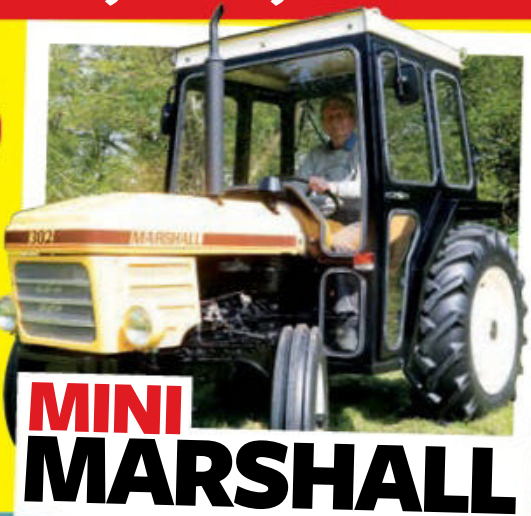


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Welcome!

Hello, and welcome to the July issue of *T&M*. People often ask me what tractor they should buy, and I always give the same answer: "It depends on what you want to do with it!"

Controversially, nine times out of 10, irrespective of their explanation, I will say: "Well, you can't go wrong with a Massey Ferguson." Cue the barrage of abuse from Ford fans!

Regular readers will know that I'm an International Harvester/Case IH man at heart, but I still champion Massey Ferguson to those that don't prefer a particular marque. The vast majority of the MF models built in the 1960s, '70s, and '80s will do a job and do it well.

With solid transmissions mated to dependable Perkins engines, and – when it comes to the three-point linkage – one of the best, if not *the* best mechanical control systems ever produced, you can't go far wrong with a Massey Ferguson.

Despite the popularity of the 100 Series and 500 Series, the 200 Series is, I feel, often overlooked, and so I am pleased that we are showcasing the merits of the

four-wheel drive models, as well as sharing the story of a 265 – the most popular tractor in the range, with more than 31,000 examples built.

Considered basic at the time, and subsequently shunned today by some of those that do not necessarily appreciate the premise of the range, the 200 Series is, in my mind, misunderstood and deserves more credit – particularly the four-wheel drive models.

Extremely capable and representing good value for money, these tractors have plenty to offer and make an attractive choice when you compare them against models of a similar output from rival manufacturers.

Our section dedicated to the MF 200 Series starts on page 17, so please get in touch via our social media channels or e-mail (tm.ed@kelsey.co.uk) should you have any comments on the range that you'd like to share.

Until the next issue, all the best.

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



The four-wheel drive version of the 77hp (DIN) MF 290 celebrates its 40th anniversary this July.
Photo: Gary Jones.



Main cover image: The Massey Ferguson 265 was the most popular model in the range. Photo: Peter Love.

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THEN WRITE TO THE EDITOR:

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IN BRIEF

Spring Tractor Run

The Tractor Boys of Aberthin recently held a Spring Tractor Run from Arthur John & Co.'s in Cowbridge, writes *Basil George*. Around 30 tractors took part. Tea and rolls were supplied and the route took the tractors through the Vale of Glamorgan.



A DB tug proved a handy seat for Basil, and young Harry.

Groups form alliance

Fram Farmers Ltd., Woldmarsh Producers Ltd., and AF Group Ltd. have announced a new collaborative procurement initiative – Agri Procurement Alliance Ltd (APA).

This exciting new initiative aims to secure better value to the farmer and landowner memberships of the three largest cooperative buying groups, by leveraging the strength and influence of their combined 6,000 members.

All three groups, each with their own unique operational methods, have a common purpose – to improve margins for their members and build stronger relationships with the supply chain.



APA board of directors.

British Ploughing returns to Somerset

The organisers of the annual British National Ploughing Championships & Country Festival are delighted that the event will return to Somerset this year when it will be held on 14-15 October.

The event, held in a different part of the country each year, will be returning to the county of Somerset for only the seventh time in its 72-year history, when the Championships will be held on land at Bishop's Lydeard, near Taunton, by kind permission of K S Coles and family.

Partnering once again with Cereals Event, the Championships are proving to be as popular as ever, with a deluge of both trade exhibitors/demonstrators and ploughing entries which will fill the massive 250-acre (100-hectare) site.

Over the two days, with a total of around 300 ploughing plots to complete, ploughmen and women from throughout Great Britain will be striving for perfection and will use a variety of modern, vintage, and classic tractors, or heavy horses, to do so.

They will be in one of 15 different ploughing classes or six 'Plough-Off' Finals and their aim is to be British Champion in their respective discipline.



For the finalists, their aim is to be Supreme Champion and win a place to represent their country overseas in the 2024 World or European Ploughing Contests.

Visitors to the Championships will not only be able to appreciate the ploughing skills on show, but will also be able to shop in the trade stand, shopping and craft area, and see local and national companies demonstrating the most up-to-date machinery available on the market today.

Sue Frith, Chief Executive of the Society of Ploughmen, organiser of the event, said: "We have some exceptional support in the south-west of the country, and we are delighted that the Coles family have invited us back to Somerset for the third time in recent years. In 2017 we held one of our best-ever Championships on their land and we're looking forward to a repeat, if not better this year!"

Space for trade stands, demonstrations, shopping stalls, and crafts are booking fast and sponsorship opportunities are available for both market leaders and small companies, with main sponsors this year being Bridgestone/Firestone and Aztec Oils.

Information can be found on the website (ploughmen.co.uk) or from the Society of Ploughmen on 01302 852469. You can follow them on Facebook/Twitter.

DeCourcey Vintage Club

ON 6 FEBRUARY THE DECOURCEY VINTAGE CLUB held its first event of the year, reports *Bill Chambers*. The annual tillage day is an opportunity for members to get out and enjoy an informal gathering before the main club events of the year.

This year the day started out with a vintage run from Ballinadee to Garrettstown. A nice selection of cars, jeeps and tractors gathered at Ballinadee Church car park just after midday. After a chat and some photographs, they departed and headed south. The tractors took a direct route,

leaving Ballinadee and travelling via Chrois Na Leanamh. The cars took a different route, travelling first to Barrells Cross and then via Garrylucas strand and Garrettstown, before arriving at the field overlooking the sea. Shortly afterward the tractors arrived in convoy.

The rest of the afternoon was spent watching the tractors ploughing, harrowing, and grubbing. For some it was a chance to get in some practice for ploughing championships, while for others it was a chance to clean the rust off vintage

ploughs and just enjoy the day.

The next major event for the club is the Harvest Working Day, in partnership this year with Jim Power Agri Sales Ltd. Based in West Waterford/East Cork, it is the main agent for Deutz-Fahr, Schäffer loaders, Krone, Amazone, Abbey, Smyth Trailers, Agrisread, Spearhead, Quicke, Arbo-Cut, Zuidberg, Tuff Mac trailers, Nugent and much more.

The DeCourcey Harvest Working Day will take place at Artiteige, Ballinspittle, and proceeds will go to the Cork Stroke Support Centre.

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IN BRIEF

UK registrations

The number of agricultural tractors registered in the UK during May fell below the level recorded a year before. However, registrations were unusually strong in May 2022 and this year's figure was still above the recent average for the time of year.

At 1,015 machines, registrations were 21 per cent lower than a year before, but three per cent above the seasonal average from the previous five years. The total number of machines logged in the year to date remains higher than in January to May 2022 and was the highest total for the opening months of the year since 2019.

All change at Deere

As part of its long-term plan, John Deere is appointing Deanna M Kovar as the future president of its Agricultural Machinery business, effective 1 November, beginning in fiscal 2024.

Kovar will oversee Regions 1 (Africa, Middle East, and Asia) and 2 (Europe and CIS), the presidency for the Agricultural Equipment business, and the Turf businesses. She previously led the Precision Agriculture business unit.

Kovar will spend the remainder of this fiscal year familiarising herself with the new role in addition to her existing responsibilities. As of 1 November, she will then be given full responsibility for this post. On that date, Markwart von Pentz will assume an advisory role to CEO John C May before his retirement in 2024.

Von Pentz, a native of southern Lower Saxony, has been one of two global presidents of the Agricultural Machinery business since 2007. In his long period as a board member, even for John Deere, he has played a major role in shaping and significantly strengthening the company's position and economic power, particularly in South America, Europe, and Asia, over a period of 16 years. He also set in motion the company's realignment toward the digitisation of agriculture.



Deanna Kovar.

PartsforMachines expands its offer

Construction and agriculture aftersales platform, PartsforMachines.com (PFM), is stepping up its offer to the communities it serves, with the expansion of its website to include a blog and forum. It is also pleased to welcome key new supplier partners to its expanding portfolio of top-flight brands.

From the outset, one of the longer-term key aims for PartsforMachines has been to make the platform a 'go-to' place for various aspects of life for those in the agriculture and construction sectors. This interaction with its audience was increased dramatically with the recent introduction of its Gen-2 platform, which brought with it selection widgets across its product sectors, increased product comparison capabilities and a News section.

"This process was never going to be something that kicked into place all in one go, at the outset," explains PFM Press Officer, Simon Maurice. "The first aim was to get the basic aftersales platform up and running – something we achieved according to our targets in 2021.

"In consultation with the marketplaces we serve, we recently launched the second-generation web platform, which has many enhanced features to cope with the increasing demand for the products and the vastly expanding part references on offer."

The PartsforMachines blog features a mixture of hot industry topics, tips to help improve life and business for those working in the industry, as well as buying guides for various product sectors.

The blogs are already up and running – and to illustrate the breadth of topics covered, the most recent blogs include a Power Washers buying guide, an Insider's Guide to Lubricant Technology and the important, and extremely newsworthy, subject of Right to Repair/Block Exemption. Through the variety of topics that the blog will cover, PFM hopes to both enlighten and assist its audience.

In addition, PartsforMachines has further enlarged its supplier partner base with a raft of quality brands. It has also substantially increased the number of references offered by many of its existing supplier partners.

PartsforMachines is delighted to welcome global filter giant Mahle to the ranks of its supplier partners. Further new names include Ashtree blindspot mirrors, WAI Products – which supplies alternators, starter motors and EV cables, OKO tyre sealants, Tohren hydraulic seals and spare parts, and Tigren Equipment – which offers everything from compressors to cement mixers.

For further information, please visit the website: partsformachines.com

Police spread awareness of crime

DEVON & CORNWALL POLICE HAS REVEALED AN USUAL NEW MEMBER of its South Devon Rural team – a John Deere 6110M tractor decked out in distinctive police livery.

The tractor has been loaned to the force free of charge until the end of September by local agricultural and turf dealership Masons Kings, and will be soon seen across the region at agricultural shows and other summer events.

The Rural Affairs Team will use the tractor to raise awareness of the support the police can give to those who are concerned about, or affected by, issues such as theft of machinery and GPS equipment, or livestock rustling and worrying. The new addition is part of a wider effort from across

the force to increase community messaging within the rural areas of Devon and Cornwall.

Police Constable Clarke Orchard said: "A huge part of our job is to connect to, and be visible in, our rural and agricultural communities. We work with local police neighbourhood teams to tackle rural crime and anti-social behaviour anywhere in our counties.

"While this vehicle won't be used operationally, it will be seen at various shows across the region, sparking conversations with farmers, highlighting crime prevention strategies, and engaging with those who might not interact with police teams normally."

Peter Endacott, Masons Kings General Manager, said: "Masons



The John Deere 6110M will be used to raise the profile of rural policing across the region.

Kings works very closely with all our farming customers, and we are very conscious of security of the high value of equipment that is held on farms. We are pleased to be working alongside Devon & Cornwall Police, raising awareness, and sharing best practices, and using the best technology to help secure customer assets."

The tractor made its debut at the Devon County Show on 18-20 May.

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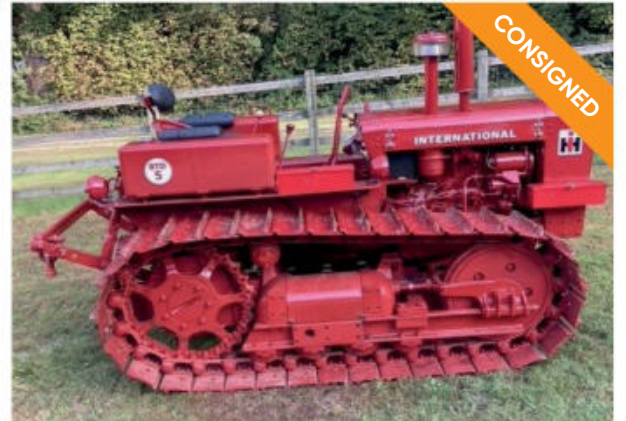
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AUCTIONS AND VALUATIONS UNDERTAKEN NATIONWIDE

Twelfth 1212!

Peter Williams, of David Brown Parts Limited, shares the story of his David Brown 1212.



Peter Williams' David Brown 1212 at Tractor World 2023, Malvern. Photo: Scott Lambert.



Left: You can't sort out the Selectamatic hydraulic system without stripping it down this far, Peter says. Right: Cliff Price undertaking surgery!

The David Brown 1212 was launched, together with the 995, in the autumn of 1972. With its ability to change four gears without the use of the clutch, Hydra-Shift was an improvement over the offering of clutch-less changing between two gears, as offered by a number of other manufacturers, but without the cost, complication, and potential unreliability of a full powershift transmission.

David Brown's experience in building such transmissions goes back further than many other tractor manufacturers, in that it was supplying the military with tank gearboxes incorporating such a system during WW2.

With the introduction of the 990 Implematic, in 1961, an option of a powershift transmission, dubbed 'Autodrive', was announced – but due to several problems it never went into production. None of the prototypes are known to survive.

However, with the announcement of the 1212, it seems that David Brown had spent the intervening years quietly evolving Autodrive into Hydra-Shift. Whilst this retained the ability to change between four gears without the use of the clutch pedal, the fully automatic function, which was one of the problem areas with Autodrive, was not available.

One issue was that lifting a plough or cultivator out of the ground with the transmission set on automatic meant that it could change up and propel the tractor through the hedge or into the dyke before the driver could turn the steering wheel!

The first encounter that I had with my 1212 was in a car breaker's yard near Gloucester, in about 2005, where there were often a few tractors for sale. These were usually in running order, but a bit rough round the edges.

I immediately recognised that this one was an early 1212, as it was fitted with a Sta-Dri cab. These cabs were superseded by David Brown's own Weatherframe at the time of the introduction of the 885, 996, and 1210, a few months later.

Upon closer inspection, the chassis number was found to be 1000012, the twelfth one built! A deal was done, and it was trailered home, behind my Discovery, with trepidation. I knew that a 1200, on which it was based, was just on the weight limit of my trailer. The 1212 is around 150kg heavier, and this one had the cab and a full set of weights!

Investigating the serial number I found that following on from an unknown number of prototypes, which would not have been allocated a production serial number, 17 pre-production 1212s were built in April 1972, this one being the twelfth of this batch. No more were built until full production commenced the following autumn.

GUTLESS

Having spoken to Mike Funnel, a David Brown test driver at the time, I learned that the 1212 was regarded by the test drivers as rather gutless. This was hardly surprising, as the 1200 was rather underpowered and the 1212 was not only heavier, but had the extra power loss of the Hydra-Shift unit to contend with.

Mike's answer was to, unofficially, 'open up' the injector pump. Having

done this in several increments, the result was a broken crankshaft. A subsequent strip down in the David Brown experimental department revealed no other damage so it was reassembled with a new crankshaft and run up on the dynamometer.

It was at this point that Mike narrowly escaped dismissal, as the official output of 72hp had been increased to about 90hp! However, the hierarchy did concede partial defeat in that all subsequent 1212s gained a couple of extra horses, just enough to cover the extra power loss in the transmission.

Now, my 1212 has an unpainted injector pump, and whilst this may be due to a subsequent overhaul, the engine is particularly lively, so is it the one that Mike Funnel operated?

A run around a field proved that everything, including the Hydra-Shift, worked okay, though I don't recall trying the hydraulics. Due to other projects, it was parked undercover in the 'to do' department for several years with the occasional run to prevent seizing up.

As I see little point in restoring tractors that I can't sensibly take to events, the reluctant decision was made to move it on. It was sold to a friend, Barry Taylor, who lives near Bristol. At least I had saved it, it wasn't far away, and in good hands.

A few more years passed by, and I acquired a 7.5-tonne lorry, deciding that it was a better option than a trailer. Subsequent occasional conversations with Barry usually ended with "now that I have a lorry, please let me know if you ever want to sell the 1212!"

Eventually, as Barry had become more interested in collecting New Holland combines, I managed to get the 1212 back. ➤



With the tractor stripped to the skid unit, a JCB Loadall was used to invert it. This enables the underside to be cleaned and painted easily.

Fast forward to early 2021. I decided that restoration must commence, as it would be 50 years old the following year. The initial intention was to thoroughly hot wash the entire tractor and give it a workout on my Bomford Superflow, in order to locate any oil leaks or other problems.

Alas, I didn't get that far, as the hydraulics wouldn't work – the bane of many David Brown Selectamatics! Several phone calls to my friend, and David Brown guru, Cliff Price with a succession of solutions were all to no avail. Thankfully, Cliff eventually gave in and said: "I'm on my way!" This was the response that I really wanted!

Following an internal inspection, he said, in a scornful voice: "Someone's been in here before!" This implied that they didn't know what they were doing! By his expert, factory-trained standards, the system was a mess. Not only was the notoriously temperamental control valve effectively scrap, but much of the mechanism that controls it was bent out of shape.

Luckily, Cliff had a good used control valve available, and I managed to source the other parts required from another friend, Phil Kennedy, who had the remains of a later 1212. By the time we had got everything up and running my brother had completed his spring planting, so the opportunity of a workout had vanished. Time was ticking away, so restoration had to proceed without it.

METHODS

I will outline my methods, as readers may find some of them useful, depending on the facilities available. For me, the workshop is effectively a pair of double garages linked together, one of which can be used for paint spraying, though I prefer to do this outside if

conditions are favourable. Other than that, I have access to my brother's JCB Loadall and my own blasting equipment.

This is because I'm a firm believer in that if you are going to blast clean metal parts, you need to be able to choose a day when the humidity is low. You then need to get some paint on as soon as possible. It's pointless blasting off old rust then waiting for new rust to form, then painting over that!

I do stop short of blasting the whole tractor, though, due to the risk of grit damage to internal parts. Instead, large parts are blasted inside a shipping container and small parts in a blast cabinet.

When it comes to painting, I don't use two-pack types. I feel that the finish is inappropriate on older tractors, and synthetic paint provides a finish nearer to the original. It is also less expensive and not so hazardous. I know that it takes longer to harden, but I have evolved a way to accommodate this.

Most of the sheet metal parts, in this instance the white bits, are prepared, painted, and stored away in a clean place first. Then the rest is stripped of easily removable parts, such as fuel pipes and electrical components, then painted. The bare skid unit is then painted and left for the paint to harden while the small parts are cleaned in the blast cabinet and painted. If I'm in a hurry to re-fit them, they can be put in a warm place for a while to harden the paint.

As far as the skid unit is concerned, my method is as follows. All the fluids are drained. Most easily removable parts are taken off, including the steering wheel, fuel tank, radiator, front wheels, battery, and all wiring.

Then, on a smooth concrete surface, I position the Loadall directly behind the chocked rear wheels of the tractor and



The tractor, as received the second time around! Barry Taylor had done some work to the front axle, hence the parts in red primer, and the engine.



Almost ready to go back over!



extend the boom to the front of the tractor. A strong chain is attached to the front of the tractor's 'tombstone', which is then carefully lifted a little, to ensure that the Loadall does not become unstable. If all is okay, the front wheels are removed and then I carry on lifting until vertical. The boom can be shortened at this point to improve stability.

Next, slowly reverse, whilst lowering the boom until the front of the upside-down skid unit can be supported on axle stands, either in situ or after manoeuvring it where you want to work on it. It is then so much easier to clean, prepare and paint the underside, not to mention wrestling with bent and seized brake rods!

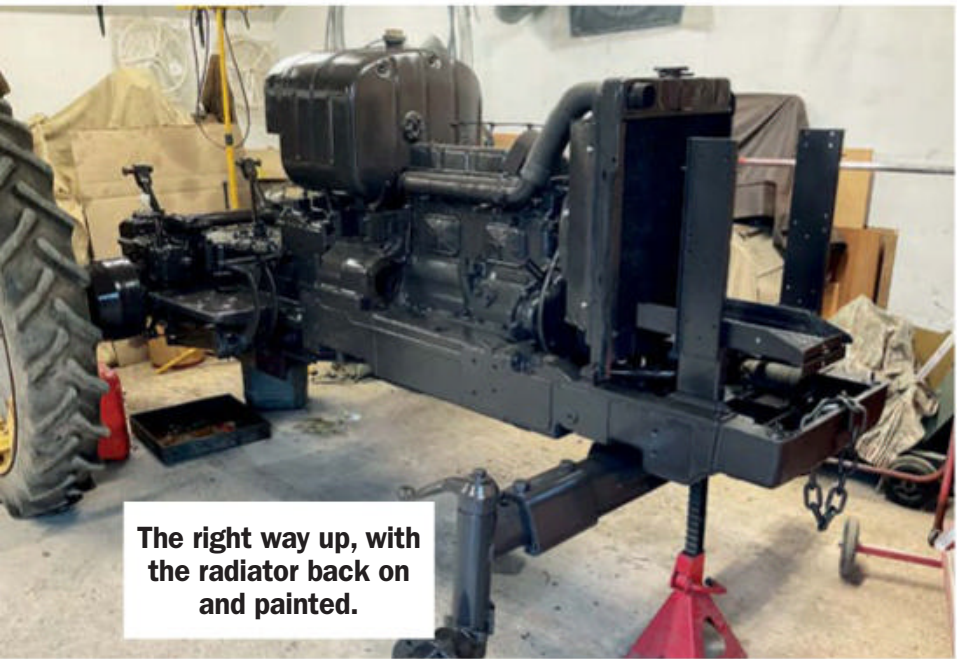
Flipping it back over is the reverse procedure, but do start with the front of the tractor away from you so that any instability is evident before proceeding. It goes without saying, be very careful and ensure that there are no bystanders nearby.

Once the right way up again, the top side is painted and left to harden whilst the small parts are dealt with, in this instance within the comfort of my workshop over the winter of 2021/22.

DEADLINE

As 2022 dawned with more lockdowns and little prospect of many events taking place, progress slowed as other projects took priority. However, more work was carried out in the summer, with the aim of getting it to Newark, that November, which was one of the few events to be held.

Unfortunately, that deadline was missed, mainly due to the fact that I was choosing the best parts from the original Sta-Dri cab and another very good one that I had bought for spares. I do really ➤



The right way up, with the radiator back on and painted.



Instrument panel prepared.

Applying decals



1 Position decal with the aid of strong welding magnets (protect decal surface with paper).



2 Stick masking tape across the middle.



3 Pull back one end, peel off backing paper, and cut off.



4 Apply decal, starting from centre.



5 Remove masking tape, peel off remainder of backing paper, then apply rest of decal (again, working from the centre).

like to retain original cabs, as they are part of a tractor's history, but this one really tried my patience, as the alignment of fixing holes and other components was rather inconsistent!

Eventually, the 1212 got its first public outing at Tractor World this March. There are still a few jobs to do. Curiously, a Smith's heater unit was fitted to the left of the seat, though no evidence of plumbing remains. Presumably, this was an experimental addition that never made it into production. It would be nice to reinstate this for chilly road runs, but it will also require a rear cab curtain for it to be effective.

The front weights and frame are still sitting in the back of my blast container awaiting attention. Finally, the radiator, which had held water and outwardly appeared fine, decided to spring a leak after everything had been painted and the bonnet re-fitted. Why do these things always happen after painting and reassembly?

While writing this article, 1212 number 4 has come to light. The owner is restoring it and enquired about a new flexible top for his Sta-Dri cab, which became available at some point, probably to reduce the horrendous noise level of the rigid version.

I have also heard that number 1 also survives. If this is so, then at least three survivors out of a batch of 17 tractors that would have inevitably been worked very hard, often day and night, is testament to their durability.

In 1974 the Hydra-Shift system gained a Queen's Award to Industry for



Artistic licence! As the cab was built for a range of DBs, there was a gaping hole in the original panel to accommodate the steering drag link, with lots of rubber flapping around. Manual steering was never offered on the 1212, as the Hydra-Shift valve housing gets in the way of a steering box. Peter also took the opportunity to fit the new panel more closely to the fuel tank and its support, rather more like the Weatherframe cab.

technological achievement. Its principle was used not only by Case IH in subsequent tractors but copied by virtually all competitors. Hydra-Shift and subsequent similar systems were open to abuse by inexperienced operators, but later ever more sophisticated electronics improved its function. It eventually became impossible to make jerky and potentially damaging gear changes.

