUMP

Cast iron village water pump, 6ft 6" tall, no cracks or chips. Good condition. Please call 01525377361, East of England.

118909

20 CAST IRON PIG TROUGHS

20 cast iron Mexican hat pig troughs. Please call 01525377361, East of England.

118910

GLENNIFFER MARINE DIESEL

€9000 Euro - Glenniffer Marine Diesel with gearbox and prop. Model DC4 engine no.11669. Running good when put in shed 25 years ago. Please call 0872980210, Ireland.

118916

CLARKES NO.3 HAYDRA RAM

£850. Clarkes no.3 Haydra Ram in good condition with spare valve. Please call 01348 837733, Wales.

118920

TRACTORS AND MACHINERY

London + Kent Bexley Charities are looking for model tractors, steam rollers, transport items, cars, lorries, trams, busses, railway models. Please call 02083 105018, Greater London.

118923

PONY AND CART



£175. Pony and cart. Believe it's made by Tring. Please call 01442 832744, East of England.

118933

OLD GAS METER

Decorative purposes only suit gas engine display or museum. Phone John for details. Please call 07598165447, Greater London.

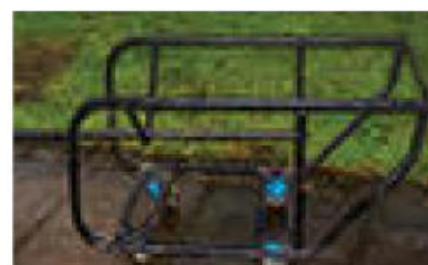
118948

FAIR ORGAN

£10,000. Fair organ 48 key, plenty of music trumpets, trombones, bass, may p/x hand turned organ. Please call 07484263488, West Midlands.

118952

DRUM CRADLE



£60. Drum cradle for 50 Gallon drums for sale. Stockport area. Please call 01614 398515, North West.

118954

PETROL PUMPS



£600. Two pumps, Gilbarco, Avery Hardoll, in fair condition. £600 the both. North Kent. Please call 07538 450114, South East.

118955

WOODWORKING

Oak butt 29 feet long, 18 quarter girth, 65 cubic feet, for more details and price please call. Please call 01403 822412, South East.

118965

EUTALLOY MILITARY KIT



£100. Eutalloy millitary kit metal spraying kit for worn off metal. puts of metal 90% full instruction book. Please call 01962 777305, South East.

118977

HEAVY DUTY CANOPY ALUMINUM

Complete tables, Second hand tools, bric-a-brac, old fashion cart barrow (7ft x 4ft). Must all be sold together. More available. ideal for steam rallies/shows/markets. Selling due to ill health. Please call 07494763292, East Midlands.

119039

VICTORIAN STREET BARREL PIANO



£2,000. Victorian Street Barrel Piano by Tomasso and Sons. With Hand Cart. Plays 8 tunes. Appeared in the original black and white film of Pygmalion. Serviced and Tuned. Please call 07770750370, West Midlands.

119049

VANS SOUTHERN VAN 28 FOOT.



POA. Offers are invited for beautifully restored southern van 1946 with huge character. With fridge, cooker, electric and gas lights and boiler. Full air braking for towing. Ideal for either static living or for towing. Previous owners, two sisters, lived here for many years before it's preservation days. Please call 07850819071, South East.

119120

TRACTORS AND MACHINERY



£5. Deutz Fahr Sales Leaflets £5 each plus carriage. also operators and parts manuals available. Please call 07721 530520, South West.

119122

NEW OLD STOCK 6 BALLS OF BINDER TWINE



£100. New old stock 6 balls of binder twine in original packaging. Please call 07901 600259, Yorkshire and the Humber.

118404

TRADITIONAL-STYLE SHEPHERDS HUT



£12,750. Unfinished project but just needs interior layout decision and paint choice. Would easily make a garden escape room, office or living quarters. Layout planned for day bed and kitchen/bathroom. Steel frames, double insulated panels and rolling wheels with swing front axle. Please call 07970 162111, South East.

119138

CAST IRON PATIO LOG BURNER



£160. heater good condition £160 ono buyer collect can deliver local. Please call 07766 402089, South East.