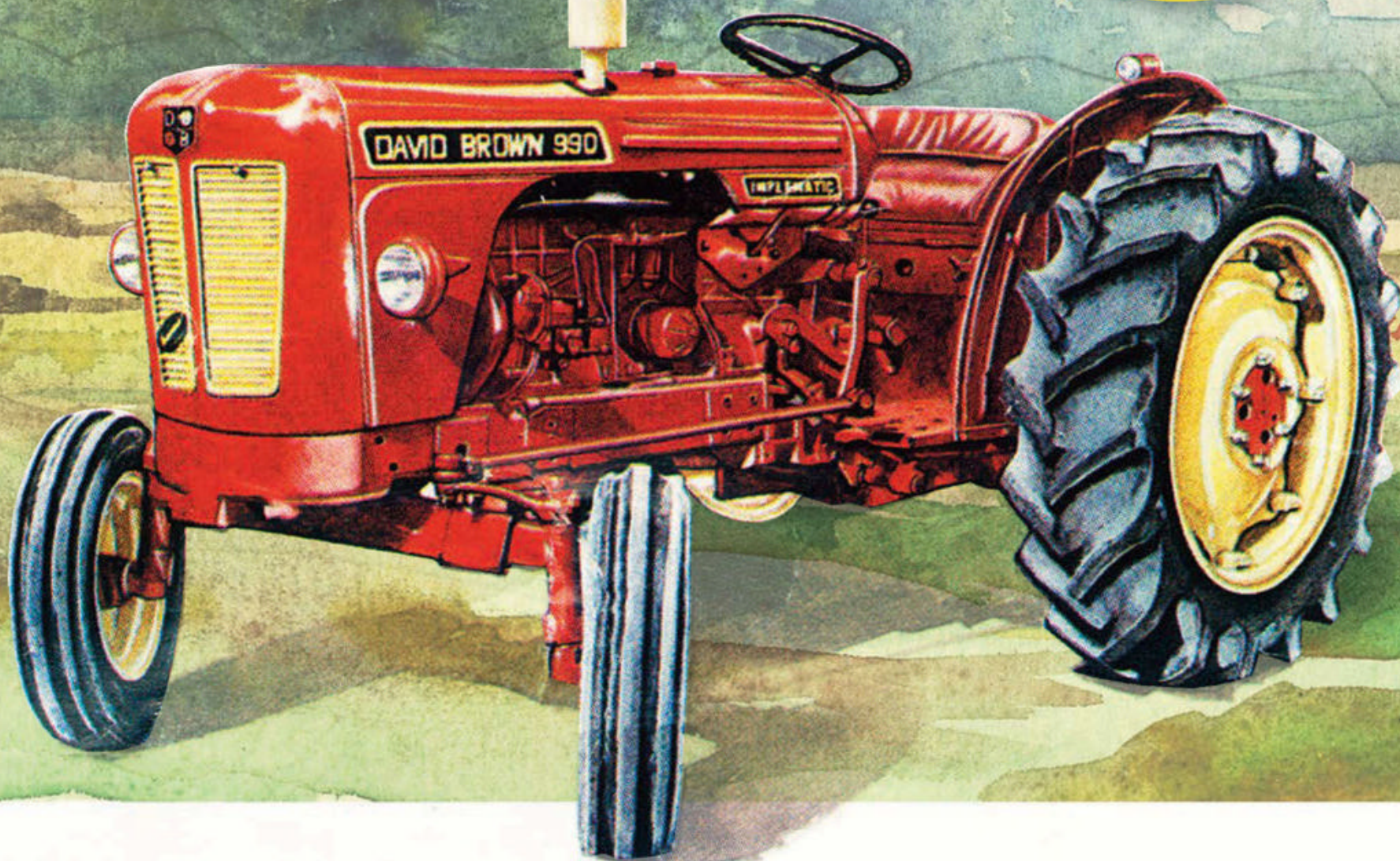
The David Brown idea of changing between four gears whilst under power, as an alternative to just two, or a full powershift transmission, dominated the tractor market from the late 20th century until being overtaken by continuously-variable transmissions in recent years. ■



Nearly there... although the cab roof couldn't go on, as it would be too high to clear the doorway!

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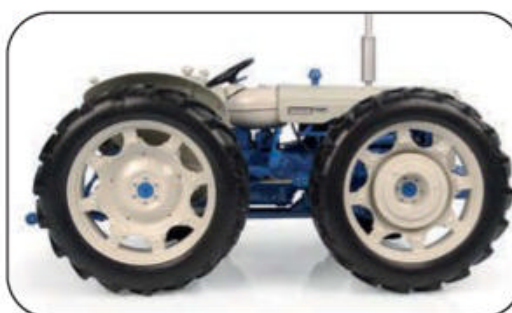
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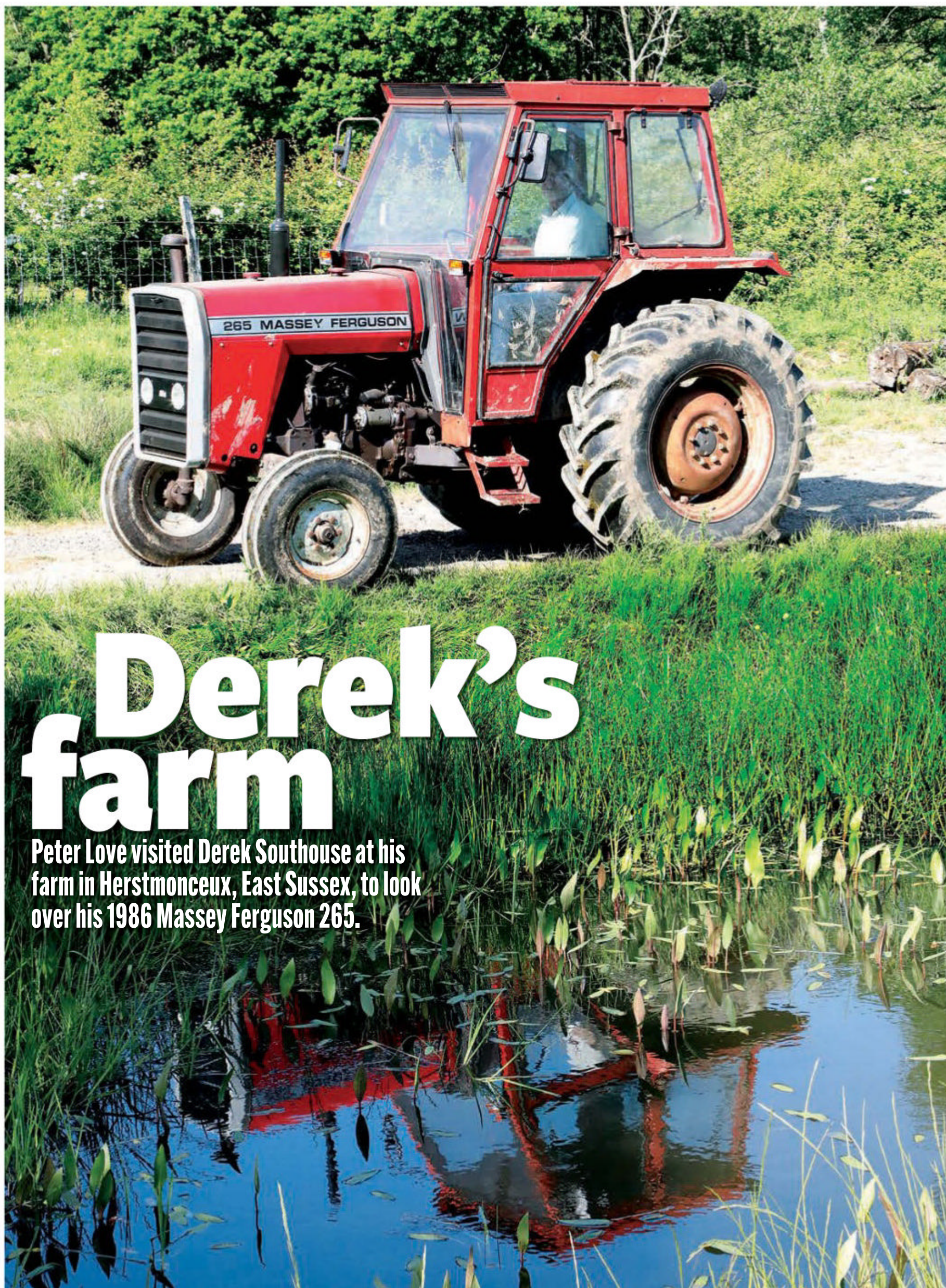
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The cab could do with some attention, but the tractor still performs as it should – offering a lift capacity of 4,145lb (1,880kg) at the lower link ends, in this specification. A two-speed IPTO was optional on two-wheel drive versions of the Massey Ferguson 265.



Derek Southouse's MF 265 is one of the very last built and has been used on his farm as the 'odd job' tractor for decades. It has recently been 'tidied up', and I was pleased to be able to look over it and hear more about its working life.

During my visit, Derek reminisced about his successful life, which is due to "damn hard work" and being able to think outside of the box. Farming life has always been in Derek's blood, as in 1890 his grandfather, George Southouse, bought a 24-acre farm at Wartling – about eight miles from Eastbourne.

In 1925, the family moved to a 42-acre dairy farm called Rocklands, near Boreham Street, with Derek's father, George, now part of the operation. They were progressive farmers and ended up with 300 acres, later giving up dairy farming to concentrate on beef and arable.

Derek left school in 1961 and quite naturally went to work on the farm. He had previously learned to drive on the ubiquitous Fordson N, but the farm later had two Fordson E27Ns, followed by a Ferguson TE-D 20. He was only 10 when he went baling with a Massey-Harris-Ferguson 701 baler, which he remembers well.

He regularly helped his father show their Sussex cattle at the Hailsham Fatstock Show, which is a tradition that continues to this day, and he recalls the last tractor they bought him at Rocklands with fondness. The Massey Ferguson 35X was well liked, particularly because of the differential lock.

A new broom sweeps clean, as they say, and Derek wanted to change things to make life better for everyone – from feeding the cattle to the milking parlour – but his father and grandfather didn't want change, and as an enterprising lad

Derek left the farm at 19 to seek fame and fortune. He went to work for Hailsham Plant Hire which undertook contract work for William Press & Son Ltd. on water pipe repairs and the like.

After learning the trade, he decided that if he became self-employed, he could earn more money. It all started when he saw a William Press tender in the *Contract Journal* for four main repairs at Faversham, Kent.

Derek got the contract and that was the start of operations for Hailsham Roadway Construction Co. Ltd. From September 1966 he used a JCB 4M, then a JCB 3C backhoe/loader, before a Hymac 580C and JCB 3CX.

The company repaired private drives, roads and the like, and was the firm to go to for such work. In the early days it used an Aveling Barford four-ton roller, and an International B-414 pulled the tar boiler. It also had two Bedford S



The Perkins A4.236 four-cylinder motor fits neatly under the bonnet. The starter has been replaced recently, but the engine is in fine fettle.

model seven-ton lorries and, in 1968, a brand-new Leyland 16-tonner, which arrived thanks to a £1,000 loan from his father. One gets the feeling that even after 55 years Derek still has happy memories of his father.

The company went on to own 20 lorries and employ 120 people. As it grew, its headquarters was at the Monkey Puzzle Garage, Herstmonceux, where it sold petrol and diesel. Today, the site is a small housing estate, and the company is based at a former East Sussex Highways depot on the A22.

STEPPING BACK

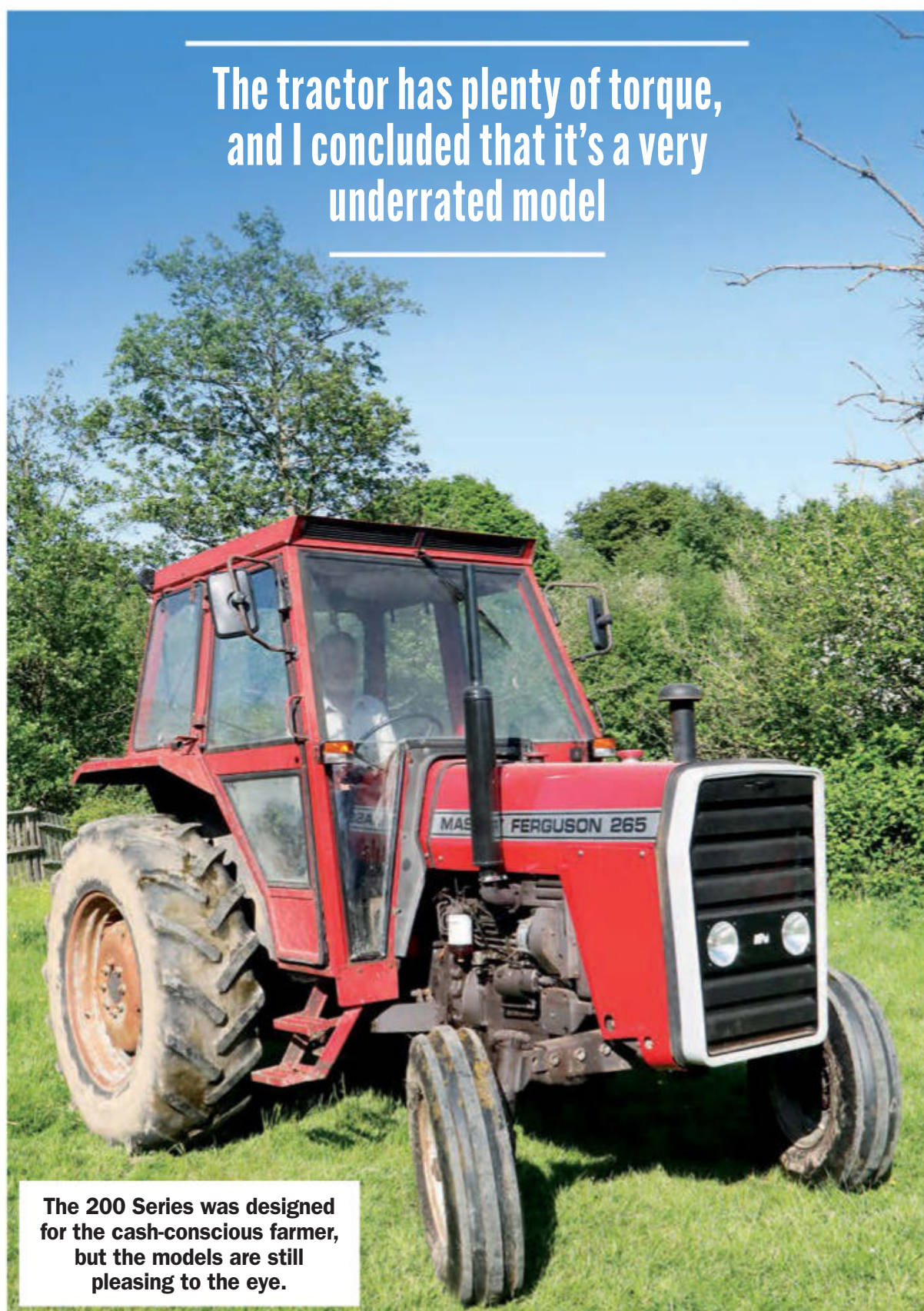
In 2016 Derek sold out to James Bailey, although he is still a director and shareholder in the company, which is one of only 12 companies in the UK that are used by Highways England today.

As time went on, Derek did not forget his farming roots and started buying pockets of land – beginning with five acres near Herstmonceux Castle, and then six acres at Upper Dicker. Derek now has a 200-acre farm at Herstmonceux, where his herd of 140 Limousin beef cattle are based and looked after by Derek and his right-hand man Daniel Harris, who started working for Derek at the age of 14 and has now been with him for 20 years.

Another person that worked for Derek many years ago now is Nottinghamshire-based Doe owner Bernard Saunders, who kindly stepped in to be the driver of the 1986 MF 265 when I was taking photographs.

The tractor was purchased second-hand from Doggie Upton in East Sussex, but has only 5,100 hours under its belt today. It has been serviced regularly but ►

The tractor has plenty of torque, and I concluded that it's a very underrated model



The 200 Series was designed for the cash-conscious farmer, but the models are still pleasing to the eye.

It was sold alongside the more popular 565 for some years as a basic stockman's tractor



200 Series fans will have their favourite cab, but the Sankey unit fitted to this particular MF 265 offers a pleasant working environment.



The cab noise levels are good compared to others of the period.

was bashed about having fed the cattle in the tight barns for many years. It must be said that Derek has been very frugal with his equipment over the years, but the mainstays of the farm today tractor are a Case IH Farmall 95C, Daniel's six-cylinder International, and a JCB 403 Agri Wheel Loader, which looks after the cattle and has been a big money saver.

Derek decided that he needed to do something with the Massey Ferguson 265 over the Christmas 2022 period. His team took it on and has managed to bring it back to a proper working tractor in good condition.

The Massey Ferguson 265 was a global hit, and was first seen in the United Kingdom in 1979. It was sold alongside the more popular 565 for some years as a basic stockman's tractor, where such users did not need a high specification. Several cabs

were offered over the years for the 265 – from Cab-Craft, Duncan, Lambourn, and GKN Sankey.

Massey Ferguson also introduced a four-wheel drive version of the 265 in 1982, which sold well in certain fields, but lacked power for heavy applications.

This example needs a refresh of the interior on the Sankey cab, but all the essentials are there – including the radio above the driver's head – and it still does everything that it should.

Although these tractors were built primarily for the stockman's trade, it is not as crude inside as you might imagine, although not as quiet as a later Ford 5600 or 5610 with a Sankey-built 'Q' cab.

These Fords were renowned for their unusual gear shift arrangement, but the MF 265's two-lever, floor-mounted arrangement is straightforward and easy

BASIC SPECIFICATION: MF 265	
Engine	Perkins A4.236
Power	60hp (44.2kW)
Cylinders	4
Bore	3.875in (98.4mm)
Stroke	5in (127mm)
Displacement	236cu in (3,860cc)
Torque	170.6lb ft (231.3Nm) @1,200rpm
Rated speed	2,000rpm
Clutch	2WD live PTO: Dual 12x10in (305x254mm) 2WD independent PTO: Split torque 12in (305mm) 4WD: Split torque 12in (305mm)
Transmission	8 fwd, 2 rev or 12 fwd, 4 rev Multi-Power
Fuel capacity	79.6 gallons (17.5 litres)
Lift capacity	4,145lb (1,880kg) or 5,052lb (2,291kg) with assistor
Width	74in (1,870mm)
Length	149in (3,780mm) with lower links horizontal
Wheelbase	2WD: 87in (2,220mm) 4WD: 88.2in (2,240mm)
Height*	93-100in (2,360-2,540mm) depending on cab
Weight**	2WD: 5,962lb (2,704kg) or 6,188lb (2,808kg) depending on cab 4WD: 6,957lb (3,155kg) or 7,063lb (3,203kg) depending on cab
Turning circle	2WD: 258in (6,500mm) with brakes 4WD: 395in (10,000mm) without brakes
Tyres (front)	2WD: 7.50-16*** 4WD: 10-24
Tyres (rear)	13.6/12-36 6-ply radial***
Price new (1979)	£7,020: 8-speed model with QD cab

* To top of cab. 100in (2,540mm) for Sankey cab shown.
** With standard wheels and tyres and with fuel, oil, and water.
*** Majority of models. Example shown is fitted with 16.9/14-30 radial tyres.

to use. The oil-cooled disc brakes work well too, and there's a pick-up hitch to complement the three-point linkage, as a standard fitment.

The tractor has plenty of torque, and I concluded that it's a very underrated model, particularly as it is powered by the Perkins A4.236 engine – a unit that was famed for its ability in various applications over the years.

Despite his affection for the tractor, and its capabilities, Derek has decided that he is prepared to sell it to a collector, should a genuine party be interested. If it is a tractor that you would like to own, please get in touch with the editor in the first instance: tm.ed@kelsey.co.uk ■



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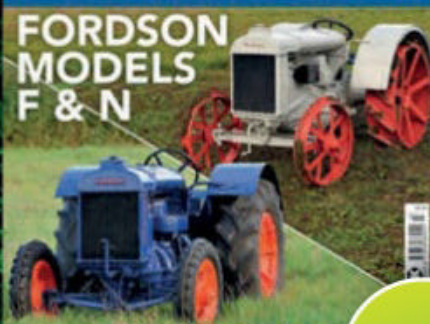
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Four-wheel drive on a budget

Those looking for a no-frills, four-wheel drive tractor in the 1980s could find what they needed at their local Massey Ferguson dealer.

It was 1979 when the standard version of the Massey Ferguson 135 finally bowed out, leaving just the 135 MkIII vineyard to fly the flag for the model in the UK. This venerable little tractor had been in production since the mid '60s, and almost half a million had been built at Banner Lane, in that time, but it was time for something 'new'.

The introduction of the 500 Series, in 1976, had meant that the 550 was the new, small tractor for those that wanted something with the power output of a 135, but it was evident that there was still a desire for something more basic.

MF addressed this by launching the 200 Series, built at Banner Lane, Coventry, and Beauvais, France, for the European market. The company

recognised that: "Modern agriculture presents the farmer with a wide variety of challenges every day. And with the apparently conflicting demands of ever-increasing productivity with tight financial control, these challenges can sometimes seem daunting.

"So, if a rugged, versatile, competitively priced, medium horsepower tractor will fit into your farming operation, take a ➤

Two- and four-wheel drive versions of the 60hp (DIN) Massey Ferguson 265. All photos: AGCO.



good look at the latest 200 Series range of tractors from Massey Ferguson."

The first two British-built models to be introduced were the three-cylinder 240 QD and four-cylinder 265 QD – 45hp (DIN) and 60hp (DIN) tractors that were around £500 cheaper than the equivalent 500 Series models.

These were followed by the 75hp (DIN) 290 in 1981, 47hp (DIN) 250 and 66hp (DIN) 275 in 1982, 38hp (DIN) 230 in 1983, and 88hp (DIN) 298 in 1984.

Having proved popular, and following the introduction of four-wheel drive on some 500 Series models, four-wheel drive became an option for the 200 Series from February 1982 – when the 250 and 265 were the first to be offered in either configuration. Four-wheel drive added between £2,000 and £3,000 to the price of the standard-spec models, which was a significant amount given that a two-wheel drive 250 had a list price of £8,270 in February 1982.

A four-wheel drive variant of the 290 was launched 40 years ago, in July 1983, with a list price of £14,750 (£3,274 more than the two-wheel drive model), and then it would be another two years before the other British-built 200 Series models, with the exception of the 230 and 240, became available in four-wheel drive configuration.

The four-wheel drive versions of the 298 and 275 were launched in June 1985 and December '85 respectively, which, according to The Massey Ferguson Historian, meant that the latter was only in production for six months.

Four-wheel drive became an option for the 200 Series from February 1982

As a 'value' range of tractors, the 200 Series had already found its place in the market – particularly popular with stock farmers and those not requiring the bells and whistles that the 500 and 600 Series offered – but four-wheel drive added another dimension that attracted even more buyers to Massey Ferguson's lower-spec range.

This was perhaps more evident when the 600 Series replaced the 500 Series from 1981, as the difference in specification between it and the 200 Series appeared even greater than it did when the 500 Series was the significant range in the UK. For example, the list price on a 75hp (DIN), four-wheel drive MF 290 was £14,750 in July 1983, while the list price on a 75hp (DIN), four-wheel drive MF 690 was £16,212.

With a specification suited to the rigours of a livestock farm, including a lower cab, it would always be the case that the 200 Series would appeal to cash-conscious buyers, and so it was a shame when the bulk of the range's models gave way to the 300 Series in 1986.

Today, the 200 Series remains popular with landowners and collectors, as there is a model to suit everyone. With a selection of cabs on many models, transmission options, and the choice of two- or four-wheel drive, this range of 38-88hp (DIN) tractors is certainly worth considering.

Over the next few pages, we look at the basic specification of the models built in the UK that were available in four-wheel drive configuration, and what you can expect to pay (+VAT) for them on today's market. ■

MF 250

ENGINE

Powered by the AD3.152S, rated at 47hp (DIN), the MF 250 was the smallest model in the range to be offered with four-wheel drive. This tried and tested engine revved to 2,250rpm and produced its maximum torque of 125lb/ft (169Nm) at 1,400rpm.

TRANSMISSION

An eight forward, two reverse transmission was a standard fitment, but the 12 forward, four reverse Multi-Power 'box was available as an option. A single-plate clutch was standard, with both it and the dual clutch arrangement utilising a 12in (305mm) main plate.

PTO

Independent PTO was fitted as standard, with a live PTO as an option, controlling output to a six-spline, 540rpm shaft. This produced 36.5hp at PTO speed, with the engine turning at 1,895rpm, or 42.5hp at maximum engine speed.

HYDRAULICS

A 6.2gpm (28.2 litres per minute) pump was fitted as standard, but this could be combined with an optional 7.9gpm (36 litres per minute) auxiliary pump to provide a flow of 14gpm (64 litres per minute). Maximum lift capacity at the lower link ends was 3,245lb (1,475kg).

STEERING & BRAKES

Unlike the 230 and 240, that featured outboard drum brakes, the 250 was equipped with three-plate, oil-cooled discs for additional stopping power. Power-assisted steering was a standard feature.

WHEELS & TYRES

Given that the 250 was a small tractor, it was fitted with 8.3/7-24 front tyres and 12.4/11-32s on the rear. No options were listed, and this rubber meant that top speeds of 17.63mph (eight speed) and 18.98mph (Multi-Power) were achievable.

CAB

The four-wheel drive MF 250 was fitted with two cabs, but it is the Sankey-built unit that is more common. With a noise level below 90dB(A), blower with filter, heater and demister, two-speed wiper, suspension seat, and mirrors, it was more than adequate.

The MF 250, rated at 47hp (DIN), was the smallest four-wheel drive model. A side drive front axle was used, but this did not feature a differential lock.



MF 265

ENGINE

The A4.236 direct-injection engine powering the MF 265 was a very popular unit, and this contributed to the success of the tractor. Rated at 60hp (DIN) and with a 5in (127mm) stroke, there was plenty of torque on hand - 171lb/ft (232Nm) - at just 1,200rpm.

TRANSMISSION

Like the 250, an eight forward, two reverse transmission was standard fitment, with a 12 forward, four reverse Multi-Power gearbox as an option. A single-plate, 12in (305mm) clutch was standard, but a dual clutch was used for live PTO models.

PTO

The 265 was the smallest model in the range to feature a two-speed power take-off, with 540rpm and 1,000rpm available at 1,684rpm and 1,692rpm respectively. Maximum PTO power at rated engine speed was approximately 52hp.

HYDRAULICS

Like the other models in the range, Ferguson System hydraulics were employed - providing Draft, Position, Pressure, and Response Control. Lift capacity at the end of the lower links was 4,145lb (1,880kg) and standard oil flow was 6.16gpm (28.9 litres per minute). An assistor ram could be specified.

STEERING & BRAKES

Hydrostatic steering was a standard feature, while oil-cooled, five-plate disc brakes provided the stopping power. These were 8.75 x 7.4in (222 x 188mm) and could be locked together or operated independently for tighter headland turns.

WHEELS & TYRES

At the front, 11.2/10-24 tyres were standard, with 13.6/12-36s at the rear. 16.9/14-30 tyres were optional at the rear. Top speeds were 17.5mph and 18.9mph for eight-speed and Multi-Power tractors respectively.

CAB

Several cabs were fitted throughout the 265's production life, but Duncan and Sankey cabs are those most found on four-wheel drive models. Specification levels are similar, but the Duncan cab is a Quick Detach unit, which is particularly useful around low buildings.

Rated at 60hp (DIN), the MF 265, seen here with an MF 80 loader fitted with a Silage Grab, was the smallest tractor in the range to feature a front axle with self-actuating differential lock.



From
£6,500
today

MF 275

ENGINE

In essence, the 275 was a more powerful version of the 265 - using the same A4.236 engine to produce 66hp (DIN). Maximum torque was produced at 1,200rpm too, but was 188lb/ft (255Nm). Rated speed was 2,000rpm.

TRANSMISSION

The 265 featured a 12in (305mm) split torque clutch and a 12 forward, four reverse synchromesh transmission, with no boxes to tick on the options list. This enabled the operator to find a suitable speed for the task in hand, from 1.3-18.9mph (at 2,000rpm).

PTO

A two-speed PTO was fitted to the 275, with a lever operating a hydraulic clutch (iPTO) to control engagement/disengagement. 53.6hp and 53.9hp were the power outputs for 540rpm and 1,000rpm, although a maximum of 59.4hp could be achieved at rated engine speed.

HYDRAULICS

Lift capacity was 4,145lb (1,880kg) at the end of the lower links, but an assistor ram could be fitted to boost that to 5,052lb (2,291kg). An auxiliary hydraulic pump, with an output of 7.9gpm (36 litres per minute) could be combined with the linkage pump to provide a maximum flow of 14.1gpm (54.9 litres per minute).

STEERING & BRAKES

Steering and braking was the same arrangement as the MF 265, but the 275 had the option of hydraulic trailer braking for improved stopping power.

WHEELS & TYRES

11.2/10-24 tyres were fitted at the front, and 13.6/12-36s at the rear - with the option of 16.9/14-30 tyres. Wheel weights remained an option, should ballast be required at the rear as well as the front.

CAB

Duncan and Sankey cabs can be found gracing the four-wheel drive MF 275 - with the former featuring front-hinged doors and the latter rear-hinged. The Sankey was approximately 4in (100mm) taller than the Duncan.

The A4.236-powered MF 275, rated at 66hp (DIN), was the last four-wheel drive variant to be launched - in December 1985.



From
£5,500
today

MF 290

ENGINE

The 290 took things up a notch - using the A4.248 engine to produce 75hp (DIN) and 198lb/ft (268Nm) of torque at 1,400rpm. The four-litre unit featured direct injection, a Thermostart starting aid, and dry element air cleaner with service indicator. Later examples produced 77hp (DIN).

TRANSMISSION

The Synchro 12 transmission was fitted to the four-wheel drive MF 290, but the two-wheel drive model could be fitted with the eight-speed synchromesh or Multi-Power units too. The Split torque clutch was fitted, as the four-wheel drive tractor featured iPTO.

PTO

Approximately 65hp was available at the shaft at PTO speed, but 67.7hp was possible at rated engine speed. 540rpm was achieved at 1,893erpm and 1,000rpm at 1,900erpm.

HYDRAULICS

The hydraulic arrangement was like the other models, but to match the 290's output the lift capacity was increased to 5,040lb (2,290kg) as standard, with 6,130lb (2,781kg) possible with the fitment of the optional assistor ram.

STEERING & BRAKES

The steering and braking system was the same as that used on the 275, and, like its smaller sibling, trailer braking was stated as an option in later promotional literature - but not at the tractor's introduction.

WHEELS & TYRES

The front tyres were 13.6/12-24s, with 13.6/12-38s at the rear. 16.9/14-34 could be specified as an option at the rear, as you might expect. Top speed for the Synchro 12 transmission with these tyres was 18.6mph, with a heady 10.1mph in reverse!

CAB

Like the 275, Duncan and Sankey cabs can be found gracing the four-wheel drive MF 290, but there are occasionally export models for sale on the UK market that will feature cabs produced in mainland Europe, a safety frame, or an open platform - depending on the tractor's origin.

An export-spec MF 290, powered by a 77hp (DIN) Perkins A4.248 engine. The four-wheel drive version of this model was launched 40 years ago, in July 1983.



MF 298

ENGINE

The largest tractor in the range naturally used the largest engine - the Perkins A4.3182 - a revised version of that originally used to power the 595 and the same as that used in the 698. Generating 88hp (DIN) and 254lb/ft (344Nm), it was an impressive unit in this tractor.

TRANSMISSION

Those looking for transmission options were left disappointed with the 298, as only the 12-speed synchromesh 'box could be specified. This was driven via a 13in (330mm) single-plate clutch.

PTO

The tractor was fitted with iPTO and produced 74hp at the shaft at PTO speed, with a purported 81hp available at rated engine speed.

HYDRAULICS

A lift capacity of 6,130lb (2,781kg) was possible due to an assistor ram being a standard fitment, and aside from the usual linkage pump/auxiliary pump arrangement that was a feature of the other models in the range, two spool valves were fitted as standard.

STEERING & BRAKES

The hydraulically operated braking system that we have come to expect was fitted to the 298, with a mechanical parking brake. The steering, unsurprisingly, used a hydrostatic system to reduce effort and fatigue for the operator.

WHEELS & TYRES

Due to its chunky stature, the 298 was well suited to its standard tyre arrangement - 13.6/12-24 at the front and 16.9/14-34 at the rear. There were no options available, and top speed was 17mph (27.36kph).

CAB

Unusually, the 298 was only available with a Duncan Quick Detach cab. This had an official noise rating of 90dB(A), a heater (with blower), radio, and a clock. The height to the top of the cab was 98.5in (2.5m).

The 88hp (DIN) MF 298 was the largest four-wheel drive model in the 200 Series. It was solely fitted with a Duncan Quick Detach cab.



Top
10

1980s POWER FOCUS

1980s POWER FOCUS

Your favourites

The results are in! Our 10 favourite high-horsepower models from the 1980s are ranked by you.

Tractor
& MACHINERY

Top
10

In the April issue of *T&M* we highlighted our favourite 120hp-plus tractors, as part of our 1980s power focus. Since then, you have voted for your favourite from our selection on the *Heritage Machines* website, and we would like to thank you for taking the time to do that.

The winner was a surprise, as we had predicted that the Ford TW-35 Force II

would take the spoils, and none of the team envisaged that the Zetor 16045 would make the top five – despite its formidable reputation!

If there's a tractor that you feel should have made the cut, or if there are other polls that you'd like us to feature in *T&M*, please get in touch with the editor: tm.ed@kelsey.co.uk

1st

International
1455XL



17.5% of votes

2nd

TW-35 Force II



15.3% of votes

3rd

Massey Ferguson 2680



13.9% of votes

4th

John Deere 4650



13.1% of votes

5th

Zetor 16045



12.4% of votes

6th

Fendt Favorit 615 LS



6.6% of votes

7th

Deutz-Fahr
DX6.30



5.9% of votes

8th

Fiat
130-90



5.8% of votes

8th

MB-trac
1500



5.8% of votes

10th

Case
2290



3.7% of votes

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STAR LETTER



Major ratios

Dear T&M,

Having never seen anything mentioned regarding the fact that the Fordson New Performance Super Major was offered with the option of two different gear ratios, a fast road model and a slow one as used to be found on the Fordson Ns and E27Ns years earlier, I thought I might just tell you of our experience with one of the slow models in the 1970/80s.

Having been using a Power Major and a Super Major, neither with Live Drive, we needed a Live Drive tractor to drive our Bamford BL58 Super baler. We found a nicely presented New Performance Super Major at a small dealership in March, in Cambridgeshire.

Having done the deal, on driving it back to our small farm at Witchford, near Ely (20 miles), I very soon realised how much slower it was on the road to that of either the Power or Super Major we had. This had not been revealed to us when the tractor was sold to us.

On reflection we decided not to complain, as it appeared to be a good tractor, and it had the Live Drive we needed. It soon proved itself, as it was an excellent tractor, having a much better selection of gears for baling, and many other land tasks, even though it took a little longer to travel on the road.

We had the relevant instruction book for the New Performance Super Major, and it

had in it the two different gear ratios, and the road speed on the fast model appeared to be a little faster than the Super Major, and the slow model considerably slower. I hope this may be of interest.

The photo is of our New Performance Super Major baling with the Bamford baler. My brother John is driving, and my son-in-law Arthur is stacking the bales on the sledge. It would be interesting to know how many slow models were made and sold.

David Bamford, Birmingham

SL: Stuart Gibbard's book, *The Ford Tractor Story Part One*, explains this very well: "New gear ratios and a 4.375:1 crown wheel and pinion gave a better range in the gearbox with slower speeds in the lower gears for improved PTO work. The old 3.5:1 crown wheel remained an option for applications where higher speeds were required, such as road work or industrial use."

I am not sure if it was recorded how many of each transmission type left Dagenham, but if anyone can shed light on the situation, please get in touch.

Howard Rotadigger

Dear T&M,

I was intrigued to see a photograph of the Howard Rotadigger in the May issue of T&M. I have owned several Howard Rotavators over the years, but I have never seen a Rotadigger. Are you able to tell me anything more about it?

Peter Wilkinson, Norfolk

SL: The Rotadigger pictured was designed for 85-100hp tractors with a 1,000rpm PTO, but was available earlier as a 540rpm machine for tractors up to 65hp (priced at £850 in 1972). It was designed as a primary cultivator suitable for medium-to-heavy land, for over-wintering or seedbed preparation, but was also great for breaking pastures.

The version seen here, the HSRD100, had a working width of 100in and weighed in at 2,580lb. The blades tilled the soil to a depth of 6in (150mm), while the rear tines worked to a depth of 12in (300mm).

Output was said to be 2-3 acres per hour and differed from Howard's Rotavators in that it had a much slower rotor speed and a much larger rotor diameter. 40 blades only covered 60 per cent of the tillage width, with gaps between the ends of the blade in which cleaning tines operated.



Photo: AGCO.

WIN!

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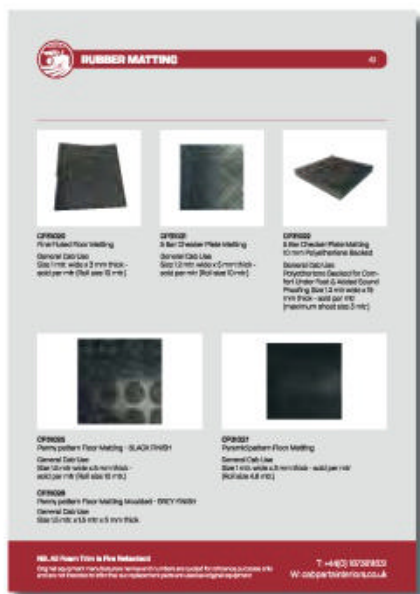
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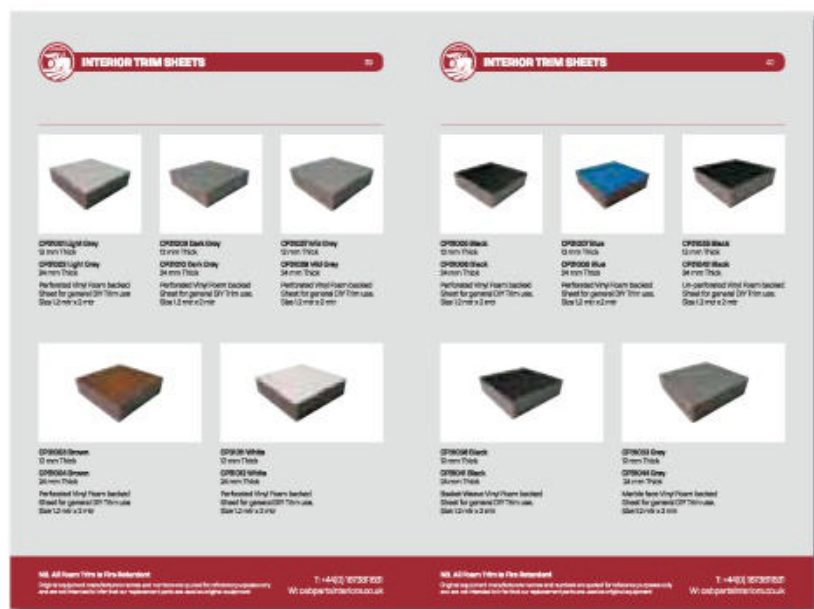
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Contracting ends

Kim Parks' contracting business comes to an end, but his time behind the wheel of a Ford tractor soon resumed.

Our look back through time, with the help of farmer and photographer Kim Parks' photographs and contracting memories, has reached 1988, and what would prove to be a turning point in his life.

After spending the majority of the 1980s as an independent contractor, with his own tractors and machinery, as well as helping on the family farm in East Sussex, and even buying a brand-new Ford 7610 – illness suddenly changed everything.

After returning from a trip to the Shetland Islands in the autumn of 1988, Kim was suddenly struck down with an abscess on his tonsils, resulting in his throat swelling up and an inability to eat or drink properly. The swelling was so bad that his doctors could not operate and relieve the situation.

Then, just in time for Christmas, the abscess finally broke and Kim was able to enjoy his Christmas dinner. Soon though, the problems started up again and, in the end, Kim underwent an operation to remove his tonsils in February 1989.

All of this brought his contracting business to an end. Kim had already lost the bulk of the busy autumn period and it was just too difficult for him to try and carry on, as even standing up was

a huge effort. Kim had no choice but to sell his machinery during 1989 and recuperate, gradually recovering as the year went on, but with a total of six months without being able to work.

As he slowly began to get started again, he chose not to re-enter the world of agricultural contracting and, after doing various jobs for people here and there, started working in London as a manager for a landscape gardening business on a big job. After this large contract had finished, he continued to do gardening work and then, in the autumn of 1989, he began working part time for a large contractor, once again getting behind the wheel of a tractor.

Southover Contractors is a large, family-run business based at Burwash, which has for many years taken on all aspects of agricultural contracting – from full farm contracts to hedge cutting and silage making, plus virtually everything else in-between. The only major exception was big square baling, as at that point, in the late '80s, it only undertook conventional and round baling.

The tractor fleet was almost exclusively Ford and had been for a long time, and then during the 1990s kept with 'blue', as New Holland machines replaced the Ford tractors.



Kim began working for Southover Contractors in the autumn of 1989, helping on a part-time basis during busy periods. Autumn cultivations was one such busy spell, making his arrival very timely, and his first full-time tractor working out of Burwash was a four-wheel drive Ford 7610 Force II.

Despite being busy working, Kim did take his camera along with him to work sometimes and this is how he managed to take the images featured in this article, starting with the operation's 'big' tractor – a Ford TW-15 Force II. A chap called Dave was the main driver of the TW-15 at this time and this picture shows him busy ploughing with a Dowdeswell five-furrow plough, making a very impressive sight in the rolling Sussex countryside.

When Dave left for pastures new, Kim took over driving the TW-15 and, despite this being the smallest of the TW range sold in the UK, Kim found it to be a huge tractor compared to his

usual Ford 7610 steed: "This was a large tractor compared to what I was used to and the plough was also much larger, but the outfit just purred up and down the field all day completely effortlessly!"

That is not to say the big Ford did not sometimes encounter problems, as Kim recalls: "I did a lot of ploughing with the TW and the Dowdeswell five-furrow and one day I was working on a field with a steep bank and found a wet hole at the bottom; we were sailing along and then suddenly we were not – she was stuck!"

"I tried to extricate the tractor, but could just not get any traction, not helped by that heavy plough on the back of course. Luckily another worker was power harrowing in a nearby field with a Ford 7810 and we soon pulled the TW out with a chain. It was surprising just how easily it came out with the added traction of the smaller tractor."

Kim did not do any of the drilling at Southover, as his boss Andrew was responsible for most of that, but with the arrival of a new drill that autumn, Kim was on hand to take a couple of snaps. "The six-metre wide Överum Tive drill was brand new and was quite a load for the Ford 7610 Force II used to pull it. It was also quite a step up from the Massey Ferguson 30 drill used previously and the Överum was then used for most of the cereal drilling.

"The only problem was that it covered the ground too fast, even with the Ford 7610 being the motive power, as two tractors and power harrows struggled to keep ahead of it. In the end Andrew came up with a plan; two of us would spend all day power harrowing the fields on a farm and Andrew would then turn up at teatime with the drill and have the whole lot sown before it got dark!

"This worked well until the lack of dual wheels to go round all the tractors led to me having to borrow a set, from the farm that we were working on one day, to fit my Ford 7610 Force II. The wheels were the right size but had last been used on a Massey Ferguson tractor, so the connectors needed adjusting – but they were unfortunately seized solid.

It took us all day to get them to fit and so we did not start power harrowing properly until not long before teatime. There were no mobile phones back then, so inevitably when Andrew turned up with the drill, we had not done a lot! He quickly did the bit we had finished and then left for home having to come back the next day to complete the job!"



This sadly rather damaged photograph shows that Southover Contractors was not always exclusively a Ford owner. This Case IH 956XL was one of a pair bought when the local Case IH dealer probably came up with a deal Andrew could not refuse!

The tractor is busy hedge cutting at Kim's family farm in Rotherfield in rather wintry conditions, a job that was arranged when Kim was working for Southover, the arrangement being that he then worked off the cost of the operation later in the year.

"I drove one of the Case IH 956XL tractors on my first day at Southover, ploughing with a four-furrow Dowdeswell at Robertsbridge alongside the Ford TW-15 and Dowdeswell five-furrow plough. It was a nice tractor, very different from, and more comfortable than, the Ford 7610. I really liked it, very comfortable seat, four-wheel drive, but I only used it for a couple of days and then it was on to the Ford 7610 Force II which then became my usual tractor."

Although the Överum Tive drill was used for most of the cereal drilling, Southover also had another drilling rig that was kept as a backup. This photograph shows this Fiona drill and Maschio power harrow combination at work behind a Ford 7810.

The 7810 model was soon seen as a good versatile tractor choice and gradually Southover would begin to run many of them, replacing one of the Case IH 956XL machines quite quickly.

The 7810 was a light tractor for its power output and was seen as a good allrounder by many farmers and contractors, hence it soon becoming the best-selling model in the whole of the Ford tractor range, following its introduction in 1987.

Kim, however, was stuck with his Ford 7610: "At the time I was there the 7810 was becoming the standard choice for Southover and soon it would often be the case that I was working in the 7610 surrounded by everyone else in 7810s.

"I often found that the 7810 really did have more power than my 7610 despite the same rated power output; the 7810's six-cylinder engine producing more torque than that of the turbocharged four pot in the 7610. I often found that while travelling on the road between jobs I could not keep up with these newcomers.

"One day I was following a 7810 and had another one behind me



while I was piloting my 7610, and I was already struggling to keep up with the lead machine because of the heavy manure spreader on the back, when we had to climb a few steep hills. This meant that I had to change down the gears while the first 7810 disappeared and the one behind me soon had a rather frustrated driver as I was slowing him down!

"The same sort of issue reared its head in sticky field conditions as well, there really was a noticeable difference between the two models, especially when well loaded with full manure spreaders for example. There was no doubt that the 7810 was a better tractor – and I say that being a big fan of the turbocharged 7610!"



You can tell by the time Kim took this picture that he was now firmly in charge of the Ford TW-15 because he has clearly stopped, jumped out, and taken these two photographs! These early spring shots show the Ford TW-15 breaking down winter ploughing with a Parmiter Utah disc harrow at Robertsbridge. In the distant past these fields had been dense woodland that had been cleared, giving a kind of parkland look to the fields as the odd tree remained.

The land was hard and composed mostly of clay, so even the large set of disc harrows only managed to rearrange the clods a bit, but a single pass was usually enough to prepare it enough for the power harrows to follow, these often having to perform multiple passes before the drill arrived.

"I had ploughed some fields on this same farm the previous autumn and one of them had proven to be a very awkward shape with a corner with a narrow top and then a much wider bottom section. I did the best I could but the way I chose to plough it left a separate bit to do at a right angle to the rest that did not look particularly professional, to say the least! So, when I was given the job to disc it and break down the furrows, I was very pleased indeed as no one else really saw what I had done the year before, as I covered it all up nicely with the disc harrows!"

Kim continued working for Southover Contractors into the summer and the silage season, mowing grass with the Ford TW-15 and a 10ft-wide Claas trailed mower. But this is where



trouble began: "That mower just would not work properly. It was not too bad if the grass was totally dry, but if it was even slightly damp it just would not feed the crop into it, tending to bulldoze the grass at the front. It was a real problem and the contractors even had to get another older John Deere trailed mower out of the back of the shed and hitched to another tractor to help as I just could not get on with that Claas!

"It was stressful for me and was not my fault. We even had Claas engineers come out and try and get it setup differently several times, but nothing ever seemed to work, and I just could not keep ahead of the firm's self-propelled forage harvester, try as I might!"

Kim found the situation to be too much and so decided to quit, it was just not worth it and at that time it was still not even a year since his illness had struck, so he was probably not still at his best.

After that he did gardening work, helped on a local farm and did more and more work on the family farm, finding this lifestyle much less stressful than working for a busy contractor.

In September 1999, Kim and his father bought a new farm in the village of Ninfield, near Battle, and began farming again from scratch. This also coincided with Kim doing more and more photography in his spare time, which leads us up to our final part next time, as we see how Kim got more and more involved in this hobby.

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Welsh-born artist Stephen Owen started painting pictures of cars whilst still at school. From a young age he could recognise the sound of different cars and would run upstairs for a better view of the passing machines that would fuel his imagination.

Stephen trained as an Artist Craftsman specialising in Fine Furniture Making and, throughout his prestigious career, his eye for detail has been constantly honed.

One of the opportunities that came about during the lockdown of 2020 was a return to his passion of painting cars. With events curtailed, Stephen could keep his love of classic cars alive by painting them.

Inspired by the Italian futurists of a century ago, with their obsession for speed, his latest work is a tongue-in-cheek comment on the speed farmers must work at when conditions are right for the task they are undertaking, but why did a classic car enthusiast choose to paint a tractor for his latest piece?

"As a designer, I have always been in awe of agricultural machinery, and the way a design has evolved to do the job for which it is intended," Stephen said. "Whilst I'm not interested in painting a derelict tractor in the corner of a field, I do find myself getting excited when I see one and I photograph it. I guess deep down I respect these great machines of the past that are the forerunners of today's farm equipment.

"My mother thought I would become a farmer, as I have always been drawn to the farming way of life. All my father's family and relatives were farmers. My grandfather was in charge of farm horses in the Llanidloes area.

"I live in the middle of the green industry that goes on round the clock

and appreciate the dedication and hard work that goes into farming the land and providing our food."

Stephen's latest work, entitled *On a Roll*, puts the spotlight firmly on the humble tractor, and features his neighbour carrying bales out of a field with the background of the Tarren Hills rising above the Dovey Estuary.

"In some small way, I hope that with my pop art style of painting I can draw attention to the tractor as a symbol of farming and raise the profile of working the land for the good of us all," he explained. "I would love to make more pictures of people's favourite tractor in their favourite place, as each farming family is usually loyal to one make of tractor. It shows how attached farmers become to their tractors.

"So many stories and much family

history are locked away in these fantastic machines, so why not celebrate the tractor as a piece of art for the generations to come?"

Stephen's paintings are created using gouache on canvas and are usually four feet by three feet, as he believes large canvasses help with the impression of speed – enabling the viewer to immerse themselves in the glory of the moment.