119139

CLAY PIGEON TRAP



£360. Clay Pigeon Trap. Please call 07831305908, East Midlands.

118419

ELTEX



£55. Chick rearing unit. Buyer to collect. Please call 07831305908, East Midlands.

118420

SCALE MODEL TRACTION ENGINE DESIGN AND CONSTRUCTION BY EDWARD GEORGE



£180. Scale Model Traction Engine Design And Construction by Edward George. In pristine condition. Please call 01912845724, North East.

118427

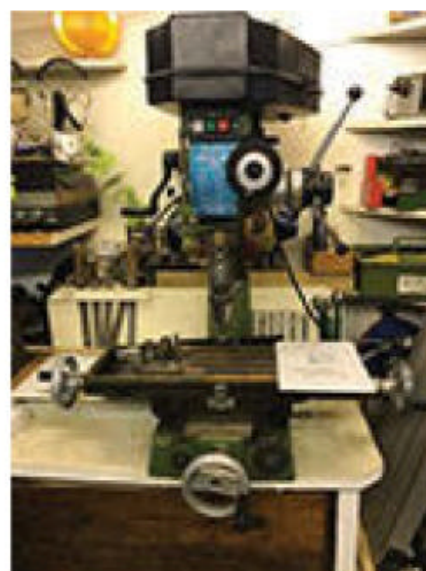
INTERNATIONAL PARTS CATALOGUE



£10. International parts catalogue, Crawler Tractors. Please call 01787371618, East of England.

119167

WARCO MINOR MILLING MACHINE



1992, £750. Warco Minor milling machine for sale in Farnborough area. Good condition. Single phase motor. Complete with many fixtures and fittings. Stand with drawers can be included. Very heavy - weight around 250kg. Needs 2 strong people to move. Buyer moves and collects. New in 1992. Selling on behalf of friend. Call mobile 07738177509. Please call 07738177509, South East.

119173

RIDE ON MOWER

£800. Electrolux lazer. 12.5HP Briggs and Stratton. 32cm (30inch) cut. Not had much use. Please call 01797260610, South East.

119178

3 BIKES AND SPARES

£235. 2 mens mountain bikes. one is a hybrid. both are multi geared. Also a Childs bike. Needs attention to make it active. Also a box of spares and wheels etc. 3 bikes for £220. Spares £15. Please call 07912614247, Wales.

119187

TAPLEY METER

£80. Tapley meter, working condition. Very clean, glass intact. Please call 07971237780, North West.

119193

MATCHBOX MODELS



£550. Small collection of matchbox models. King size. Major and ordinary. I will sell the whole set for £550. These models are all in near perfect condition with boxes (will split). Please call 01204397033, North West.

119197

TILLING STEVENS



£600. Tilling Stevens 110vDC dynamo £600. Would sell complete with 4 cylinder deisel engine, £750 ono. last run 10 years ago. Please call 07588408755, South West.

118453

GARWOOD



£400. Garwood winch. £400 ono. Location Wilshire. Please call 07588408755, South West.

118454

VINTAGE BRITISH RAILWAY CAP HAT BADGE



Vintage J R Gaunt, London, British Railways cap hat badge, no damage £35 plus postage. Please call 07801199001, South West.

118458

HANGING SCALES

£100. Waymaster hanging - 100kg by 5kg divisions, dial face = £75.3 x 100kg salter hanging scales = £25. Please call 07850 848372, South West.

119205

WANTED

BEDFORD J TYPE

1965, Engine 220 wanted. Please call 078896 13430, North West.

119304

LEYLAND CONSTRUCTOR

Wanted. Leyland Constructor 30.26/DAF80 260. 8x4 or 6x4 in running condition. Also want any cab parts, interior or exterior, etc. tel. 07860 872719. Please call 07860 872719, South West.

118435

ALLIS-CHALMERS ALLIS CHALMERS MODEL U TRACTOR

1940, Wanted. Looking for an Allis Chalmers Model U Tractor. Preferably pre-1940. Please call 07715001013, South East.

118506

AMANCO 4HP OPEN CRANK

WANTED. Flywheel springs, magneto and support bracket. Please call 07766 136136, Scotland.