His portfolio is growing as he paints people's favourite vehicles in a specific landscape that holds a special meaning to the owner, and this could be a golden opportunity to commission a painting of your own tractor on your own farm, or in a setting that has a specific meaning.

Each painting takes about two months to complete, and for more information or to discuss ideas, please contact Stephen using the details above.



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Cutting grass

T&M looks at some of the technology used to cut grass for hay and silage through the decades.

In today's busy world, the disc mower is king when it comes to cutting grass for hay and silage, but this was not always the case. The reciprocating knife, and drum, once headed the field, and so we look back at the progress that has been made throughout the 1960s, '70s, '80s and '90s. ■

Several companies suggested one-pass mowing and conditioning in the 1960s, including Massey Ferguson and New Holland, but this involved two machines and a cutterbar mower. Lister's alternative was an all-in-one mower and conditioner that was said to provide clean-cut stubble, faster drying, less crop damage, and better-quality hay. The F/64 cost £329-0-0 in December 1966. All images from promotional literature.





Introduced in 1962, the Hayter Rotamower could be used for topping pastures and clearing overgrown areas, as well as cutting grass for hay or silage. Best results were achieved with at least 35hp driving the mower, and it was said to leave “a windrow in perfect condition for follow up with the forage harvester.”



Driven by a single vee belt, New Holland's 445E cutterbar mower claimed to out-date the pitman – “with a long-life, positive-drive rocker.” It featured a 5ft cutterbar and was seen as a higher-spec alternative to the plethora of similar-style mowers that were being marketed in the 1960s.



Massey Ferguson's 732 had a working width of 5ft and was typical of cutterbar mowers of the 1960s. It was simple to operate and maintain and proved to be a sensible entry into the world of tractor-mounted mowers for those that had not owned one before. It was priced at £126-0-0 in December 1967 (when an MF 135 De Luxe cost £850-0-0).



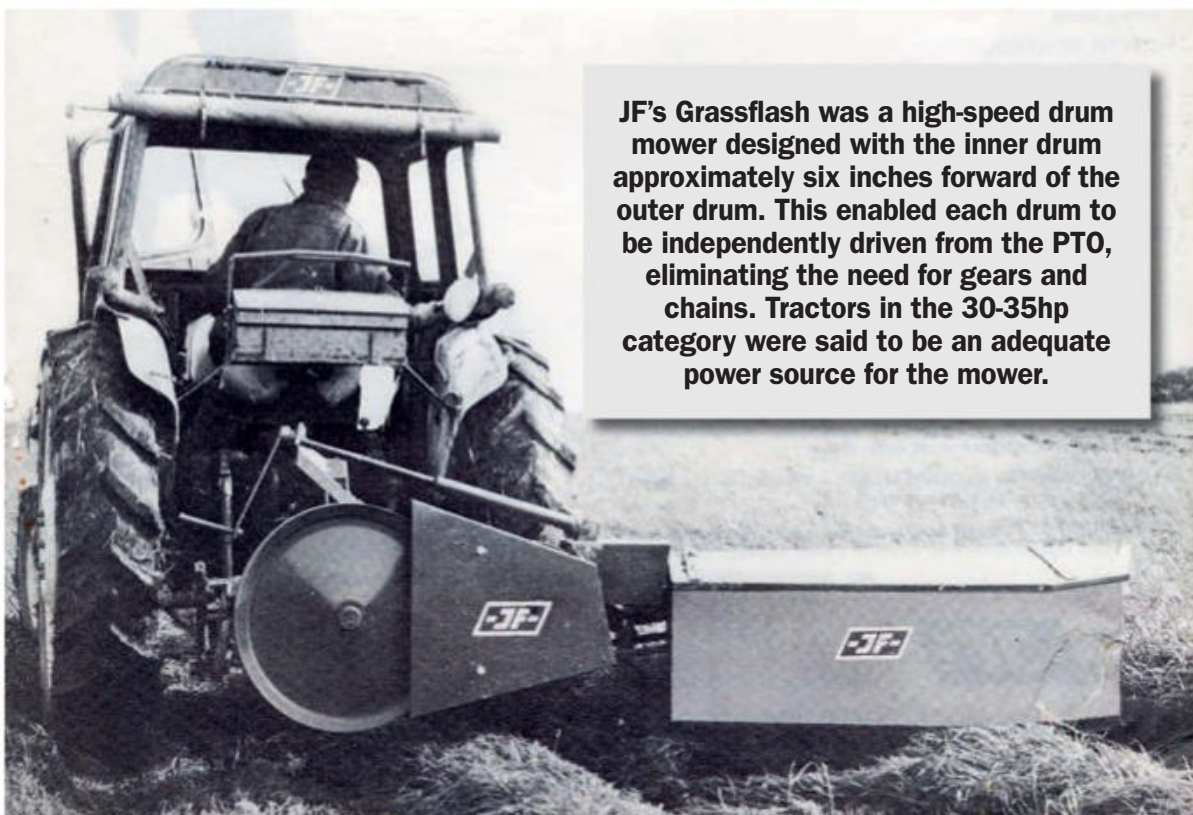
The Howard Haytimer was a true one-pass machine, which was a rarity in the 1960s. Suitable for tractors from 35-65hp, two widths were available – a 20-blade 5ft model and a 24-blade 6ft model. Cutting, conditioning, and swathing in one go, the Haytimer saved precious hours when time was of the essence.



Taarup is a name synonymous with grassland equipment and it produced many mowers over the years – one of which as the TS 1650 disc mower. Featuring four discs, each fitted with two knives, it had a 66in (1.68m) cutting width and tipped the scales at a paltry 330kg. It needed just 35hp to run it, and could operate at speeds up to 25kph!



Like Taarup, PZ is a name that springs to mind when you think of grass equipment. Its Cyclomower may not be as memorable as the Haybob, but it was a competent drum mower that was designed not to block or need its knives sharpened. The contra-rotating drums laid two loose swaths and left a clear run for the tractor's next cut. Working width was 5ft.



JF's Grassflash was a high-speed drum mower designed with the inner drum approximately six inches forward of the outer drum. This enabled each drum to be independently driven from the PTO, eliminating the need for gears and chains. Tractors in the 30-35hp category were said to be an adequate power source for the mower.



The Vicon mower/conditioner was billed as a new concept by the company during the 1970s. It was a four-disc machine, with two blades per disc, and had a working width of 5ft 6in. A 50hp tractor could cut and condition at up to 10kph and the machine weighed in at just 420kg.



Krone had a three-model range of two-drum mowers in the UK during the latter part of the 1970s. The model designation represented the number of drums and cutting width in centimetres, with the two smaller models featuring three knives per drum and the largest four knives per drum. The TA 2/165, TA 2/190, and TA 2/210 required power outputs of 30hp, 40hp, and 45hp respectively.



Nokka's rotary mower was imported by Broadwater Tool Supplies Ltd. of Framlingham, Suffolk, and featured four blades on each of the two drums. It weighed 380kg and required a 30hp-plus tractor to drive it. Rather than rotating, it lifted through 95 degrees for transportation.



As a company dedicated to producing harvesting machinery, you would expect Claas' range of mowers to be extensive. It was one of very few to offer a front-mounted drum mower at the time of the WM 31 F, as this was still a niche market. Claas saw it as the ideal tool to use in conjunction with a trailer forage wagon.



Kuhn's GMD multidisc mowers became popular in the 1970s and '80s and remain in production today. At the time, the company was said to be the world's largest disc mower manufacturer, and claimed that compared with area cut, its mowers were one of least expensive on the market. This range comprised the GMD 44, 55, and 66, with four, five, and six discs respectively.

Based around a Kuhn four-disc mower, John Deere's 1340 mower-conditioner needed 40-44hp to drive it and could cover up to 4.9 acres per hour. Cutting width was 2m and the machine weighed in at 640kg, although the conditioner could be detached in minutes, to save weight and create a simple rotary mower.



FELLA products were marketed in the UK by RECO of Huntingdon, and in 1986 the company offered 16 mower models to suit all farm types. Four of these were front-mounted drum mowers with cutting widths of 1.9-2.65m, three were rear-mounted disc mowers with cutting widths of 1.65-2.4m, and the remainder were rear-mounted drum mowers from 1.65-2.1m.



Zetor's ZTR166 drum mower was marketed in the 1990s and had a working width of 1.65m. It weighed in at 620kg and featured two drums fitted with three blades – requiring a tractor with a 540rpm PTO and 55-70hp. A working speed of 10kph was said to be possible.



Complementing its range of tractors in the 1980s was Deutz-Fahr's harvesting equipment – of which there were four rear-mounted disc mowers. With working widths from 1.65-2.6m, the SM range was suitable for tractors from 30-50hp, with all utilising a 540rpm PTO. The SM 40 CR was a 2.1m machine featuring a conditioner.



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A different type of tractor

In 1987 the MB-trac had been in production at Gaggenau for 15 years and the concept had evolved considerably during that time, with three distinct versions being produced: the four-cylinder lightweights, the six-cylinder middleweights and the six-cylinder heavyweights. Now it was time to improve the range even further.

The year 1987 would see major changes to the MB-trac range produced by Daimler-Benz. The second model in the six-cylinder middleweight range was launched in the shape of the 1100, which joined the original 1000 model that had been produced since 1982. This gave a two-model line-up in the lighter weight, more compact class of six-cylinder tractor up to 110hp, a sector of the market that was gaining in popularity in the late '80s.

The heavyweight range was also given its first major update since 1980, with a

new line-up featuring the use of a new engine across the new three-model range, the newcomers even gaining the 'turbo' name on the sides of the bonnet, as had been done with the smaller 900 model earlier.

The original heavyweight MB-trac range dated back as far as 1976, with the 1100 and 1300 later being supplemented by the flagship 1500 in 1980. The 1100 was never a big seller and was deleted in 1986 to be replaced by the middleweight 1100 version the following year. In 1987 though, the changes came thick and fast to the big MB-tracs, with only the 1300

surviving, and even that was changed quite radically.

The biggest difference, externally at least, was the replacement of the original sloping front to the bonnet for a straight, upright version which provided a little more space under the bonnet itself. The two-model line-up was also increased to three, with the 1500 being replaced by no less than two new models to cement the presence of the MB-trac in the larger power segment of the tractor market.

This was seen as important and served to keep the larger machines viable against the competition.

In 1987, three new heavyweight models of MB-trac were launched, with the smallest being the 1300 turbo. With 125hp under the bonnet, the new model was very similar to the original 1300, which was the best-selling model in the entire range, but featured a new engine, more transmission options, and new features in the cab. Trailer work is something that the MB-trac range excels at, thanks to its axle suspension and fast road speed.



The 136hp 1400 turbo was the smaller of two tractors to replace the MB-trac 1500. As with the other larger MB-tracs, the 1400 turbo was designed to be used just as much in reverse as in forward mode, with matched gears and a revolving seat and console to enable this. Two-stage sugar beet harvesting is just one job that lends itself to reverse drive, as demonstrated here with a 1400 turbo using a Kleine toppler and lifter on its rear linkage while driving backwards, giving the operator an excellent view of the job in hand through the large rear window.



The large cab of the heavyweight MB-trac range accommodates the revolving seat and console, providing an optimal driving experience, regardless of the direction the tractor is driven in.



As the 1300 had been the best-selling model of the entire range, and the 1500 had not been far behind, it was thus important to keep the larger MB-tracs as up-to-date as possible, to help retain their market penetration.

OLD STAGER

The new 1300 was now known as the 1300 turbo, despite the fact it had been turbocharged since its inception, but the new designation helped it to stand out from its earlier incarnation. The 1300 was the best-selling of all the MB-trac models, being slightly ahead of the 1500, and was one of the best-selling tractors in its class in its native Germany, selling 2,908 units.

Looking very similar to the original 1300, it was the new bonnet with its flat radiator grille surround, instead of the angular one used previously, that finally brought the look of the heavyweight range into line with the smaller lightweight and middleweight MB-trac machines, despite the former's larger cab and overall stature.

Many more changes were made under the skin, with an improved brake system and a cooler for the transmission oil. The cab was also upgraded with a digital readout for speed and distance, as well as a more powerful heating system with the option of an improved air-conditioning system.

It is worth taking a closer look at the benefits of the large cab now fitted to the new turbo models, as with the new electronic monitor system the MB-trac had entered the age of tractor electronics – one that would have a more profound effect as the 1980s turned into the 1990s.

Aside from this, the cab was one of the largest offered on an agricultural tractor, making full use of the space available between the front and rear axles to provide a very spacious operator environment, as well as the ability to have the seat and driving controls mounted on a swivelling turntable – allowing the tractors to be driven just as well backwards as forwards. This was an idea that was becoming popular for use

in harvesting operations, instead of the greater expense of large, dedicated self-propelled harvesters – the MB-trac being able to be used as normal outside of the harvesting season.

The front linkage had been beefed up substantially on the older models the year previously, with a three-ton capacity instead of the two-and-a-half-ton capability of the tractors pre-1986.

Even though the new OM 366 engine was used for the 1300 turbo, as opposed to the OM 352 used in the earlier 1300, the power rating remained the same at 125hp. Despite the high sales of the 1300 model in general, only 474 examples of the 1300 turbo were sold by the end of MB-trac production in 1991.

REPLACING THE 1500

One of the reasons for the poor sales of the latest incarnation of the 1300 was probably down to the two-pronged replacement of the 1500 model, which saw two new models make their debut. This was because Daimler-Benz decided that, instead of doing the same as it ➤

had with the 1300 with the 1500, it would instead produce two new entries in this power class, giving farmers a choice of power ratings.

Thus, in February 1987, the 1500 disappeared and the new 1400 turbo and 1600 turbo arrived, both having the same revised bonnet styling and features as the smaller 1300 turbo. The 1400 was powered by the new, turbocharged OM 366 six-cylinder engine, which was rated to deliver 136hp at 2,400rpm for this model.

This made it significantly less powerful than the 1500 and thus the 1400 turbo proved to be a bit of a disappointment, with only 398 units sold by the end of production, making it one of the rarest of MB-trac models.

However, the larger replacement for the 1500 was a different story. The 1600 turbo now became the new flagship model; a title that would remain for a little over three years. The new range topper used the same turbocharged OM 366 six-cylinder engine as the 1300 and 1400 turbo with the power unit set up to now produce a maximum output of 156hp at 2,400rpm, thus just beating the 150hp of the earlier 1500.

The 1600 turbo certainly caught the imagination of the farming community more than the 1400 turbo, with the

much more respectable figure of 1,100 units being sold in just four years of production, even though its original list price of DM153,000 at its launch in 1987 increased substantially to DM172,000 by 1990. Rather ironically, you would still need to pay about the same for a well-preserved example today in Germany, albeit in Euros, even if it has more than 10,000 hours under its belt!

TURBO PLAYERS

Even though the use of turbocharged engines in the MB-trac range was nothing new, even in 1987 when these new heavyweights were introduced, the use of the 'turbo' name on the side of the bonnets was certainly a good way of promoting the power of these new tractors. The new bonnet styling also brought the large MB-trac machines into line with the styling of the smaller members of the range, giving a more uniform look to the MB-trac line-up.

Being powered by the OM 366 engine, the new range also made use of



The 1600 turbo replaced the MB-trac 1500 as the flagship of the entire range. With 156hp available under the new bonnet, complete with straight grille, the result was a feeling of power and brute force.

a wider range of transmission options, all of which featured forward and reverse speeds fully matched to take advantage of the reverse drive feature of all these machines. The purchaser could specify either the baseline 14 forward and reverse gearbox, the 16-speed version, or the 21-speed, plus for maximum versatility there was also the option of a 24 forward and 24 reverse box, giving a very large spread of gears in both forward and reverse to match any job that the tractors might encounter.

By 1987, most tractor manufacturers were offering a larger number of gears on their tractor models, but the MB-trac was consistently ahead of the game, not only in the number of gear ratios that could be chosen, but also the fact that the transmission offered the same number of speeds in both forward and reverse.

In some ways the introduction of the 1400 turbo was something of a misstep, as it never performed sales wise as well as the others, mostly because of the extra power on offer from the 1600 turbo and the fact that the 1300 turbo was also such a popular choice. However, the increase in available models for the purchaser had to be seen as a good way to provide an MB-trac for every application, which was now truer than ever, thanks to the various model introductions made during the 1980s.

The low sales of the 1400 turbo aside, the MB-trac concept was very much alive and well, thanks to the new models of 1987. Soon it would be joined by an even more powerful flagship, when the most powerful MB-trac of all time would appear, which will be the story for our next instalment when we meet the mighty MB-trac 1800 Intercooler. ■



BASIC SPECIFICATION: MB-trac			
Model	1300 turbo	1400 turbo	1600 turbo
Engine	OM 366A (6-litre)		
Cylinders	6T		
Power	125hp	136hp	156hp
Transmission	14x14, 16x16, 21x21 or 24x24		
Weight	6,320kg		

The sugar beet sits neatly in a row, ready to be lifted by the following harvester. The 1400 turbo has good ground clearance to straddle the windrow of root crop. Four-wheel drive through the equal-sized wheels also provides plenty of traction and flotation when the weather conditions lead to sticky harvesting conditions.

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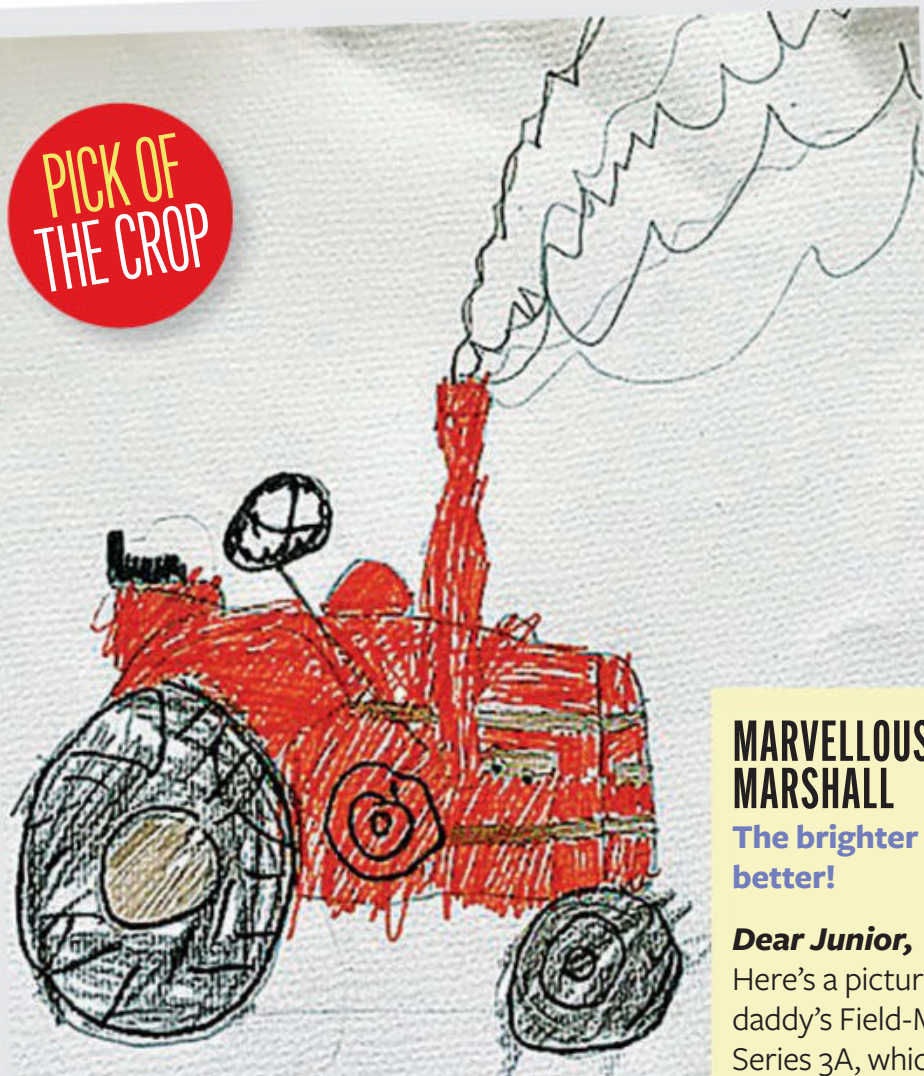
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Bradley (aged 7)



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This is my uncle's tractor. He cuts hay and silage with it.

**Rian Whelan,
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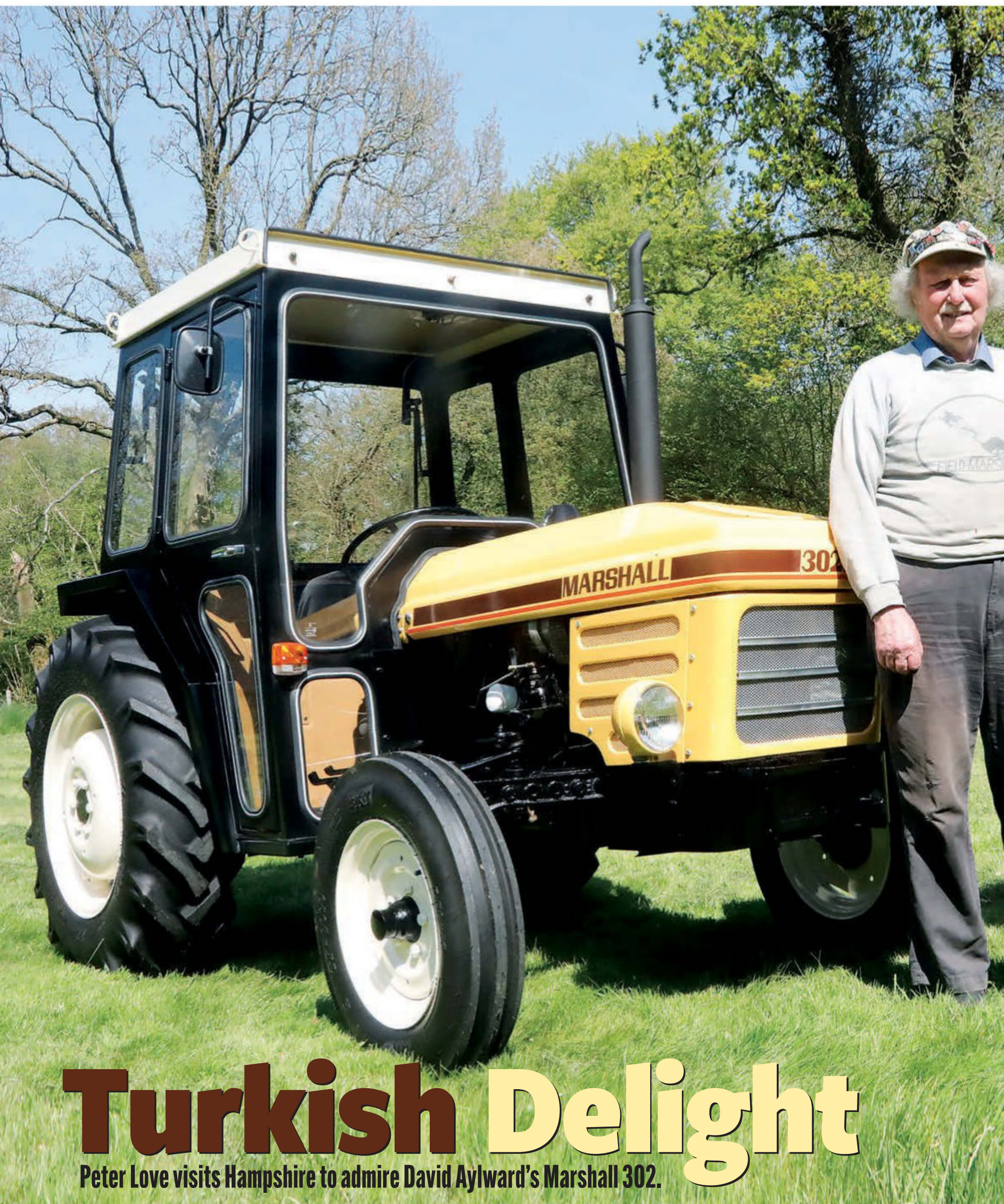
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Turkish Delight

Peter Love visits Hampshire to admire David Aylward's Marshall 302.



David and Avis Aylward
with the Marshall 302.

There is great deal of misunderstanding when it comes to the Marshall 302 and so it is worth recounting its origin and charting its progress. It started out in 1978 as the Leyland 235, which is a rare tractor today, and featured the Leyland 1.8TD 28bhp engine, nine-speed transmission and 4gpm engine-mounted hydraulic pump.

It was assembled by BMC Sanayi in Izmir, Turkey, for overseas markets including Great Britain and Ireland, with very few arriving on these shores for use by councils, golf courses, and the like, as well as smallholdings and farms.

In 1980 it became the 302, complete with several revisions, including an increase of 2hp, an uprated hydraulic casing, uprated steering box and front axle, better brakes, and a detachable Verock 'Q' cab. This met the UK noise level requirement of the time and was fitted in the UK by Leyland Trucks' Aldenham repair and spares storage centre in North London, and Nightingale Engineering Co. Ltd., London.

who had reinvented Aveling Marshall as Track Marshall, at Gainsborough.

Amazingly, Edwards sold the business for just £6 million, including 600 tractors, the Bathgate factory, and the manufacturing equipment! The tractor side of the business finished on 15 January 1982 and the sale was completed two weeks later, on 29 January. The Golden Harvest-coloured Leyland tractors were now badged as Marshalls, and the 302 was still being imported from Turkey,

Sadly, Nickerson didn't have enough money behind him, and his Marshall company went into receivership as early as 1985. Some 302s were sold as Nickerson Turfmasters, and a few of these have appeared for sale over the years in their original white, red, and black livery, with mowers still attached.

The Marshall business was bought from the receiver and moved to Scunthorpe, and at this point the story gets a bit messy, but by then the 302 had had its day.

There are several 302s still around, but they are normally in very tatty condition, having had a hard life. Very few have been restored to a high

If you have the opportunity to see this 302, look closely at it, as the detail that has gone into making the tractor right is second to none

At the time, British Leyland was in a bad way. It was an out-of-control conglomerate of major British vehicle manufacturers, many of which had been part of the British Motor Corporation. In 1968 they joined together with Leyland Trucks, which was made up of Albion, Thornycroft, AEC, Scammell, and Aveling Barford, to become the British Leyland Motor Corporation.

South African Michael Edwardes was brought in as head of British Leyland (BL) in November 1977, following a successful career at Alkaline Batteries. He had been appointed to his position at BL by the National Enterprise Board, which had been created earlier by Labour's Harold Wilson to control and manage various state-owned industries.

Edwardes saw no future for the business that had been Nuffield tractors, now Leyland, and its problematic Bathgate factory in Scotland. He made the decision to sell it off and it was purchased by Lincolnshire farmer Charles Nickerson,

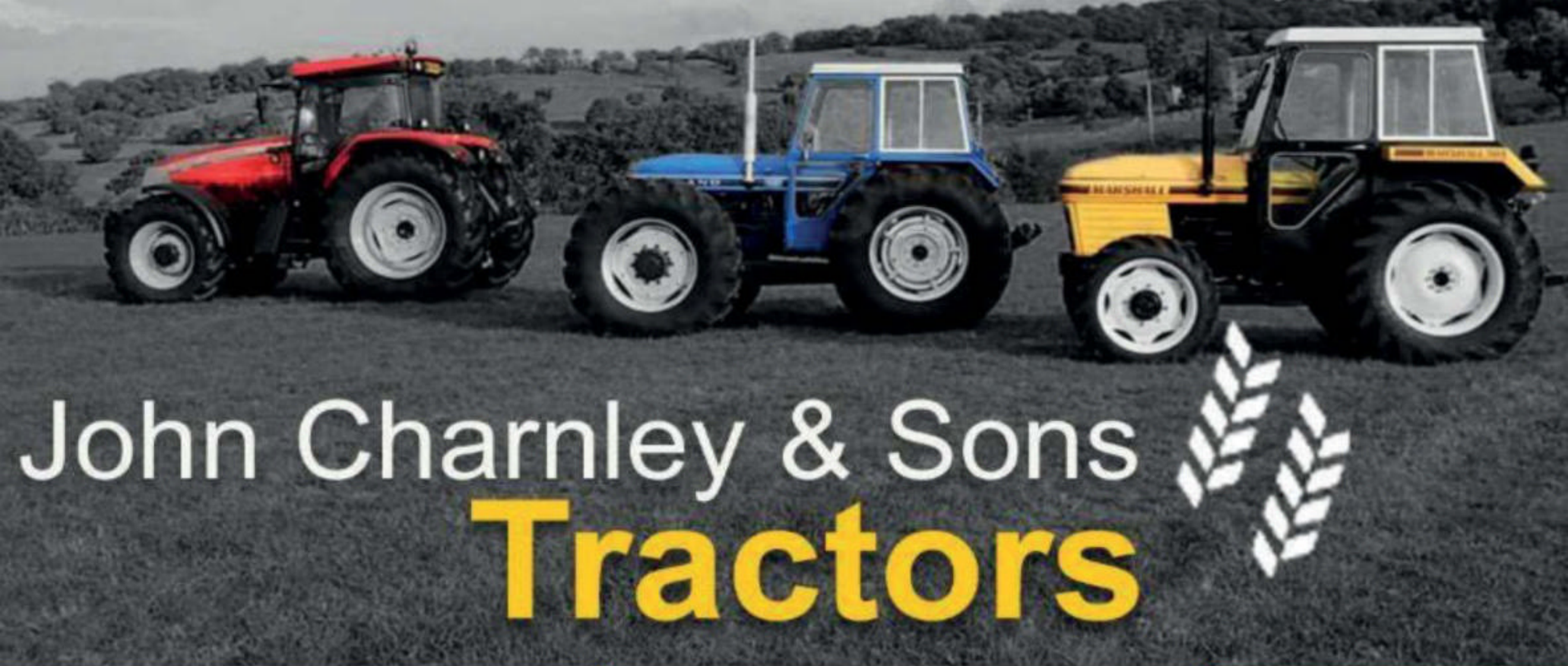
standard, but as classics are now the 'in thing' and as smaller tractors are practical to transport, the mysterious 302 can make an attractive proposition.

One person who sold such things in working times was David Aylward, and just as Covid-19 was taking hold he noticed a 1983 Marshall 302 for sale with a dealer in Norfolk.

Photographs revealed that it was in quite an unloved state, with various bits missing, but it was a project that he decided he would take on. Little did he know, it would take two-and-a-half years to complete!

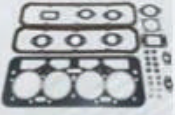
I imagined that it would be an easy tractor to restore, but apparently this wasn't the case. Nevertheless, the result is amazing.

When David got the 5,000-hour tractor back to Hampshire, he discovered that rodents had lived in the cab and had eaten some of the headlining. The fibreglass nose was cracked, and the rear cab window was missing. ➤



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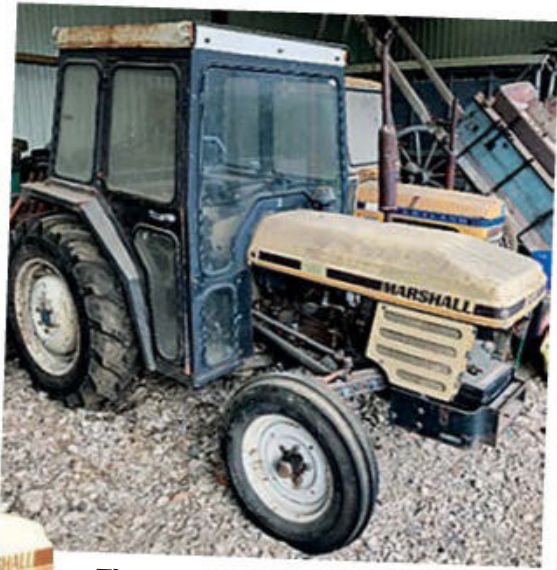
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The 302, as purchased. On the face of it, it looked pretty good. Photo: David Aylward.

With replacement parts unavailable, the rear window assembly had to be reproduced.

With a good battery he finally got the engine to run, with the help of Easy Start, which it is thought the tractor had lived on for years. He deduced that at least one of the glow plugs was not functioning.

Off came the cab and out came the engine, which is a British Leyland 1.8TD commercial diesel unit. It was discovered during the strip down that two piston crowns were breaking up, possibly because of the use of too much Easy Start, and so the engine block was sent away to be bored out by 20 thou and refaced.

New pistons and rings went in, along with main bearings and big end shells. The mains, David explained, were difficult to obtain, but he learned that these engines are used in narrow boats as a replacement for the Perkins 4.108 engine and it was people that work in this field that proved to be helpful – coming up with the parts that were needed for this project.

The crankshaft was reground 30 thou, and a new oil pump, seals, and duplex timing chain were fitted. As for the cylinder head, it was skimmed, and fitted with new valves, springs, and guides.

The injectors were overhauled, and new heater plugs were fitted, but the CAV DPA injection pump caused a few headaches. It went to a couple of specialists that charged for the work, but the result was unsatisfactory. In the end it was sent to S J & C W Wilkinson, in Lancashire, and the result was instant starting and smooth running – once the rebuild had concluded.

The fuel tank had been taken off and power washed and could be used again, but new fuel lines went on and a reconditioned lift pump too. Sadly, the lift pump that some aftermarket companies offer is not right and will not work as the lift arm is a different shape and difficult to modify. It can be a

problem child, David warns! The oil bath air cleaner body was rusted away and needed to be refabricated. Thankfully, the gearbox was in good order, so after a power wash and new oil seals it was ready to go. A new, nine-inch clutch was fitted, and the flywheel ring gear was replaced. The four brake discs were renewed, and the yokes and clevis pins were rebuilt or replaced in the brake linkage.

The inner and outer half-shaft bearings were replaced, and a new hydraulic pump was fitted, along with the filter. The valve block was fitted with new O-rings and gaskets, as they leaked when tested.

The category one rear linkage was in good condition, but required a few new pins. It's thought that the tractor was used on mowing duties for much of its commercial life.

The front axle required new kingpins and wheel bearings, but it was the pivot assembly that needed the most work. The axle support was bored out on the milling machine, sleeved back to standard size, and a new centre pin was made. The steering box didn't need work, but all the ball and drag links ends were renewed and fitted with new boots.

The whole tractor had been sand blasted and etch primed as the job went on, but when it came to painting the skid unit things did not go to plan. Unfortunately, problems were experienced with the black paint. It cracked and crazed, which frustrated everyone, and six months later it had to be sandblasted off and a new batch of paint mixed and applied. Thankfully, it went on perfectly second time around and retained its finish. ➤



Left: The new, old stock headlights look the part. Middle: The light lenses are the original type. Right: Original cab door handles were re-plated.



The cab was in a bad way and took some time to sort out. A new floor went in after cutting the rotten metal out. The frame was similar and needed new parts welding in. Replacement rear window assemblies are unavailable and so new parts had to be fabricated.

One of the doors was twisted and took some putting right, and the roof needed treatment too, but with some skill from David and his team it came together.

Anyone that has restored a tractor with a 'Q' cab will tell you that it's the interior and finishing touches that are time consuming, and often frustrating, and the 302 was no different.

The tractormeter head needed to be rebuilt, the bezel was re-chromed, and the facia cleaned up, but the speed was not registering correctly when tested, and this turned out to be the camshaft drive end, which had slipped. A new angle drive and cable went on and it now works well.

Much of the original cab glass cleaned up well, including the windscreen, but some door glass had to be replaced and a piece was needed for the window. New rubbers were fitted throughout.

The upholstery is always a challenge, but one that was taken on in this case by David's wife, Avis. She spent many hours sewing new sections, but the dash panel and transmission surrounds cleaned up well and were used again.

With the black looking good on the skid unit, a 60 per cent gloss, and the Golden

Harvest applied to the panels – amounting to eight coats of two-pack paint – the cab could be reunited with the skid unit, which was sitting on refurbished wheels shod with BKT TF-9090 5.50x16 three-rib tyres at the front, and Alliance FarmPRO 12.4-24 rears.

New, old stock lights were fitted, and the wiring loom was added to complete the project which, I'm sure you will agree, turned out beautifully.

The deadline for the tractor was the Somerset Vintage & Classic Tractor Show at the end of January 2023. It was touch and go whether it would make it, but David and his team pulled out all the stops and it met with critical acclaim.

If you have the opportunity to see this 302, look closely at it, as the detail that has gone into making the tractor right is second to none and the restorers are to be congratulated with the result.



BASIC SPECIFICATION: Marshall 302

Engine	Leyland 1.8TD
Power	30hp (22.1kW)
Cylinders	4
Bore	3.16in (80.26mm)
Stroke	3.5in (88.9mm)
Displacement	109.8cu in (1.8-litre)
Torque	70.3lb/ft (95.3Nm) @1,600rpm
Rated speed	2,500rpm
Clutch	9in (228mm)
Transmission	9 fwd, 3 rev
Fuel capacity	7 gallons (31.8 litres)
Lift capacity	1,500lb (682kg)
Track width	56-72in (1,422-1,829mm)
Length	93in (2,362mm)
Wheelbase	67in (1,702mm)
Height	81in (2,057mm)
Weight	3,308lb (1,500kg)
Turning radius	143in (3,624mm)*
Tyres (front)	5.50-16
Tyres (rear)	12.4/11-24

*Without brakes

When I sat in the cab, I was amazed at how good it looked and felt. A quick drive revealed that the tractor starts and runs well, and that the three-range transmission does everything it should. This, though, is perhaps the most frustrating element of the 302, in that it is only capable of 16.5mph on the road.

This limits its appeal, but the view from the driver's seat is good, and I found the steering light enough and the brakes able to stop the tractor well.

The Marshall 302 is a rather maligned model, but it's a mystery tractor that's certainly a Turkish Delight. ■



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Dexta hydraulic system

Andrew Hall explains the workings of the Fordson Dexta hydraulic system.

During the early 1950s, the Ford Motor Company was producing the Fordson Major E1A model at its Dagenham works in the UK. During this time the Ferguson TE-20 range of tractors had become popular, and the advantages of three-point linkage and mounted implements were well established.

Ford tractors with three-point linkage had been imported into the UK in relatively small numbers previously, in the form of the Ford 9N and later 8N models, but neither of these were ever produced in Dagenham. However, not to be left behind in tractor development, Ford was busy behind the scenes developing what was to become known as the Fordson Dexta, which was based loosely on the previous 9N and 8N models.

By 1956 Massey-Harris-Ferguson (M-H-F) had updated the TE-20 with the arrival of the Ferguson 35, which meant Ford needed a comparable tractor to market! The Dexta arrived in late 1957, and became an immediate success for Ford, and remained in production until late 1964, being updated into the Super Dexta and ultimately the New Performance Super Dexta, alongside updates to the Major.

HYDRAULIC SYSTEM

By the time of the Dexta's appearance, Ford was able to offer its form of draft control, which the company referred to as Qualitrol. The Dexta also featured position control, making the tractor as useful as the competing FE and MF 35 tractors.

Unlike the Ferguson System, which had a four-cylinder hydraulic pump, and the control valve on the inlet side of the pump, the Dexta featured a gear-type pump with the control valve on the

pressure side, which meant the pump worked continuously whilst the engine was running, and the clutch was engaged.

CONTROLS

The hydraulic controls of the Dexta system are very simple to operate and consist of the main quadrant lever, a second selector lever for either position or Qualitrol, and an auxiliary selector valve on the top of the hydraulic top cover to select external hydraulic services.

A further flow control became available on later tractors and consists of a screw-in knob to vary the oil flow rate, and thus the response of the hydraulics when working in Qualitrol.

When in position control, the selector lever is placed in the horizontal position and the main quadrant lever used to

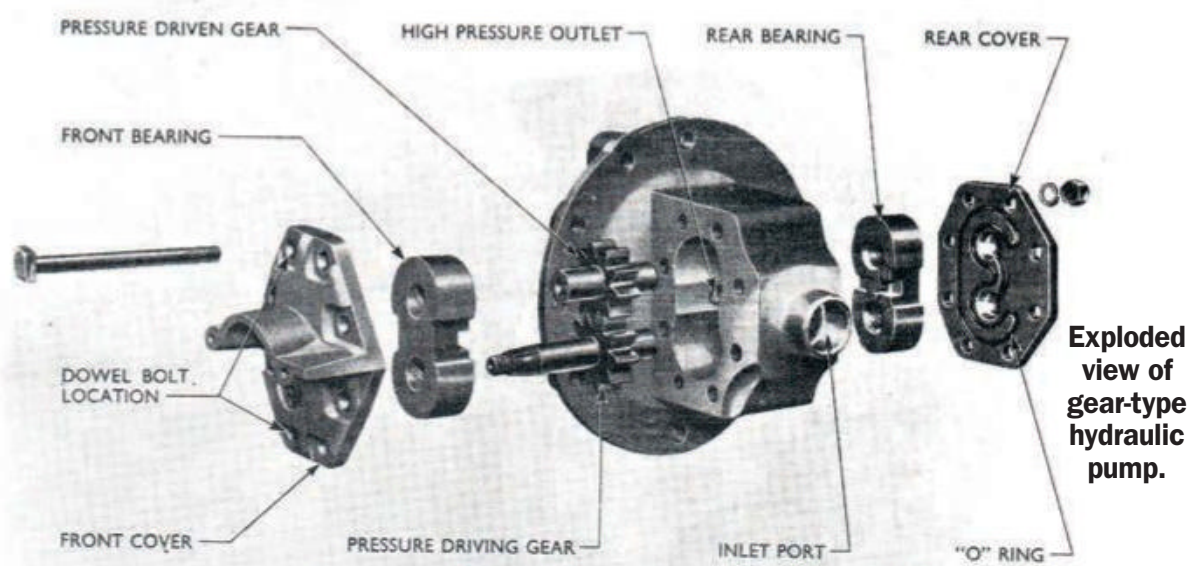
select the height required for the implement being used. When the selector is placed in the vertical position, Qualitrol (draft control) is selected, and the lower the quadrant lever is placed, the deeper the implement will penetrate the soil.

On later tractors, the aforementioned flow control can be set to select a suitable response for draft reactions. When raising an implement fully, a linkage connected to the quadrant lever overrides the flow control and allows a full oil flow to quickly raise an implement.

An external service for tipping trailers/loaders etc. is selected by pulling out the auxiliary knob on the top cover, and the quadrant lever used to operate the service as required. ➤

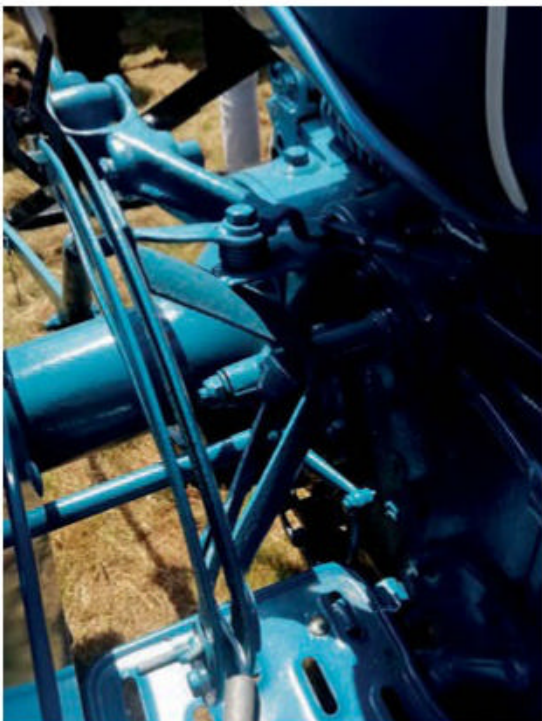


HOW DOES IT WORK?



BASIC SPECIFICATION:
Fordson Dexta Hydraulic System

Oil capacity (rear axle)	34 pints (19.32 litres)
Oil grade	20W/30 HD
Hydraulic pump	Gear type driven from PTO drive
Flow capacity	3.68 gallons (16.72 litres) per minute @1,550rpm
Pressure	2,000-2,200psi (138-152bar)
Three-point linkage	Category one on early tractors. Dual category on Super Dexta



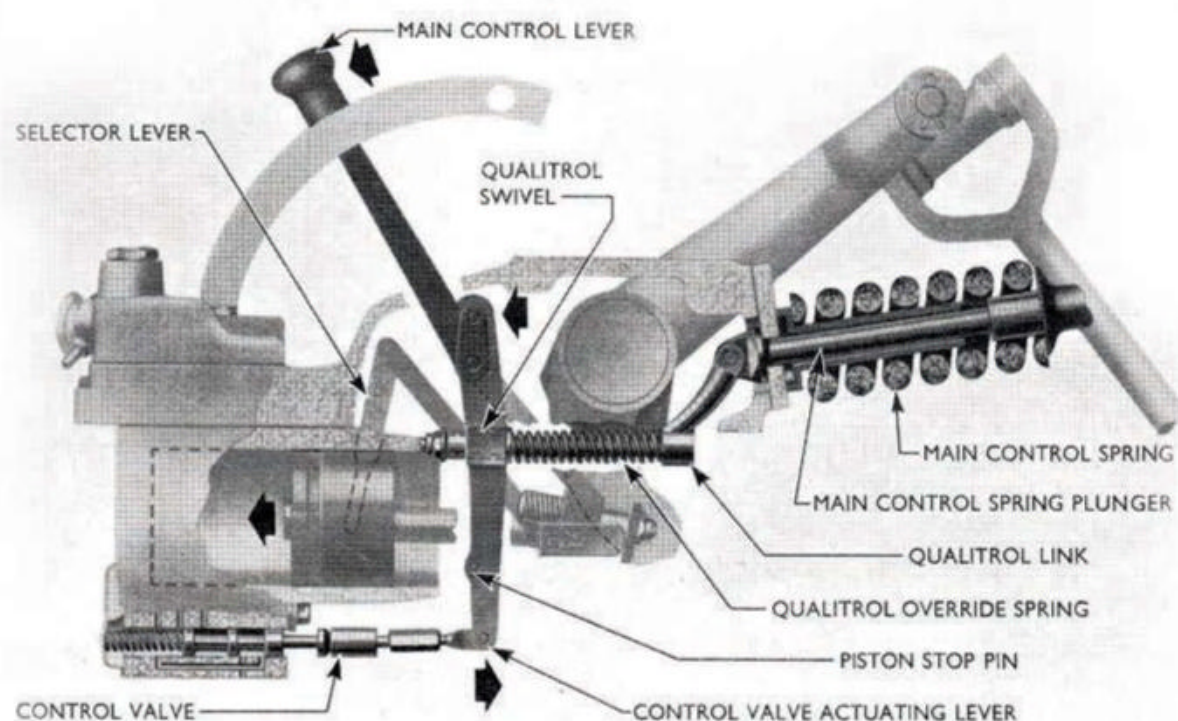
Top: Main hydraulic control quadrant, which is raised to lift the linkage and lowered to drop the linkage, and is used for both position (height control) and Qualitrol (depth control).
Above: This shows the horizontal lever that selects either Qualitrol, when set vertical, or position, when set as seen in the horizontal position. The lower black knob is the auxiliary services selector knob, whilst the upper black knob is the oil flow response control, which is overridden when the quadrant lever is fully raised.



HOW IT WORKS

Before explaining the hydraulic operation, it must be understood that Qualitrol (draft control) works by compressive forces through the top link of the three-point linkage. As an implement penetrates deeper into the soil, the greater the compressive force on the top link. This, in turn, is connected to the control valve of the system, which reacts and adjusts the working depth according to ground conditions to maintain the selected depth set by the quadrant lever.

The system consists of the pump providing the oil pressure, the control valve controlling the oil flow, the internal lift cylinder and the linkages controlling Qualitrol and position control. In Qualitrol the linkage connects the top link to the control valve, whilst position control is controlled by a cam and pin on the cross-shaft, which relays movement to the control valve via the linkage to control implement height.



QUALITROL, LINKAGE LOWERING

Qualitrol is selected by placing the selector lever in the downward position. A raised implement is lowered into work by moving the quadrant lever downwards. This moves the upper end

of the control valve actuating lever forward, which reduces pressure by the Qualitrol override spring to the actuating lever swivel.

This causes the control valve spring to

move the valve rearwards to the lowering position, allowing oil to exhaust from the lift cylinder and the implement to lower. There is no hold position, as the implement begins to drop as the quadrant lever is moved forward and continues until it reaches the ground.

As the tractor moves forward and the implement penetrates the ground, the forces increase, and the implement rotates around the lower link pins and imposes a compressive force on the top link. As the force increases it is relayed via the main control spring and Qualitrol link and Qualitrol swivel to the control valve.

The lower the quadrant lever is positioned, the deeper an implement will penetrate until it reaches the setting of the quadrant lever, when the actuating lever pivots at its upper end, moving the control valve against its spring pressure into the neutral position – thus holding the implement at the selected depth.

Note: All illustrations taken from Fordson Dexta workshop manual.

LIFTING AN IMPLEMENT IN QUALITROL

Movement of the quadrant lever to the top of the quadrant moves the control valve actuating lever rearwards, causing it to pivot at its swivel and move the control valve forward into the raise position. The implement will then lift out of work and rise to the fully lifted position.