119200

DAVID BROWN CROPMASTER

David brown cropmaster 25 or 30, with double seat restored, with v5. Please call 01483274873, South East.

118430

FERGUSON GREY WITH LOADER

Must be working order. Please call 07908194406, East Midlands.

118614

FORDSON P6 E27N

Looking for a factory fitted p6 E27n high geared with hydraulics or a new performance major. Ideally looking for an older restoration or one complete. Cash waiting depending on condition and hours. Ideally within the East Yorkshire area but willing to travel depending on condition on the tractor. Please call 01430827252, Yorkshire and the Humber.

118421

JOHN DEERE

Wanted. John Deere 45 to 50 horse power tractor with loader(1980s) running order. will travel for right tractor. Please call 01422 243913, South East.

119246

TRACK MARSHALL BRITANNIA

Track Marshall Britannia crawler tractor wanted, Any condition considered. Please call 01579345328, South West.

118907

MASSEY FERGUSON 1200/1250 GEARBOX



Wanted. Massey Ferguson 1200/1250 Gearbox Or Gearbox Parts, Would Also Consider Complete Tractor Or Other Parts If Available. Please call 00353 87 9285530, Ireland.

119135

BAMFORD MID MOUNT MOWER

Wanted. Bamford mid mount finger mower or parts, to fit Fordson major. Please call 01730 827444, South East.

119250

BUSH HOG SWIPE

BUSH HOG SWIPE WITH BLADES. New for UK or 2nd hand Bush Hog 12 working model OR consider spares and repairs if has decent body.Tel: 0794 9067690 or email jane.ludlow@sky.com. Please call 07949067690, South East.

119394

ROADLESS ROADLESS J17

Roadless J17 Crawler Tractor wanted, Any condition considered, Engine condition not a problem. Please call 01579345328, South West.

118908

RANSOMS 1 ROW ROOT HARVESTER



Ransoms 1 row root harvester, working or for parts. Please call 07813288278, South East.

118405

TIPPING TRAILER WANTED

tipping trailer. twin axel high life + tip prefer pettit. Please call 07815058624, South West.

118894

WOLSELEY 1500

1968, Good engine. not too worried about body. Please call 07930043131, South East.

118484

ALLIS-CHALMERS STARTER MOTOR

Starter motor for Allis-Chalmers B working or not. Please call 01241853541, Scotland.

118619

BEDFORD PAIR OF REAR BRAKE DRUMS

1964, A pair of 8 Stud rear brake drums wanted. Eaton 2 speed axel to fit Bedford TK lorry. Please call 07831820015, South West.

119235

BEDFORD PAIR OF REAR BRAKE DRUMS

1964, A pair of 8 Stud rear brake drums wanted. Eaton 2 speed axel to fit Bedford TK lorry. Please call 07831820015, South West.

118595

ERF KV RADIATOR



Original radiator for ERF KV with Gardner 15 required for completion of rebuild. Any condition considered. Can collect or arrange courier. Any help appreciated. Please call 07876035129, West Midlands.

118670

INTERNATIONAL FRONT LOADER BUCKET



Wanted - front loader bucket for 5485 case international fitted with McConnell loader. picture is of front of loader for fitment purposes. Please call 07775867311, Wales.

119171

LEWIS BADGER BACKHOE LOADER MK1

Wanted Lewis Badger Backhoe Loader Mk1 rear window glass and fittings. Please call 07813 068520, Yorkshire and the Humber.

119048

RUSTON HORNSBY 2HR

vertical governor drive shaft and parts of the governor required to complete project. Please call 07767852254, Scotland.

118498

THAMES TRADER 6 CYLINDER ENGINE OR BLOCK WANTED



Thames trader 6 cylinder engine or block wanted. Don't want any that are cracked or split.Ring Jon 07765405130.Martyn 07385381469. Please call 07765405130, South East.

118523

RUSTON HORNSBY PARTS

Wanted. crankshaft, crankshaft guard, and gear guard for a Ruston Hornsby zpr stationary engine ., Please call 07592 725537, South West.

119142

HOT BULB FOR A CROSLEY KK 3 1/4 ENGINE



1918, looking for a hot bulb for this Crosley kk 3 1/4 hp engine from 1918. Please call 00353879412436, Ireland.