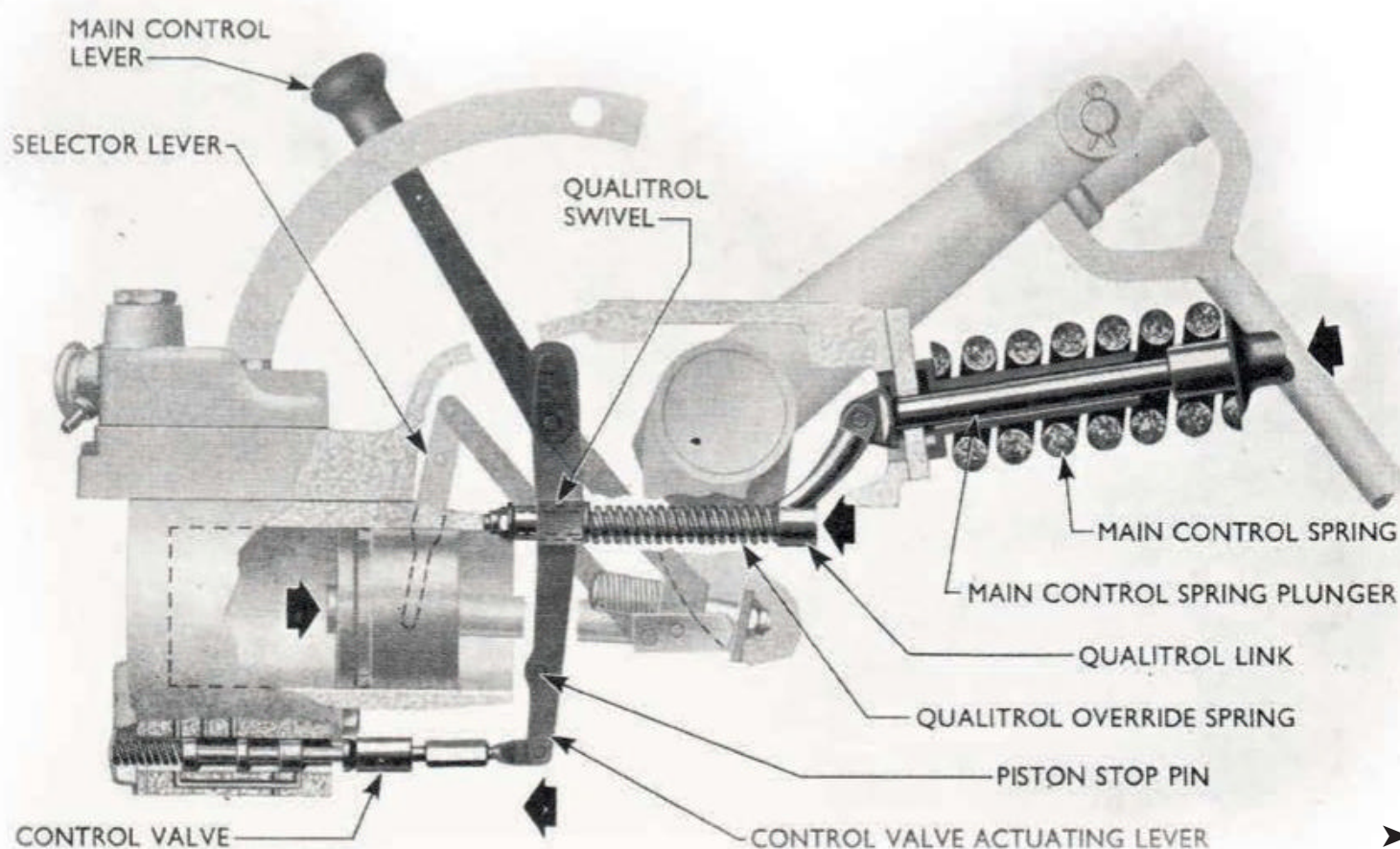
As the lift arms reach their maximum height, the rear edge of the lift piston contacts a pin on the control valve actuating lever, forcing it back until the control valve is in the neutral position.

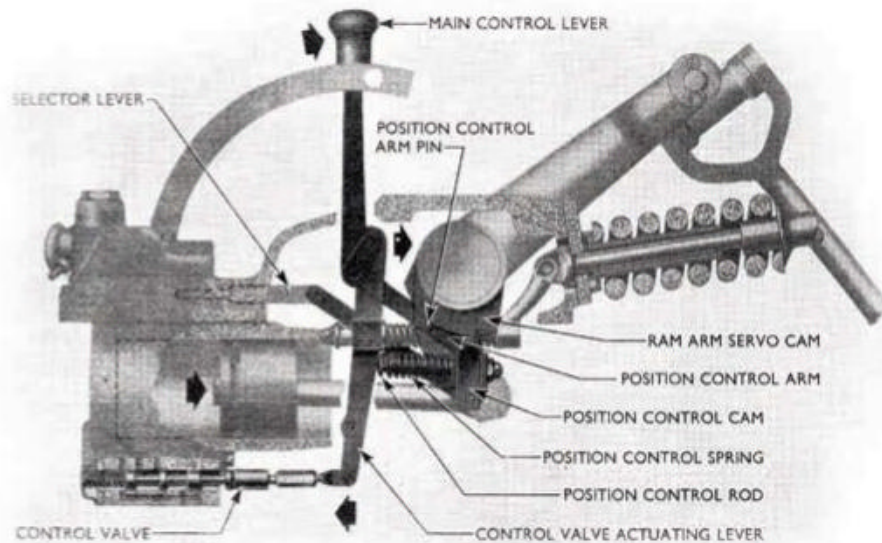
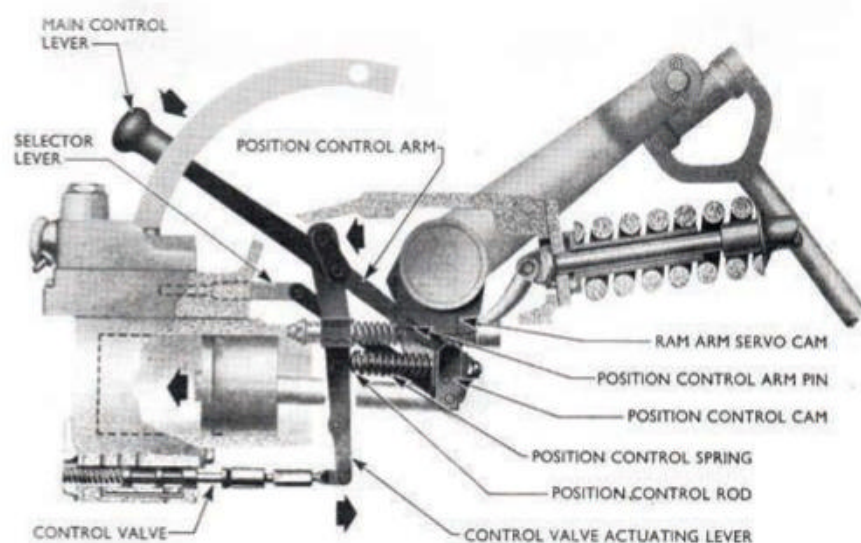
QUALITROL, LINKAGE RAISING IN WORK

When the selected working depth has been reached, the main control spring is partially compressed, and the control valve is held in the neutral position until any variation of ground conditions occurs.

If draft forces increase, due to harder soil conditions, the main control spring compresses further and the forces are conveyed via the Qualitrol link and swivel to the control valve, which moves forward into the raise position. The implement then rises until the forces reach the pre-set amount set by the quadrant lever and the control valve returns to the neutral position.

Reducing draft forces allow the main control spring to expand and the control valve to move rearwards to the lowering position, at which point the increase in draft forces occur and the implement is held once again in the neutral position. The operation of Qualitrol is automatic once set to the required depth.





POSITION CONTROL, LINKAGE RAISING & LOWERING

Position control can be used on soil-engaging implements when on level ground with little variation of soil conditions, but is more commonly used for non-soil engaging implements, such as mowers, hay tedders etc.

The working height of an implement is proportional to the position of the quadrant lever. The Qualitrol/position selector is moved to the horizontal position, bringing the position linkage into play, which overrides the Qualitrol linkage.

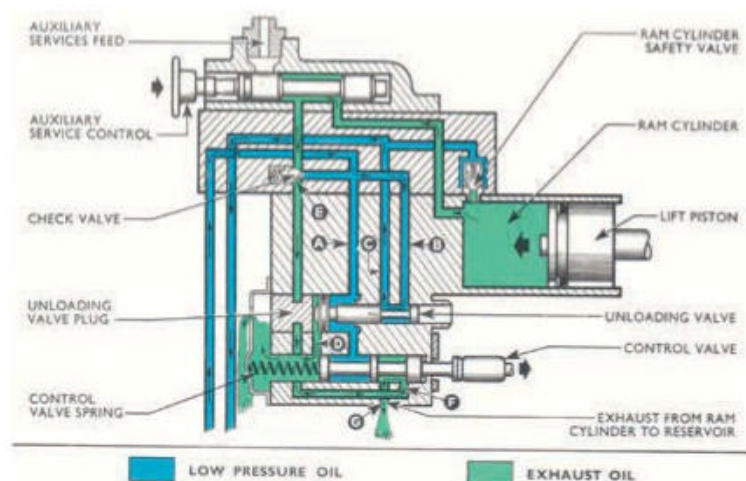
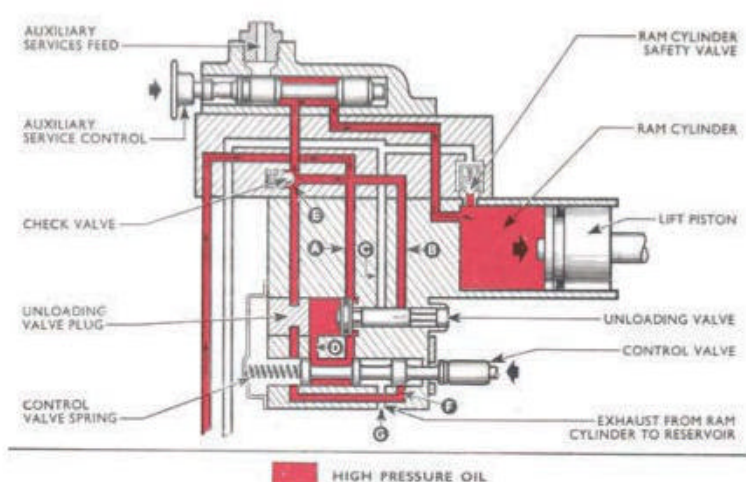
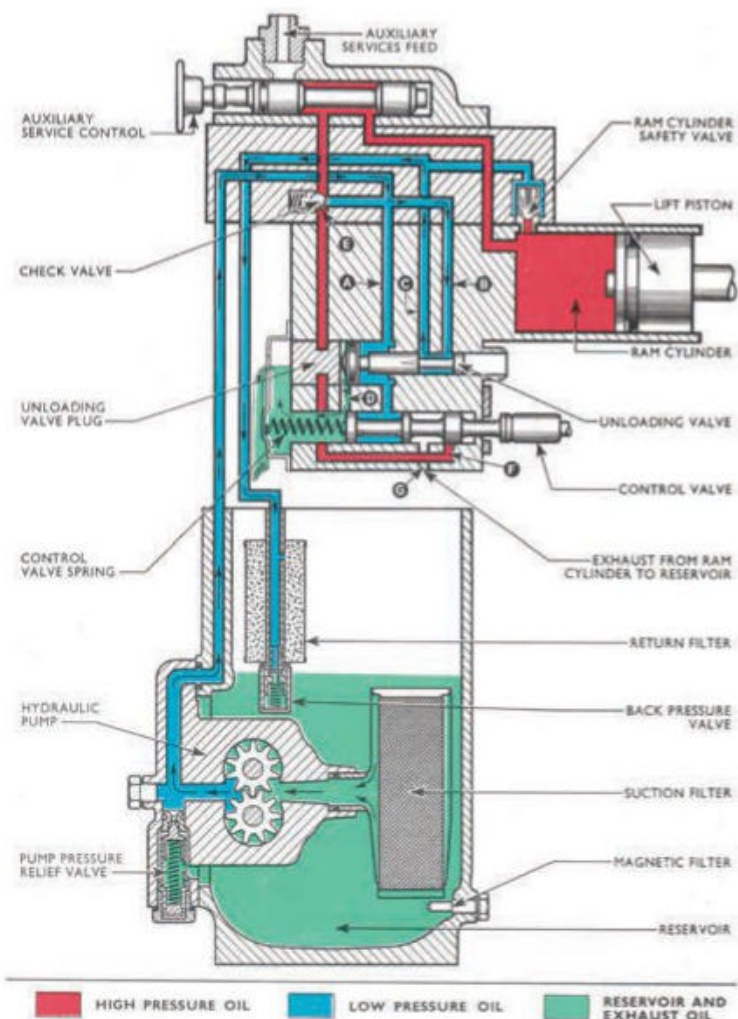
A servo cam on the hydraulic cross-shaft acts against the position control arm pin. The pivot point for the control valve actuating lever is moved to the point where the pad of the position control rod spring contacts the lever, which in turn forces the position control arm pin against the servo cam.

The position of the control valve is regulated by the movement of the position control arm pin against the servo cam and the implement is held at the desired height until the quadrant lever is moved.

When an implement is to be either raised or lowered, the quadrant lever is moved to the required position, and the position of the position control arm is overridden, moving the control valve to either a raise or lower position.

The three-point linkage cross-shaft will either rise or fall to the required height, moving the servo cam until it contacts the position control arm pin, which moves the control valve into the neutral setting – thus holding the three-point linkage at the desired height.

OIL FLOW IN NEUTRAL, RAISING & LOWERING



A study of figures 5, 6, and 7 (left) shows the oil flow with the system in neutral, raising and lowering implements. In the neutral setting the control valve is closed, preventing oil from entering or leaving the lift cylinder.

Oil from the pump continues to flow under low pressure through the system, back to the reservoir. When raising the linkage, the control valve opens to allow oil under high pressure to flow from the pump to the lift cylinder, which in turn raises the three-point linkage.

Conversely, when lowering the linkage, the control valve moves into its lowering position and oil flows through the valve back to the reservoir, whilst oil discharges from the lift cylinder, also back to the reservoir, allowing the linkage to lower.

AUXILIARY SERVICES FEED

This consists of a manually operated sliding spool valve in the top cover of the system. To select

external hydraulic services, it is pulled outwards to divert oil to remote hydraulic cylinders. ■

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ALL OXDALE PRODUCTS HAVE A 12 MONTH MONEY BACK GUARENTEE

Huge

A-C display

One of the best events to kick off the season of outdoor events, the NVTEC East Anglia branch's Stradsett Vintage Rally, took place this year on Sunday 30 April and Monday 1 May, writes Peter Love.

Unfortunately, the event, near Downham Market in Norfolk, had to be closed to the public on the Monday morning owing to heavy rain overnight. This led to most of the exhibitors having to be towed off the site with tractors.

Despite this, the event must be classed as a success, as a large crowd attended on the Sunday to enjoy, amongst a plethora of exhibits, a huge display of Allis-Chalmers tractors. It included more than 30 Model Bs, of which many paraded. That must be some kind of record!

The event is now in its 49th year, with Gordon Carson and his team working on it from one year to the next. There are always some innovations, and a great deal of thought goes into the theme each year.

Allis-Chalmers is an interesting subject, as in the early part of the 20th

century it was experiencing tough times. It was too fragmented, so Brigadier General Otto H Falk was brought in during 1912 to sort the mess out. Falk had a distinguished military career and consolidated the management of the company in its various avenues and slowly turned it around, with even more diversification.

He decided to enter an already crowded tractor manufacturing market and success did not come easy, as its early products were none too good. It was Harry Merritt, who was appointed tractor division manager in 1926, that changed things around for the then green tractors. He studied the 20-35 with his engineers and gave it a manufacturing refit and lightened it in the process, which paid dividends, but he also lowered the price, and the company still made a profit on every tractor.

In 1929 he was on a train, crossing California, when he noticed the orange wildflowers in the poppy fields, and so the company's Persian Orange livery was born.

The Model U was the first to be sold in the new colour scheme, initially being



It was great to see two Allis-Chalmers Gs at the show.

sold as the United for a farmers' co-operative. It featured a Continental four-cylinder, 30hp engine, but by late 1932 A-C had introduced the UM with an overhead-valve engine made by Waukesha. By the changeover, 7,000 examples of the U had been made and it went on to be produced until 1952.

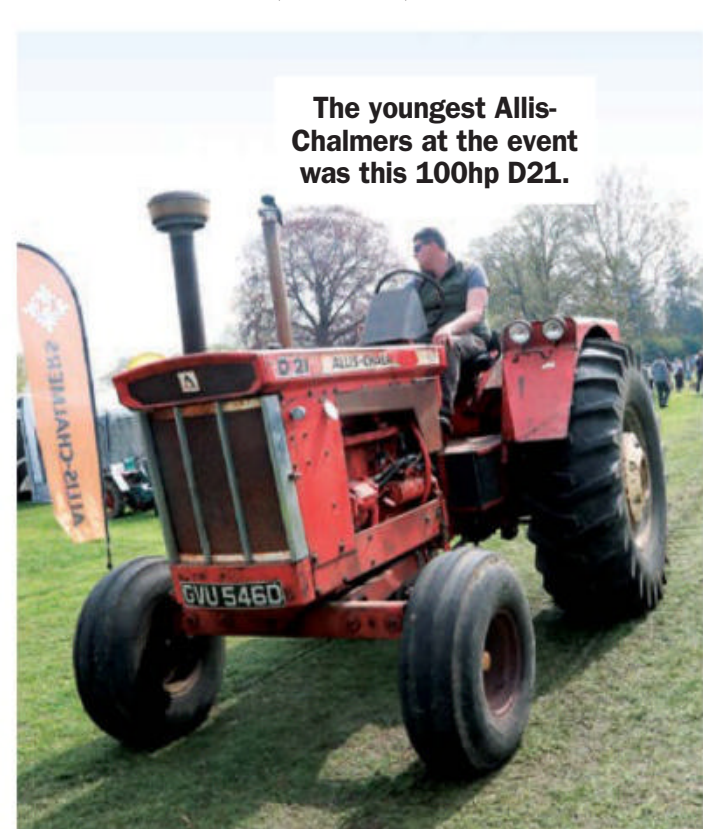
The Model B came along in 1937 and it was set to replace the mule/horse on farms before and after WW2, even in Great Britain. The first 96 examples were powered by a Waukesha FCL engine, before the 'feisty' A-C 16bhp-13dbhp overhead-valve engine went in. It saw an increase in bore size by .25in from 1943 (serial no. 64501).

The torque tube design that Allis-Chalmers adopted was revolutionary and was copied, to a certain extent, by Case and IH. Both companies had to pay a licence fee to A-C over copyright, after a court case or two.

After WW2, approximately 2,000 Model Bs were assembled at Totton, Southampton, before the British version, with local castings, was built at A-C's new works at Essendine, Rutland, until 1957.



Many Allis-Chalmers Model Bs paraded at Stradsett.



The youngest Allis-Chalmers at the event was this 100hp D21.



A Foster with his 1965 Allis-Chalmers ED-40 Depthomatic – a model that overcame the earlier machines' shortcomings in the hydraulic department.



J Henshall's fine 1940 styled Allis-Chalmers WC.

It would become a very popular model in the United Kingdom, particularly just after WW2, and was especially loved by West Country farmers, where the UK's last Allis-Chalmers dealer was based, in Devon.

To see more than 30 Allis-Chalmers Model B variants was something else, and thanks must go to their owners for enabling such an incredible display to take place.

Allis-Chalmers' row-crop products were popular in certain parts of the UK, particularly in East Anglia, such as the four-speed WC built at the West Allis works in Milwaukee from 1933.

Originally fitted with a 3.3-litre overhead valve A-C engine, the unit was bored out on more than one occasion until the WC was replaced by the WD.

A-C made more than 178,000 WCs and a number were present at Stradsett, as well as a N Enefer's 1940 RC row-crop – a rare tractor in the UK.

In terms of the larger A-C wheeled tractors, the D21 deserves a mention, as it was a 100hp machine, featuring a 426cu in engine, the first with an engine-driven, open-centre hydraulic pump, as well as the first with hydrostatic steering. It also

featured a 52-gallon fuel tank and A-C provided a full set of implements to go with it.

In 1965, the Series II version came out and that featured a turbocharged 3500 engine. It was classed as the first mainstream turbocharged engine to enter tractor production, but by then Allis-Chalmers' Essendine works had lost its way and was about to close, leaving the D21 and other American-built products to fly the flag for the company.

Also at the show was a rear-engined A-C G, which featured an arched main tube (chassis), a 1.1-litre Continental engine, and 'front-mounted' implements. The G was made from 1948-54 and by the time the company had stopped production, nearly 30,000 of this model had been made.

David Brown continued the concept into the 1960s with the 2D, but the Allis-Chalmers G certainly has more style and flair.

Aside from the tractors, Neville Websdale and others showed off their Model U crawlers, ranging from 1939 to 1942, the year production stopped. Allis

bought Monarch in 1928 and it gave the company a strong alternative to the expensive Caterpillar and slightly cheaper International crawlers.

The M, with its 29hp engine, became an attractive option and proved to be strong and reliable. It found a place in light construction work and on farms where treading lightly on top work was important.

Many of the Model M military examples were bought back by A-C, refurbished, and sold again for a new life after WW2.

Allis-Chalmers crawlers were made in all sizes, and proudly parading in its original clothes was L Garner's 1945 HD-14.

These famous crawlers produced 145bhp (127dbhp), with 6,405 built before production ended in 1947 – including the 14C, which was made for only one year with the torque converter drive, said to be an industry first.

It was a great gathering and the award for the best stand was deservedly received by the Allis-Chalmers Owners Club, which had helped to get these wonderful machines together to create a record display. ■



A 1945 Allis-Chalmers HD-14 powered by a GM 4-71 two-stroke diesel engine.



M Bye's Model B looked the part with steel wheels and hoe attachments.



S Taylor's 1959 Allis-Chalmers D-272 powered by a Perkins P3 engine. The tractor was built at Essendine, but some were exported to Australia and New Zealand.

Ightham Mote run



Alec Pring's Nuffield 460 was going well and looked great.



Phil Broad leads the way on his Ford 4000.

The weather changed just in time for the 14th annual Ightham Mote Road Run, organised by the Broad family, writes Peter Love.

There was a great atmosphere as everyone arrived at the farm near Sevenoaks, Kent, for a breakfast roll and tea, and after much socialising everyone was ready for the day ahead.

Debs Broad explained that £23,574 had been raised from the previous road runs held, and then it was time for a quick briefing from Phil Broad before enjoying the countryside surrounding this idyllic site.

Phil provided the group with details of the 13-mile route head, which headed towards Sevenoaks, Seal, Hildenborough, Fairlawne, and eventually back to Mote Farm for a late lunch at 1.30pm.

Sadly, no off-road routes were incorporated in the run this year, as the

ground had not dried sufficiently in places.

This year's chosen charity was The Country Trust, which is the UK's leading national educational charity connecting children from areas of high social and economic disadvantage with the land that sustains us. The object is to have children from deprived inner city areas visiting farms, as many of them have not been to such places before, meeting animals and experiencing farm life at the same time.

It costs £800 per coach to transport children from London to such places as Mote Farm, so the £1,705 raised will be a useful addition to enable another 100 children to visit the countryside and learn about farm life.

Some 76 tractors of all sizes and types took part but, thanks to Phil's passion for blue tractors, Fordsons and Fords dominated. Those that caught my eye

were Chris Wright's pre-Force 4000 and his daughter Clare Blackwell on a 3000. This fine-looking tractor was originally supplied by Testers of Edenbridge.

Others that looked good were Alec Pring's Nuffield 460 and Dan Gunn's 1967 Roadless 95. It has a lovely patina, having originally been supplied by Collins of Bedford. He bought the tractor many years ago, from Yorkshire, and it certainly looked the part. Dan said that even with the front weights fitted it was rather bouncy and very much a young man's tractor.

All the same he was doing a good job holding it together and the tractor was certainly the star in-between the Ferguson, Massey Ferguson, John Deere, Nuffield, International, Fendt, New Holland, Deutz-Fahr, and Claas machines present.

All in all, everyone had a good time at this well organised event. ■



Bought six years ago, this MF 565 needed little apart from a service. Dan Gunn's Roadless 95, which was the highlight for many on the run.

In the next issue...

**AUGUST
2023**
**ISSUE ON
SALE
FRIDAY
28 JULY**

GRASSED UP!



With silage season in full swing, we look at some of the classic combinations that have been bringing in the grass.



Photo: AGCO.

BUYING A 575

Massey Ferguson's 575 was not the most popular model in the 500 Series, but what does it offer today, and what should you be aware of when buying one?



FLYING COLOURS

Peter Love has the story of Ashley Kidd's stunning Fordson N – one of the stars of the NVTEC East Anglia branch's Stradsett Vintage Rally.

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

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Projects, expert advice
& product news



70 A NEW CHALLENGE

The Massey Ferguson 35's three-cylinder engine comes under close scrutiny, as Ben Phillips pushes on with his latest project.

73 NEW PRODUCTS

Items to suit you and your workshop.

74 EXPERTS' ADVICE

Your technical questions are answered by our team of experts. If you have

a query, please get in touch with the editor: tm.ed@kelsey.co.uk

76 ROTAVATOR REFURBISHMENT

The appraisal of this iconic implement continues, revealing problems that will need to be rectified if it is to be deemed safe for work.

80 TOPPING MOWER SERVICE

This mower requires attention in several areas, as well as general maintenance. Andrew Hall undertakes the work.

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RATING

Ben Phillips' latest restoration project continues, with the MF 35 shot blasted, and the strip down of the engine commencing.



This was the starting point for Bens' latest project.

was now at the stage where I could remove the piston and conrod assemblies, which were one of the main parts of the engine. Getting a piston out would give me a further glimpse of the condition of this engine.

To remove the piston, the big end nuts needed to be removed – which are located at the bottom of the engine, hence why I previously removed the sump. Once the nuts had been removed, I gave the cap a gentle tap, which freed it off the bolts.