118449

THE NUFFIELD TRACTOR STORY VOLUME 1

Wanted. The Nuffield Tractor Story volume 1, hardback book, by Anthony Clare. Publisher: Old Pond Publishing Ltd. 2005. Please call 07794289812, West Midlands.

119291

BADGES

Obsolete ambulance services cap badges wanted. Some swops available but good prices paid. Please call 07814 010317, Wales.

118543

BROCHURES AND SALES LITERATURE

Truck, bus, Earth moving brochures and sales literature. Also press photos. Collections bought. Please call 01782659395, West Midlands.

118572

PZ HAYBOB

Wanted PZ Haybob/Turner local to Norfolk. Nothing expensive as looking for parts. Also, unwanted ploughs - any condition considered. Please call 07980965140, East of England.

118915

PZ Haybob

Wanted PZ Haybob/Turner local to Norfolk. Nothing expensive as looking for parts. Also, unwanted ploughs - any condition considered. Please call 07980965140, East of England.

118263

PERKINS L4 ENGINE



£225. Turns over, no frost damage. £225 ONO no VAT. Please call 07817400647, East of England.

116877

DINKY LIMITED EDITION



£85. A code three example of a dinky limited edition of 500 excellent tyres and screen previously owned very collectable and sought after. Please call 07903904199, North West.

116896

FLEXITOW ANTI SHOCK TOWBALL



£150. Flexitow anti shock towball. Please call 07521 184123, East Midlands.

116897

TRACTOR ENGINE

£400. It is a unfinished project by my late father, it was going into a 1959 Fordson diesel major E1A it comes with loads of parts. Please call 07539283582, South East.

116900

MODELS



£180. UH 7114 MF 1200 and MF 24 Harrow pristine condition. Please call 07721 530520, South West.

117526

LARGE WOOD BENCH VICE



£20. Large Wood Bench Vice. Buyer Collects. Please call 01787371618, East of England.

117545

HONDA AND BRIGGES STRATTON ENGINES



£60. Honda gx240 8 hp £80.00 2 Hondas g200 £60.00 each Briggs and Stratton industrial plus £50.00 plus two other Briggs and Stratton. Please call 01452 728340, South West.

116906

INTERNATIONAL PARTS CATALOGUE



£16. International parts catalogue, Crawler Tractors. Please call 01787371618, East of England.

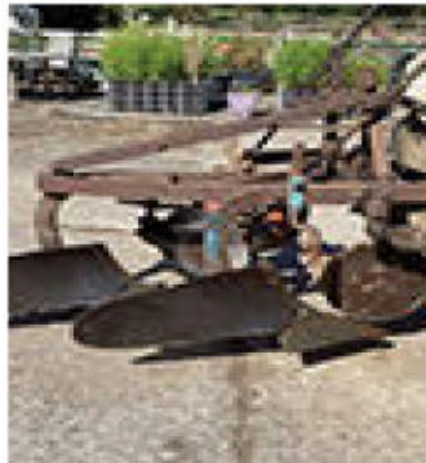
117546

HEAVY DUTY CANOPY ALUMINUM

POA. 15 x 10. 5 years old, Complete tables, tools, bric - a - bric, old fashion Cart Barrow 6FT X 4FT . Ideal for steam rallies. Please call 07494763292, East Midlands.

117554

RANSOMES ROBIN PLOUGH



£750. Epic boards, completely original in excellent condition. Polished and ready to go. Please call 07776210671, North West.

116912

CAST IRON PATIO LOG BURNER



£160. heater good condition £160 ono buyer collect can deliver local. Please call 07766 402089, South East.

116913

WO FLEXI COIL ROLLERS



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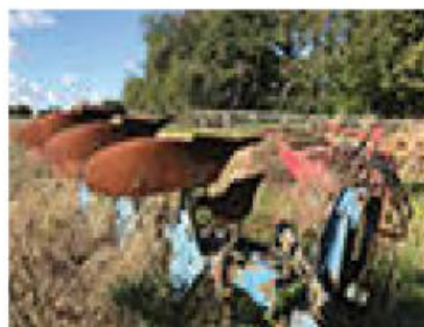
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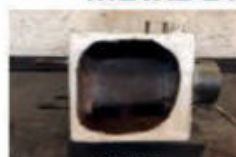
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The last word

In each issue our Editor-at-large, Peter Love, takes a look at what has been going on in the world concerning heritage preservation.