Now I would get a first glance of the shell bearings, which were slightly scored with a few light grooves. I immediately flicked the bearing out of the cap and looked at the underside. Looking at the side that sits against the

cap would tell me if the bearing was standard or not and as there were no numbers corresponding to a size change, I assumed they were standard.

I could now tap the rest of the conrod and piston assembly out through the top of the engine. These didn't look too bad from a quick glance. They were a little bit dirty, but I would expect that, and the rings were all present and correct, but did have wear where they sat in the grooves.

When I had all three out, they were put safely to the side, as even though they would be replaced I still wanted them kept for now.

The engine block was now the smallest and the lightest it could be while still being attached to the tractor,

so now I was happy to lift it out. I used my engine crane and levelling frame to get the centre of gravity correct, as the clutch assembly would make the whole lot extremely unbalanced. It's important to compensate for how heavy the clutch and flywheel is on these Perkins A3.152 engines, as you could easily end up with the lot on the floor!

Judging by how many cobwebs were stuck to the clutch assembly, I'd say this tractor hadn't run in a while. Six bolts held the clutch onto the flywheel and once I had it removed, I could have a good look at the condition. Judging by the toggle screws it didn't look like it had been worked hard or abused, and even though it looked okay it wasn't going be reused as I planned to buy a new one.

Stuck plate

Once the clutch cover was off it revealed a stuck clutch plate, providing further proof that this hadn't been used in a while. A gentle tap and the plate was removed which revealed a perfect rusty imprint on the flywheel.

The flywheel on these Perkins-engined tractors is quite heavy, and even though I can lift them with relative ease I try not to maul them about too much. To save lifting it off the back of the crank I usually pack some wooden blocks tightly underneath before I remove the bolts that secure it. Then, once it's free, I can roll it away and put it aside safely.

Behind the flywheel there was the engine back plate that now needed to be removed, which is held on by a collection of $\frac{1}{16}$ bolts. Now I could get at the rear crank oil seal that is in two sections and is clamped around the back of the crank. Removing this is relatively straightforward – six bolts, $\frac{1}{2}$ in in size, hold one half to the engine block and the other half to the rear main crank bearing cap.

Then, a long bolt and nut, again $\frac{1}{2}$ in in size, clamps the lot together. The whole seal and housing needed a gentle tap to remove it, and I mean gentle as it's only made of a soft metal.

The engine was now laying on its side safely, on a strong pallet, so the last item could now be removed. Aside from the flywheel, the crankshaft was the heaviest item in the engine, and I had already ascertained that it needed to be machined a few thou. The big end journals told me that specialist work was necessary and now it was time to see the mains.

On this engine there are four main bearings, one by each cylinder, and in my experience, these are generally worn a bit more than the conrods usually are. Removing the first cap confirmed this, as a dark band was clear to see. ➤



State of pistons

1 I now wanted to get the pistons out, not only to lighten the engine, but I also wanted to see the condition of them.



Gig end caps

2 To get the pistons out, the big end caps needed to be removed. Two nuts needed to be removed for this to happen.



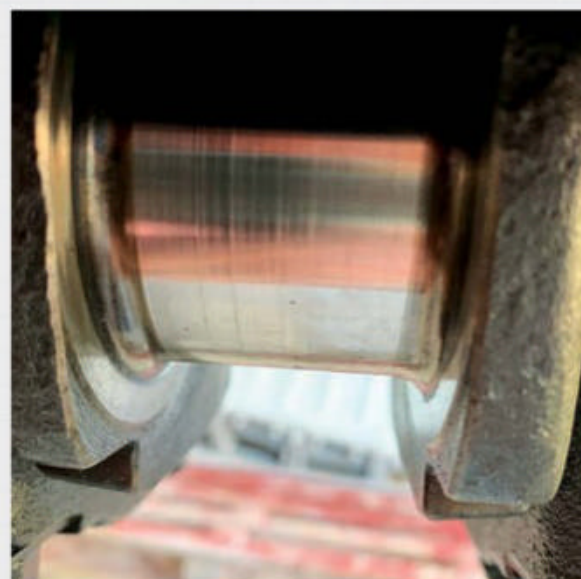
Pistons out

3 Once the big end had been removed, the piston and remainder of the conrod could be lifted upwards out of the bores.



Worn rings

4 The piston I took out first looked okay, but upon closer inspection the rings were quite worn.



Crank journals

5 A quick glance at the corresponding crank journal told me that it would need some specialist work.



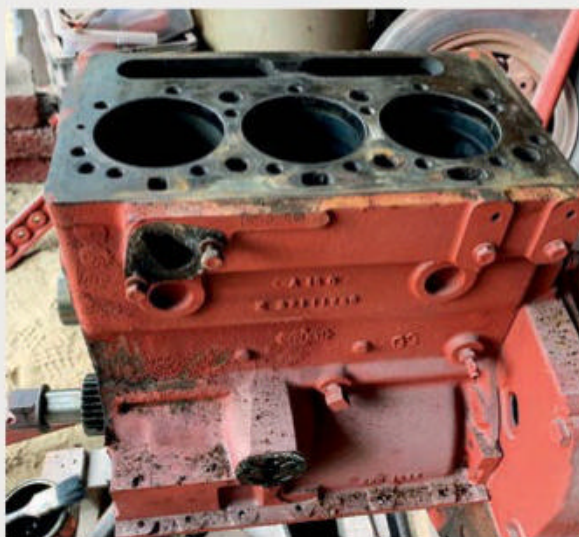
Shell bearings

6 On the shell bearings there were some grooves where it should be smooth. These were standard size.

This band was brown and was where the groove on the bearing is that carries the oil. Rubbing my finger across the journal told me that it wasn't smooth and was slightly ridged.

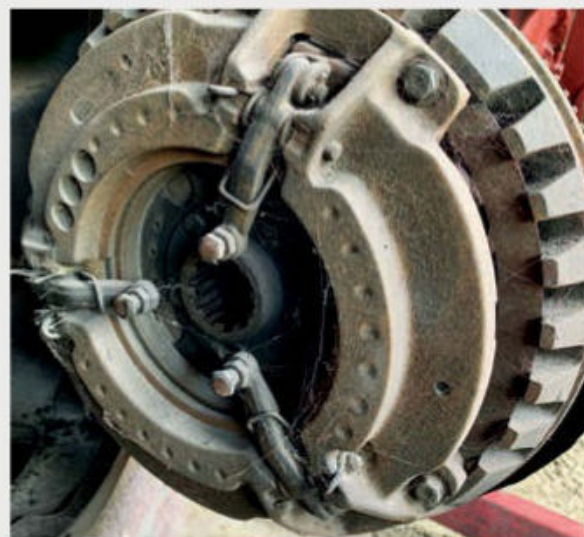
The crankshaft was always going to be taken out and sent to be measured and machined accordingly, so this should fix any issues relating to the aforementioned wear.

Having a good look at the corresponding bearings, judging by their colour it looked like they had got a bit warm at some point. The complete rebuild of this Perkins A3.152 engine was certainly long overdue. ■



Stripped block

7 With the pistons out, the engine was as light as it was going to be until I could lift it out to remove the crankshaft.



Clutch assembly

8 Once the engine was lifted clear, the clutch assembly was visible and covered in cobwebs.



Bell housing

9 There was a fair amount of oil plastered around the bell housing, bits of dry grass, and more cobwebs.



Slight wear

10 The toggle adjusters had slight wear present, but the whole assembly was due to be replaced.



Back plate

11 A collection of $\frac{9}{16}$ bolts hold the back plate to the engine block, and removing this plate would allow me to take the crankshaft out.



Remove crankshaft

12 Getting the block on its side would allow me to start removing the crankshaft safely.



Main bearings

13 The main bearings looked like they had got a bit warm at some point, judging by their colour.



Journal wear

14 On the crank journal there was a clear line where the groove in the bearing was and rubbing my finger across told me it wasn't smooth.

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

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Experts' advice

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

Massey Ferguson 35

Q Having restored my Massey Ferguson 35, I am now feeling rather sick! With most of the restoration work complete, I ran the tractor up for the first time since the work began and drove it around the yard. I then lifted the three-point linkage with the position control lever and the link arms rose to the top of their travel.

I then lowered the position lever and brought the draft control lever to the top of the control quadrant. The link arms duly rose and reached the top, when suddenly there was a loud bang and the hydraulic top cover cracked across its top. I immediately moved the lever downwards.

Oil has escaped from the top cover and spoiled the work carried out. My question is why should this have happened, and where can I obtain a replacement hydraulic top cover?

David Smith, via e-mail

A The most likely cause of your broken top cover is a stuck pressure release valve. It's likely that your tractor had sat around unused for a long period, which has caused the pressure release valve to stick.

When the draft lever is moved to its upper limit on Massey Ferguson 35s, the oil pressure builds up and the release valve normally blows off its seat, relieving the system of excess pressure.

Unfortunately, in your case the pump has continued to pump oil beyond the maximum pressure and resulted in the cover fracturing. Your only option is to locate a second-hand top cover and transfer all the relevant components over to the replacement.

We would recommend you obtain a workshop manual to ensure the internal linkages are able to be set accurately. You will also have to replace the sticking release

valve whilst your tractor is dismantled. This is in the base of the hydraulic pump and easily accessed.

You were very unfortunate in cracking your top cover, as in most cases the four internal lift cylinder studs will shear instead.

Q My four-cylinder diesel Massey Ferguson 35 is rather reluctant to start from cold, particularly in colder weather, and I am considering replacing the original dynamo with an alternator, which might improve the battery charging and hopefully crank the engine over much quicker than it does currently.

I like the tractor and it runs well once started, so do you think it will make much difference if I go to the trouble of doing this?

W Braithwaite, North Yorkshire

A The four-cylinder 23C diesel engine gained a reputation for poor cold starting from the very beginning. This was due largely to the fact the engine didn't feature individual glow plugs for each cylinder and only had a single 'Thermostart' in the inlet manifold for cold starting.

In answer to your question, we don't think converting to an alternator would give you the benefit you require. Also, you would be compromising originality of the tractor. An overhaul of the charging system may improve matters, using original components, together with a good 663 battery.

You need to ensure the battery connections and cables are in good condition, and that the starter motor is in good order too! This will go a long way towards improving matters. Make sure the Thermostart works correctly and avoid the use of engine starting fluid, as this tends to be a slippery slope.

Correct timing of the 23C engine is also important for easy cold starting, but lack of space precludes explaining the procedure. We are led to believe that a Ford 4000 starter motor can be used to replace the original, which will contribute to faster cranking, so this may be another solution.



Nuffield 10/42

Q I have a Nuffield 10/42 tractor that gets used for a bit of paddock topping occasionally. In recent times the steering has become increasingly heavy. I greased the front axle king pins and steering joints, but there was no improvement.

I then turned my attention to the steering box, as this hadn't been serviced since I've owned the tractor. I located the oil filler point at the top and the drain plug at its base. This was removed and revealed a lot of water and very little oil present.

I refilled the steering box with some suitable oil, and this has improved the steering no end! However, more recently I have noticed oil leaking from the shaft that comes out of the box. I removed the steering arm that attaches to the steering box shaft to check the oil seal. There wasn't



anything much present, and I dug what looked to be an old O-ring out of the groove.

This was then replaced with another fresh O-ring and the arm refitted. Oil still leaked from the area, so I removed the steering arm once again and put a second O-ring alongside the first, in the hope that it would compress and make an oil-tight seal. I am still struggling to seal the steering box and

wonder if you have any ideas how to seal it.

John Sharp, via e-mail

A Ideally you need to replace the O-ring with a lip seal, which should be more effective in sealing the joint. You need to remove the steering arm, give the area a thorough clean, then measure the diameter of the steering shaft that comes out of the steering box. Then measure

the diameter of the hole in the steering box casting, together with the width of the slot.

You may be able to obtain a seal to fit using your measurements from your local seal stockist. If you can't obtain a direct fit, you may have to make a steel insert to take up any variation in dimension. This will require a lathe to undertake the job, but if a seal of the correct dimensions is available, this is the best solution!

Ford 6610

Q I've bought a Ford 6610 from a farm sale and have got it home and had it running. The engine takes a bit of cranking to get it going, and once it is running it seems very uneven and could be misfiring.

I checked the engine oil, and it looks rather grey and sludgy in colour. Also, when I looked at the radiator water, it looked very dirty too.

I am beginning to worry that I've bought 'a pup'. Can you give me any clue as to what might be wrong with it, please?

Brian Jenkins, via e-mail

A The state of both your engine oil and coolant point to cross contamination. This could be due to a failed cylinder head gasket, which could also reduce compression and give you poor starting and running.

However, it could be that the cylinder block has become porous, which is a common problem with Ford tractors of this era. Either way it looks like you'll need to dismantle the engine to investigate. Hopefully it is only a failed gasket, but if the block is porous, you'll need to find a replacement block.



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

Howard Rotavator Refurbishment

PART TWO

After giving this Howard Rotavator a thorough assessment in part one, Andrew Hall begins the work to bring the machine back to life.

The first part of this workshop series was an overview and assessment of what work may be required to bring this rotavator up to scratch. It was quite clear that it had been lying around unloved and neglected for a few years, and that corrosion has taken hold at the rear of the machine.

Corrosion has affected the whole hinge area, and the adjustable flap has become detached from the machine, only being held by the chain used to adjust its position.

The first task was a simple one – removing the bolt that holds the flap to the chain, thus liberating the flap from the rotavator cover. This allowed me to take a closer look at the condition of the

hinges running across. There are four in total and each one is completely rotten and will require re-fabricating.

The flap has four pins bolted in place, and these will need replacing too. Each of the four hinges is secured by four bolts – two on each side of the hinge, and all bolts are too rusty to retain. A session with the impact gun managed to free some of them, but they'll all get replaced.

The support of the hinges is angle iron welded to the top cover. This is another completely rotten part, which will have to be ground off the machine and replaced with some fresh steel of suitable section. The angle iron is, in turn, welded to an inner skin of the top cover, which is also rotten along its rear edge, where the angle iron attaches.

The machine will have to be inverted to access this to replace the rotten steel. Despite the poor condition of this area, the machine is still viable to renovate and will be a case of cutting out and welding in new steel where necessary!



The rotavator has now been removed from the tractor to allow easier access to the PTO shaft.



PTO shaft

Having started on the rear of the machine, I have moved to the front to strip and inspect the PTO shaft. This carries some large universal joints and the two parts slide on a splined shaft, which is very robust in construction. However, a look at the front universal joint shows the yoke to be damaged and one of the cup bearings devoid of any needle roller bearings.

The yoke damage may be able to be dressed out with a die grinder, but if this doesn't work a replacement will be required. The front section of the shaft was removed from the machine to enable me to strip and inspect the rear section. The rear universal joint seems

to be in good order with no play present, so one less item to worry about.

Behind the rear universal joint lays the spring-loaded slip clutch. It consists of six studs with compression springs, nuts and washers sandwiching a series of clutch plates. The idea is that it should slip if the rotor shaft encounters an obstruction.

In the case of this machine, the whole slip clutch assembly has been coated with oil, which had attracted dirt and dust and formed a hard dry crust around everything. The oil hadn't always been dry and may have contaminated the slip clutch plates, so further stripping and attention has been necessary here.

Measurement

The first thing done before any dismantling was to measure the length of the stud protrusion of the slip clutch. This will be recorded and on reassembly the clutch will be tightened to the same setting as the starting point and adjusted if required.

In the meantime, the whole clutch needed to come off the machine to be stripped and thoroughly cleaned up. The six nuts were removed, along with their washers and the compression springs, which allowed the cover to come free, along with the rear portion of the PTO shaft. One friction plate came away with the shaft and was placed with it to keep it in the correct order. ➤



First job

1 The first job was to remove the bolt that secures the flap to the machine. All four of the hinges have rotted away, so will need to be remade.



Stress fracture

2 A stress fracture, where the top cover meets the side plate, has occurred, allowing the cover to part company with the side plate.



Hinge bolts

3 Each hinge has four bolts securing it in place. All four are rotten and are being removed from the support angle iron.



Support angle iron

4 This support iron runs the width of the machine and requires cutting out and replacing with fresh steel, to enable the adjustable flap to be reattached.



PTO shaft

5 The PTO shaft needs attention, along with the slip clutch at the rear (gearbox) end.



Splined shaft

6 The front end of the PTO shaft has been removed and damage noted on the yoke, along with needle bearing failure on the universal joint.

WORKSHOP

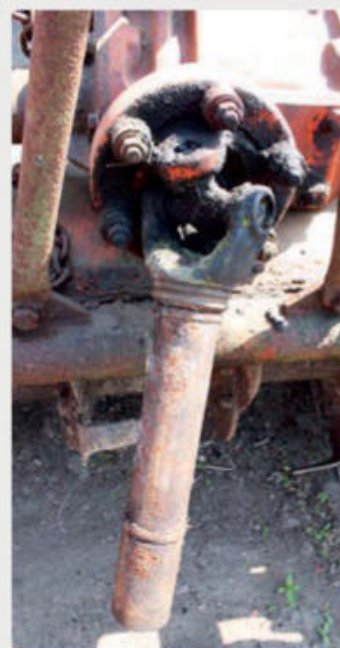
Next was the main body of the clutch, which is secured by a single castle nut and split pin. The area was cleaned, and the nut and split removed after a fight with the bent pin, after which the whole clutch was withdrawn from the splined shaft. Before proceeding, much of the oily crust needed removing.

A clean of the area behind the clutch revealed the oil seal, which is the likely cause of the oil leak. There is a collar on the gearbox shaft, which was withdrawn to allow a view of the seal, which will be replaced. The gearbox input shaft has no play, so based on "if it isn't broken, don't fix it", this will be left alone. ■



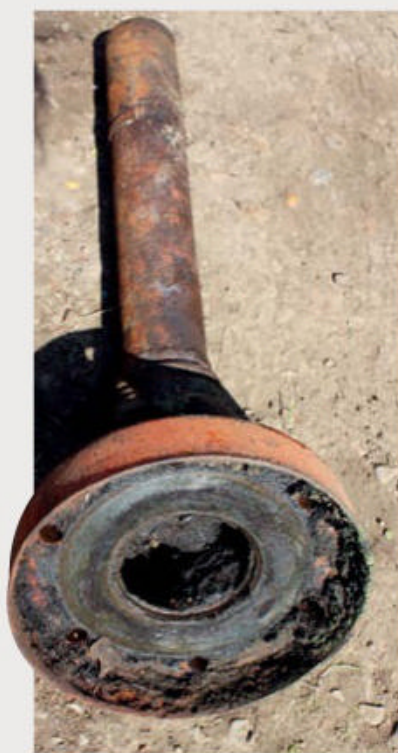
Measurement

7 A measurement was taken of the slip clutch spring setting before removal, to enable the assembly to be reset to the existing setting.



Rear universal joint

8 There is no unwanted play in the rear universal joint, so one less item to work on. Note the evidence of an oil leak from the input shaft of the gearbox, which is to be investigated!



Off with the shaft

9 The six nuts, washers, and compression springs were removed, allowing the shaft to come away from the front of the slip clutch.



Crusty mess

10 Oil leaking onto the slip clutch had attracted dirt and dust and formed a hard crust on everything. The unit is secure by a single castle nut and split pin under the dirt.



Recessed nut

11 I fought to liberate the split pin, as the nut is slightly recessed, making it difficult to get a straight pull on the split pin, but the nut was loose on its thread.



More muck

12 More muck is revealed after the clutch unit was removed. The leaking oil seal can be seen, but is that a washer in front of it?



Collar

13 What was thought to be a washer turned out to be a collar that takes up the gap between the shaft and the oil seal.



A good clean up

14 The whole PTO shaft and slip clutch can now be cleaned up thoroughly and inspected, before reassembling with a new gearbox oil seal.

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Topping mower service



Andrew Hall and Barrie Everson undertake a routine service and small repair to a five-foot rotary topping mower.



The five-foot topping mower in for service is a good fit behind my MF 35 and is seen here after undertaking the service.

Despite winter seeming long, time has flown and here we are speeding towards summer, and after a long period of wet weather the milder temperatures have brought on some heavy grass growth. This has meant that many topping mowers have been pressed into service once again!

One such machine came into our hands for a general service. It could have been done during the winter, but like many of these machines it lay forgotten until required.

Good condition

An initial inspection found it to be in good order and not requiring anything too onerous to be carried out to it. It is a five-foot, single-blade machine with a single rear wheel with a facility to allow it to float on the tractor's linkage.

One area requiring some attention was where the tie-bar from the headstock attaches to the rear of the machine. At some point it must have broken in the past and been 'repaired' using a carabina clip, which had been welded onto a bracket at the rear, but it was not sufficient for the job and had straightened out!

PTO shaft

After a general clean of the machine, the first target was to service the power take-off shaft. To do this the safety guard was removed at the rear (mower) end to access the rear universal joint. This was checked for play and the spider greased, as it was in good condition.

The same attention was applied to the front joint, as this was also good. The spring-loaded plunger that locates the shaft onto the tractor PTO was rather stiff, due to lack of use, so some WD-40

was applied, and the plunger worked in and out until it was free once again. The front female end of the shaft was separated from the rear male section to clean and re-lubricate the shaft where the two sections slide. It is common to use a graphite-based grease for this purpose, but in the absence of this we used some standard lithium-based grease, which will work equally as well.

The amount of overlap of the male/female sections of the shaft was noted and found to be correct. There should be at least six inches (150mm) of overlap when the shaft is fully extended on the tractor when in work, to prevent the two halves separating and causing damage or injury!

The front safety guard support chain was missing, which restrains the guard from rotating when working, so another was found and fitted before reconnecting the PTO shaft to the tractor. The bevel

gearbox oil level was also checked and found to be satisfactory.

Rear wheel assembly

The mower rides on a single rear wheel, which is adjustable for height. The wheel hub and the swivel pin were greased and checked for bearing play and the bracket that attaches to the float chain removed, as this contained the broken clip. This shares the same bolt that adjusts the cutting height.

Float facility repair

Next on the agenda was to make a better repair to the float chain bracket. The

carabina was ground off the bracket and a suitable 'D' shackle selected to attach in its place. This would enable some adjustment to the length of the chain, to allow for differing tractor heights when working the mower.

The galvanising was ground off the shackle where it was to be welded to the bracket to minimise any toxic fumes associated with the zinc coating, and the welding carried out in the open to allow any fumes to disperse safely. The bracket was refitted and adjusted to suit the tractor it was to be used on.

It was noticed that the tie-bar that attaches to the headstock of the mower

was tightly bolted to the headstock below the top link pin location. This should be free moving to allow the machine to float when on undulating contours. To free this, the nut on the bolt was loosened, but if left loose it was likely to work its way off the bolt, allowing the tie-bar to fall off.

We had two options; one being to replace the existing nut with a locknut, or to drill the bolt shank and fit a cotter pin. Not having a locknut of a suitable size to hand, we opted for the latter option and drilled it out to accommodate a split pin, to prevent the nut from escaping. ➤



PTO shaft

1 The first task was to inspect and service the power take-off shaft which, as can be seen, is missing its front safety guard support chain.



Guard removed

2 The PTO guard was removed to allow access to the rear universal joint for greasing and inspection purposes.



Front end

3 Similar treatment was applied to the front universal joint. Both joints were in good shape and only required greasing. The plunger pin also required some freeing up with WD-40.



Slide lubrication

4 The front section of the shaft was detached to allow the greasing of the inner male section to lubricate the sliding action of the shaft.



Reattachment

5 The front half of the shaft was then refitted, noting the amount of overlap, which should be at least six inches (150mm) when fully extended.



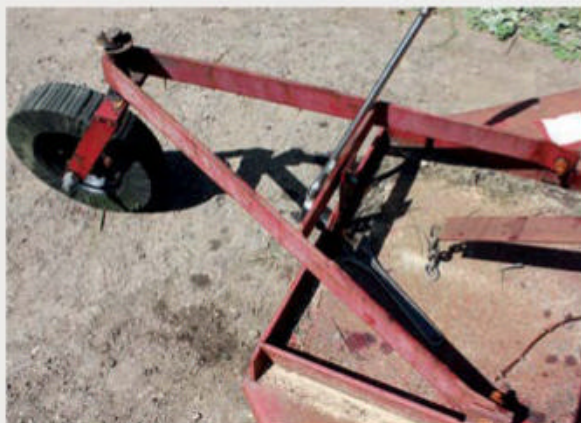
Safety chain

6 A replacement guard support chain was fitted to the front end of the shaft before refitting it to the tractor, as this prevents the guard from rotating!

Sharpening blade

The final task was to inspect and sharpen the blade. The single blade consists of a heavy-gauge steel disc with two free-swinging knives attached. The idea is that they can swing clear of any obstructions they hit to reduce the chances of any damage.

Due to lack of use they were both rather stiff on their pivots, but some lubrication and working to and fro soon freed them up, after which they were sharpened on their cutting edges with a mini grinder. ■



Wheel assembly

7 The rear wheel assembly was inspected and greased where required, whilst the bracket that holds the broken carabina clip was removed for attention.



Ground off

8 Having straightened out, due to lack of strength, the carabina clip was ground off the bracket to allow the fitting of a more suitable fitting.



'D' shackle

9 A 'D' shackle of a suitable size was found to replace the carabina. It was ground clean where it was to be welded to reduce any toxic fumes, before...