Well, we will be halfway through the year by the time you read this, how time has flown.

I'm writing on Monday 1 May, just as the Stradsett Park Vintage Rally near Downham Market, Norfolk has been cancelled, due to boggy ground from heavy showers. I was at the event just yesterday, where I had been asked to judge several classes and I have nothing but good things to say about this wonderful event, staged by Gordon Carson and his East Anglia NVT&EC team, it is excellent. It gets bigger and better every year and, as you will have gathered, I thoroughly enjoyed my time there.

Next year's it's going to be a three-day bonanza, 4-6 May, due to the fact that it will be the East Anglia National Vintage Tractor & Engine Club's 50th anniversary. The feature will be David Brown and Turner Yeoman of England + Ruston & Hornsby.

On April 24, after a very wet, but successful, Bodle Street Green FBHVC 'Drive It Day' event, I want to thank you all for supporting it and coming along, in many cases bringing an old vehicle as well. We even had a reader come from Cornwall and another from Wales. The very wet day went on the raise £1,300 for much needed village hall funds.

I am lucky to have around me some excellent marshals, particularly John Gee, Bryn Kemp, Trevor Manual and

Bernard Saunders, they manoeuvred the vehicles in and out of the small yard and green so well.

In all, amazingly, we had just on 250 vehicles come and go throughout the day judging by the exhibitors booking in forms, one even arrived at 4pm when we were cleaning the hall out.

I want to also thank Annette Spratley for booking the vehicles in and Wendy Gee for selling the raffle tickets. Also, the village hall volunteer ladies who spent the whole day supplying free teas, coffees and Caroline Croft's rock cakes to all the exhibitors. I like to give something back to those who made the effort to come with a vehicle of some kind. It costs you money to take part in all these things and, from my observations down the years, event organisers often seem to take owners for granted. They should be looked after, without exhibitors you have no event.

David Vaughan, who was supposed to be at home recovering from knee surgery, but the hospital cancelled his operation at the very last minute poor chap, did a sterling job with the model railway displays in the hall. Including one where the children or grown-ups could drive themselves. There were other engineering exhibits in the hall, plus Wendy and Paul Mackellow's horticultural display.

Outside we had 87 tractors in attendance this year, plus steam engines, cars, motor-cycles and stationary engines. I thank Morna and Adrian for bringing

The Cabin which was, as always, popular and The White Horse Inn was open across the road. They too had a busy day with their lunches proving very popular. A big thank you must also go to Clive Osborne for providing the P/A system.

Last, but by no means least, a big thank you to Colin Anton, who always gets forgotten, for all the hard work he did in running the road run and leading it, even if some did get lost! We did have a route map but not many of the road runners picked them up at the entrance to the hall!

There was a friendly atmosphere to the event with everyone talking together. I personally like to stand back and observe how things are going. As I always say, as long as everyone is happy, I'm happy. I am going ahead with the event again in 2024, so do make a note of the date, Sunday 21 April and do come along, you are most welcome. As people said to me 'this is not just a road run, but an experience.'

Sadly, leading up to the weekend of 22-23 April, there were a couple of accidents nationally. One was to a Doe Triple-D tractor D-373 that was being loaded to its new home in Northern Ireland.

The other was to 1913 Aveling & Porter No. 7899 showman's tractor *Southern Queen* while travelling through Great Dunmow, Essex on the afternoon of 21 April towards Saffron Walden for the Crank-up. Luckily no one was hurt but the driver was very shaken and it's too early to speculate exactly what happened. However it unfortunately made the National press and various things are being claimed, which are not true.

Lastly, on behalf of you all, I'm sure you would want me to wish Scott Lambert a speedy recovery after his major surgery on 27 April. He is home again and making progress. I have been keeping the T & M fire going, so to speak, for him and will be helping him out for a while, until he is back up to full speed.

Group Editor-at-large, Kelsey Media

Time to talk, do we need to buy this combination?



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