Arc welded

10 ... arc welding it into place on the bracket!



Height adjustment

11 The cutting height was adjusted before refitting the float bracket, which shares the same bolt.



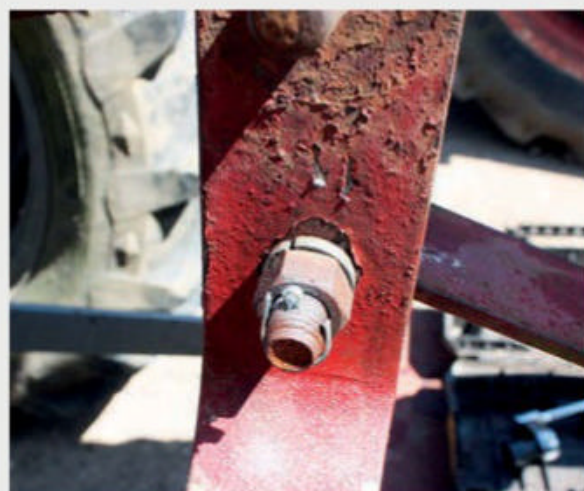
Better repair

12 The 'D' shackle will be more durable and allow for adjustment of the chain to suit differing tractors in the future.



Split pin

13 A cotter pin was added to the bolt at the headstock to allow the nut to be free, but not work loose, and provide the required movement of the tie-bar.



Split pin fitted

14 The legs of the split pin were cut to length before neatly bending them around the bolt shank.

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!

In this issue we concentrate on the two big sales that have taken place recently in Nottinghamshire and Leicestershire, both staged by Cheffins. The Wilson sale saw the largest ever veteran, vintage, and classic Caterpillar sale take place in Europe. I have attempted to dissect the tractors and crawlers and fill in the many missing details where possible.

Unfortunately, the Wilsons took so much information with them to the grave, which is such a pity. The spares on the

pallets were in a muddle and there is a Facebook site that has been set up to assist interested parties (Wilson Caterpillar parts/spares sell and swap).

All things considered, it was not Cheffins' fault, and the family did a good job of laying it all out in the wet spring conditions, with a good result overall for the vendors.

There have been numerous other sales recently, and we will catch up with them in the next issue.



A scene from the auction of the Wilson family's extensive Caterpillar collection.

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

Huge Caterpillar auction

Home Farm, Ossington, Nottinghamshire, was an amazing place to be as A R Wilson Agricultural Ltd.'s collection went under Cheffins' hammer on 19-20 May. The collection was the culmination of a lifetime's work by the late Alan and Robert Wilson and the auction was the last and biggest of the three sales held since last October.

It featured 240-plus machines, mostly Caterpillars, and the three auctions were certainly the largest of their type of this century, and may never be repeated in the UK again.

The father-and-son combination saved so many Caterpillars, and imported them year after year, using them on the farm. They also restored them, supplied parts, and helped the Caterpillar fraternity across Europe.

The only rally they genuinely supported for decades was Arthur Hinch's Little Casterton event near Stamford, and Robert continued his support when the event moved to the Knights' farm at Great Casterton. It takes place on 16-17 September this year.

Despite numerous stand-out lots, the highlight was lot 1020 – a 1920/21 Holt 75 T-8 crawler, built in Stockton, California. Only 67 examples had been built when production finished in 1924.

This example features serial no.84034 and it originated from Williams, California, where it had worked, with the Holt No.36 combine in the sale, until 1954. It arrived at Home Farm in 1988 ➤



The big lot was the 1920/21 Holt 75 T-8, which changed hands at £120,000 and is heading towards the USA.



£11,000 was paid for this Diesel Fifty.



One of the best crawlers was this Caterpillar D2. It sold for £8,000 +VAT.

Results (abridged)

988 1963 Caterpillar D4C, 24X411181, original, with hydraulics, 2/3, £5,600
996 1935 Caterpillar Twenty Eight, 4F195W, 1.6, £3,400
1000 1954 Caterpillar D6, 9U176284, pusher, nice, 2/3, £3,500
1001 1940 Caterpillar D6, 2H8853, alternator fitted, older restored, 2/4, £2,500
1002 1956 Caterpillar D6, 9U21879, with mod tank and seat, ext air cleaner, 2/3, £2,800
1003 1949 Caterpillar D2, 4U2240, 40in tracks, older restored, 2/4, £4,200
1004 1949 Caterpillar D2, 5U2507, 50in tracks, older restored, 2/4, £4,000
1005 1948 Caterpillar D2, 5U1187, older restored, 2/4, £3,400
1007 1955 Caterpillar D2, 4U6878, 40in tracks, 2/4, £3,500
1008 1965 Caterpillar D6B, LGP gas, bogmaster tracks, with cab, 2/3, £2,000
1009 1947 Caterpillar D4, 7U111, older restored, replacement engine, 2/3, £2,000
1010 1946 Caterpillar D4, 5T5522, with lights, original, 2/3, £1,200
1011 1938 Caterpillar D2, 3J658 CBE86, 40in tracks, 2/3 £1,800
1012 1943 Caterpillar D7, 1T1994, ex-military, armour plated, rare, 2/4, £7,000
1013 1959 Caterpillar D7D, 17A12330, Westlode cab, with hydraulics, 2/3, £6,500
1018 1932 Caterpillar Ten/Fifteen, 7C200, 2/4, £4,200
1019 19?? Caterpillar Ten PT, looked very straight, 2, £1,800
1020 1920/1 Holt 75 T-8, 84034, front wheel steering, later model, 4.7, £120,000

1021 1921 Caterpillar T-35 2 ton, 40379, Tulsa winch 2/4, £6,000
1022 Caterpillar Twenty, nice, 2/4, £6,000
1024 1925 Holt T-16 10-Ton, with Northern cab, rare, lovely, 2/4, £33,000
1025 1924 Best Thirty, S2332, San Leandro made, looks the part, goes well, 2/4.4, £9,000
1026 1917 Holt 75, work in progress, parts missing, 2, £80,000
1027 1927 Best Sixty, PA9191, Peoria made, 72in, rad and seat missing, 1.7, £5,500
1029 1930 Caterpillar Sixty, not complete, 1.7, £6,000
1030 1933 Holt Model 36 combine, restored, 2/5, £22,000
1031 1936 Caterpillar RD4, 4G1428, older restoration, 2/4, £4,200
1032 1935 Caterpillar RD6, no plate, older restoration, 2/4, £5,500
1033 1936 Caterpillar RD6, 2H1599, original, 2/3, £2,500
1034 Caterpillar RD7 9G series, no plate possibly 1936, rare, older resto, 2/4, £12,200
1035 1937 Caterpillar RD8, 1H 2687?, quoted incorrect in catalogue, 2/5, £25,000
1036 1949 Caterpillar D4, 6U2386, dozer tractor, 2/3, £2,200
1038 1951 Caterpillar D4, 7U13923, later 7U style, electric donkey, 2/3, £2,200
1040 1935 Caterpillar Diesel Forty, 3G1406, tracks need the works, 2/4, £5,000
1043 Caterpillar Diesel Fifty 1E, 2/4, £11,000
1044 1933 Caterpillar Diesel Fifty, 1E406, d/eng not fitted, 2/4, £3,200
1045 1932 Caterpillar Fifty, gas, 5A204, looked good, rare, 2/4, £4,800

1046 1933 Caterpillar Sixty-Five, gas, basket case but said to be complete, 2, £4,000
1047 1940 Caterpillar D6, 2H8019, so so, 2/3, £3,000
1052 Caterpillar D4C 40A, 2/4.5, £3,500
1953 Caterpillar D6B 44A, with rams and bullguard, no blade, 2/4.5, £8,000
1054 1956 Caterpillar D6, 9U2338, 7 electric start, 2/4.2, £4,000
1055 1949 Caterpillar D6, 9U3652, 4, £7,000
1056 Caterpillar D6 9U, Wilson special, brand-new wide tracks, Turner rear linkage, lovely, 4.4, £10,200
1057 1936 Caterpillar D7, 9G2161, 2/4, £5,200
1060 Caterpillar D7 7M, 1940-43, with Le Tourneau pulley for blade, original, 2/3, £22,200
1061 Caterpillar D9D 18A, 1955-59, so so, 2/4, £21,000
1062 1958 Caterpillar, 18A2154, used with 17-furrow plough, 4.6, £17,000
1064 1956 Caterpillar D8H, 22A1088, with hard nose, blade, Bowmaker supplied, 1.9, £7,800
1065 1966 Caterpillar D8H, 22A1244, blade rams, so so, worn out, 2/3, £8,500 ➤



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.

£1,950.00 +VAT

and was rebuilt, later becoming the star at Little Casterton events on several occasions.

The pioneering and successful crawler was enjoyed to the full, burning a gallon of fuel every three minutes! It went on to sell for £120,000 and is heading back to the USA. The No.36 combine, rebuilt by Ron Knight and the Wilsons, is heading to Scotland following its sale for £22,000.

One of the most significant tractors in the auction was a Diesel Sixty Five, although the D9900 engine featured a 4C number I could not identify. It was the first production diesel-engined Caterpillar type. The first two of these tractors were made at the old Best works at San Leandro, California, and painted grey before the rest were assembled at East Peoria, Illinois, and finished in Hi-way Yellow.

This venerable model was only in production for two years, and as for the example in the sale – it was complete and had last run some years ago. The track gear was well worn and needed rebuilding, but it went on to sell for £31,000. It is, I believe, the only one of its kind in the UK.



Caterpillar D9Ds are the ultimate prize for collectors. This example, without its identification plates, sold for £21,000.



Caterpillar Diesel Sixty/Sixty Five: the first production type of its kind in the world, produced from 1931-32.



1924 Holt T-16 with Northern cab arrived in 1990 from New York State. It made £33,000.



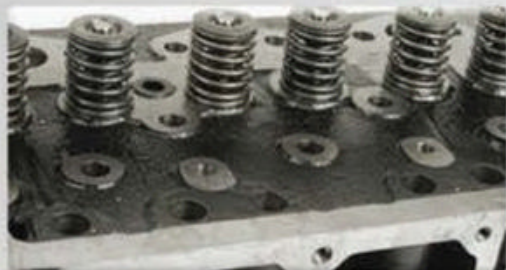
The ex-military D7M sold for £22,000 to a military collector.

1066 1960 Caterpillar D8H, 22A, Bowmaker supplied, worn out, 2/3, £7,500
1068 1933 Caterpillar Seventy, 8D23, gas, 78in tracks, rare, lovely, great history, 4.7, £32,000
1069 1928 Caterpillar Sixty, well detailed, cracked manifold, excellent tracks, cheap, 4, £3,500
1073 Caterpillar Thirty orchard, fuel tank leaking and engine stuck, 2/4, £2,500
1074 1933 Caterpillar Diesel Thirty-Five, 6E464, 56in track, 4.5, £8,500
1075 1932 Caterpillar Thirty-Five, 5C33, gas, 2/4, £3,200
1077 1922 Holt T-29 5 Ton, M29, 536050, engine in bits, one head off, £2,000
1080 1937 Caterpillar R-5, 4H847, gas direct start, starter missing, 2, £2,500
1083 Caterpillar R-2, dynamo, and lights, 2/3, £2,800
1085 1940 Caterpillar R-2, 6J617, older restored, 4, £3,200
1086 1929 Caterpillar Fifteen, PV3663, 2, £3,800
1095 1933 Caterpillar Twenty Five, 3C581, 2/4, £2,700
1098 1929-33 Caterpillar Ten PT, very nice, no plate, 2/4 £5,200
1100 1948 Caterpillar D2, 5U2??? 50in tracks, with rear shaft, 2/3, £3,900
1103 Caterpillar D2, Leverton cab, green paint, military, 1.6, £2,100
1104 1956-58 Caterpillar D8E, 14A, with extended chassis, rough, 1.8, £2,600
1105 1954 Caterpillar D8, 13A2616, with winch, 2, £5,200
1106 1951 Caterpillar D8, 2U15770, with bulldozer rams, no winch, 1.4, £3,200

1107 Caterpillar D8 2U, with winch, 1.6, £5,200
1108 1941 Caterpillar D6, 4R292, manifold off, 1.6, £2,800
1109 1953 Caterpillar D6 8U, with hyd arms, electric start donkey, 60in tracks, 2/4, £7,000
1110 1943 Caterpillar DT1 1103, armour plated, 2/3, £3,400
1111 1965 Caterpillar D7E, 47A12168, Bowmaker sup, 2/3, £5,500
1112 Caterpillar D7D, 17A12168, turbo, double drum winch, 2/4, £19,000
1113 1957 Caterpillar D7C, 17A8440, with blade cable control, 1.7, £2,400
1114 1933 Caterpillar Seventy-Five, 2E81, 78in, great history, rare, 4, £37,000
1115 1961 Caterpillar D8H, 22A953, with double drum winch, poor, 2/3, £8,000
1116 C1957 Caterpillar D8E, 14A, double drum winch, 2/3, £7,000
1117 1965 Caterpillar D9E, 49A158, rough tracks, 2/3, £9,000
1118 1967 Caterpillar D9E, 49A2316, engine missing and more, 1, £3,800
1120 1931-32 Caterpillar Sixty/Five, 4C3110?, rare, r/gear u/s, 2/3, £31,000
1122 1928 Caterpillar Thirty, S6662, 1.8, £1,000
1123 1925 Best Sixty, 25382 A1591/4357, not bad really, belt pulley, 2/4, £12,500
1125 Holt 2-Ton, so so, 1, £2,000
1128 1956 Caterpillar D2, 4U 7235, 40in donkey electric start, 2/4.3, £6,200
1129 Caterpillar D2, 5J 5U9, 2/4, £5,800
1130 1941 Caterpillar D4, 7J6689, not bad, 2/4.7, £5,200

1131 1959 Caterpillar D4, 7U43829, 60in, glass air filter missing, 2/4, £3,000
1133 1930 Caterpillar Thirty, 10009, part restored, 2/3, £1,600
1134 1937 Caterpillar RD-6, 2H4177, runs well, 2/3, £4,000
1135 1959 Caterpillar D4, 6U12391, no blade, could be last one made, 2/4, £5,200
1137 1960 Caterpillar D4, C375, with hydraulics, dozer tractor, 2, £4,000
1138 1940 Caterpillar D7, 9G7101, no plate on tractor, 1.9, £3,000
1140 1933 Caterpillar Thirty Five, 6E348, 1.6, £2,600
1141 Caterpillar D8, 14A, best of the 14As, 4, £16,000
1142 1947 Caterpillar D6, 8U763, 1.6/3, £2,000
1143 1951 Caterpillar D4, 6U16644, electric donkey, 2, £4,500
1144 Caterpillar D4, 7U, 60in, Suntrac cab, plate not readable, 1.6, £1,500
1145 1939 Caterpillar D4, 7J206, 1.6, £1,000
1147 Caterpillar D2, power drive, blade restored, 4.7, £8,000
1148 Caterpillar D4, 9G584SP, so so, 1.8, £2,000
1154 1941 Caterpillar D2, 5J3873, great tracks, 2/4, £3,000
1155 1940 Caterpillar D4, 7J2956, 44in, green paint underneath, 2, £2,000
1156 1948 Caterpillar D6, 9U566, with hydraulics, 2/3, £11,000
1158 1949 Caterpillar D4, 7U7494, hydraulics and rear linkage, 2/3, £2,000
1159 19?? Caterpillar D4, serial plates shot blasted, 2/4, £2,800
Note: all lots +VAT.

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Richard Vernon auction

It was with great sadness that the death of Richard Vernon, a successful farmer and one of the early pioneers of tractor and steam preservation, was announced in December 2021, after a long battle with cancer.

Over the years, Richard had amassed a superb collection of steam engines and tractors that he sourced from the USA, Europe, other UK collectors, and from vintage auctions. Richard was certainly a well-known collector, with both pre-war tractors as well as models from the 1950s and 1960s being part of his extensive collection.

The eagerly anticipated auction eventually took place at Richard's farm near Lutterworth, in Leicestershire, on Saturday 3 June, and it was certainly well-attended. Bidding could be described as brisk, with those on-site in competition with bidders from all over the world via the Internet, keeping everyone on their toes.

At 10am, the traditional auction bell rang, and the sale got underway, with Bill King and Oliver Godfrey of Cheffins taking it in turns to guide prospective buyers through the various items.

After the steam and implements, attention changed to the tractors and coming out on top was a very tidy c1925 Peterbro tractor (no.124) – one of around 100 examples built and one of approximately 15 that survive today. Still

The most expensive tractor in the sale was this c1925 Peterbro that went on to sell for £40,000.



fitted with its original engine, it was originally exported to New Zealand through agent Andrew & Beaven Ltd. and was later part of the Paul Rackham collection. It certainly caught the eye and sold for £40,000 – the best price achieved by a tractor in the sale.

Not that far behind though was a c1920 Sawyer Massey 11-22 (no.5105) that was imported by Bob Parkes, who purchased it from the Lorne Harris sale in Ontario, in 2009. It passed to Richard from Bob's sale in 2019 and sold here for £33,000 less than the last time.

The c1924 British Wallis four-cylinder petrol/paraffin tractor (no.1493) reached £28,000, complete with original instruction manual, parts list, sales leaflet, and copies of other related paperwork.

The ex-Derek Mellow Gray 18-36 Drum Drive (no.8615) was fitted with a replacement Hercules engine by Derek and was originally imported from Colorado. It remains in excellent condition and sold for £23,000.

There was a handful of J I Case tractors in the sale, the most expensive of which turned out to be c1916 tricycle 10/20 (no.



In great condition, this 1926 Rumley Oil Pull L 15-25 was sold by Cheffins back in April 2017, and this time it made £17,000.



In original looking condition, the 1924 British Wallis worked in Australia and sold for £28,000.



In restored condition, this 1918 International Titan 10-20 was with Richard Sturdy before passing to Richard Vernon. It made £17,000.



This original looking c1928 McCormick-Deering 10/20 was in good shape and sold for £5,400.

17995). It was another tractor that had been owned by the late Derek Mellor and sold for £23,000, while a 1916 Parrett 12-25 (no.51847) made £20,000. I

It was purchased from the Oscar Cooke Dreamland Collection sale in Montana in 1998 with a seized engine and cracked block, which has since been repaired, although is thought to have been fitted with a later, aftermarket radiator.

Superbly restored was a c1918 International Titan 10-20 (no.TV18609) formerly owned by Richard Sturdy, who had undertaken the restoration of the tractor. That sold for £17,000, which was also the selling price for a c1926 Rumely Oil Pull Type L 15-25 four-cylinder petrol/paraffin tractor.

Again, in great condition, this tractor was formerly with Ronnie Deering and passed through the hands of Cheffins in April 2017, while the only crawler in the sale was a 1938 Fowler 4/40 (no.21788).

It was found languishing in an orchard on a farm at Helpston, near Peterborough, in 1968, and was sold for £40, eventually being rescued for



Looking to be in good shape, this 1931 Austin DE30 vineyard was fitted with a Latam winch and made £8,000.



This 1946, petrol/TV0 Fordson E27N Major came from a local farm auction and raised £1,500.

preservation by the late Neville Shipp. It sold for £17,000 and was followed by a couple of Huber tractors. The first was another tractor from the Dreamland Collection sale in Montana 1998, namely a c1925 Super Four (no.7772) that went on to sell for £14,000.

The second Huber in the sale dated from c1929 and was a well restored Light 4 20-36 (no.9644), selling for £9,000, while a very tidy, vineyard c1931 French Austin DE30, fitted with a Latam winch, made £8,000.

Slightly cheaper was a 1927 Lauson/Nichols & Shepard S9 16-32 (no.3395) that had been bought from Cheffins in a dismantled state in 2020, being reassembled by Richard. That sold for £7,000 in running order, as did a partly restored Case T25-45 (no.T300257).

Dating from around 1926, it is believed to have its full complement of parts and was rallied in the Cheshire area during the 1990s. The Case was bought by Richard in a dismantled state from Cheffins in 2020.

There were some cheaper tractors in the sale too. For example, a couple of



The Gray 18-36 Drum Drive with replacement Hercules four-cylinder engine, which came from a generator set, sold for £23,000.



Looking to be in original condition, this c1962 David Brown 990 was fitted with a McConnel hedge cutter. The combination sold for £3,400.

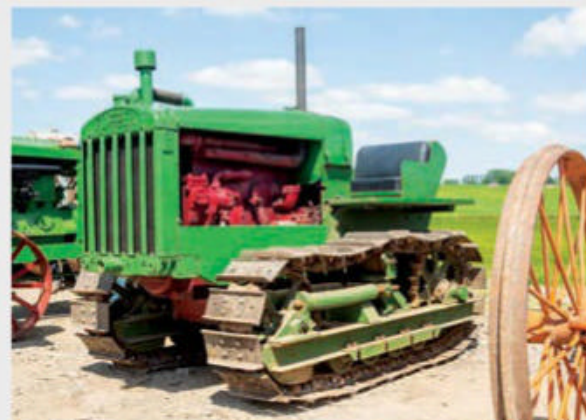
honest looking McCormick-Deering models caught the eye. The first was a 10/20 that dated from c1928, selling for £5,400, while a c1927 15/30 went for £4,000.

In original condition was a c1929 Hart Parr 18-36 that sold for £3,500, another runner, while in similar condition was a c1934 Allis-Chalmers 20/35, which made just £2,500. It was a tractor that was bought by Richard around 15 years ago.

Somewhat newer was a 1937 Fiat 700 that sold for £6,500, while an original looking c1946 Ford-Ferguson 9N that was fitted with detachable spade lugs made £4,600.

Then came a 1955 Muir-Hill 10B dumper in good condition, selling for £4,700, and a quartet of David Browns – the best of which was a c1962 990 fitted with a McConnel hedge cutter. That made £3,400, while a c1954 30D sold for £2,600.

This was an extremely interesting sale, with some lots doing well and others not, but with the selling price of the two Fowler ploughing engines at £156,000, it equalled out very well indeed.



The only crawler in the sale was this Fowler 4/40, which went on to sell for £17,000.

PART F

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

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

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

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

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

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

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

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

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

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

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

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

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

WHAT OUR CODING SYSTEM MEANS

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

Band 1

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

Band 2

A tractor that is running and needs some work.

Band 3

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

Band 4

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

Band 5

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

Band 6

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

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





This c1937 Fiat 700 sold for £6,500 at the Richard Vernon collection auction on 3 June.



Ford-Ferguson 9N was in great condition and could have been yours at £4,600.



c1918 Fordson Model F bitsa got a lot of interest and sold for £5,200.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
FARMALL (CONTINUED)							
F-30	1931-39	£1,100	£1,700	£2,300	£1,900	£2,800	NA
A/AV	1939-47	£950	£1,300	£2,100	£2,200	£3,400	NA
Super A	1947-54	£900	£1,300	£2,600	£1,900	£2,700	NA
B/BN	1940-48	£1,600	£1,700	£2,900	£2,900	£3,400	NA
H/HV/N Three-wheeler	1939-53	£1,100	£1,400	£3,500	£2,900	£3,800	NA
H/HV	1939-53	£650	£2,900	£3,300	£2,100	£3,700	NA
H Perkins P3	1939-53	£350	NA	NA	£3,200	£3,900	NA
M/MV	1939-53	£910	£2,400	£3,500	£2,600	£5,500	NA
M Perkins L4	1939-53	£400	£1,800	NA	£3,500	NA	NA
M Sheppard 6M diesel con	1950-53	NA	NA	£6,150	NA	NA	NA
M Three-wheeler	1939-53	£1,450	£1,700	NA	£2,500	£3,200	NA
BM	1949-54	£950	£1,900	£3,500	£2,000	£3,800	NA
Super M	1952-54	£1,050	£1,850	£3,900	£2,300	£3,600	NA
Cub	1947-79	£850	£1,300	£1,900	£1,900	£2,900	£3,100
Cub/Super Cub (French version)	1948-63	£800	£950	£1,400	£1,850	£2,300	NA
Super MTA Diesel	1954	NA	NA	NA	£2,000	NA	£10,400
Super MV hi-clear	1953	NA	NA	NA	NA	NA	£37,200
BMD	1952-53	£900	£1,500	£4,300	£2,300	£3,100	NA
Super BM	1953-59	£950	£2,400	£4,000	£3,900	£5,300	NA
Super BM 3-wheeler	1953-59	£1,800	£2,300	£3,600	£3,100	£3,900	NA
Super BMD	1953-59	£880	£2,400	£3,800	£4,600	£6,300	NA
Super BM Coronation (gold)	1953	£1,800	£3,400	£5,100	£5,200	£6,400	NA
Super FCC (French)	1949-55	£950	£1,200	£2,000	£2,600	£2,800	£3,500
C/Super C	1948-54	£1,000	£1,700	£2,300	£2,500	£2,900	NA
Super FC	1946-53	NA	NA	£1,800	NA	£2,850	NA
234 FD diesel	1953-58	£800	£1,100	£2,000	NA	£2,300	NA
FU236	1958-60	NA	£2,000	NA	NA	NA	NA
100/300	1953-56	£1,000	£1,600	£2,800	£2,000	£2,600	NA
400/450	1954-58	£1,300	£1,900	£2,900	£2,400	£5,100	NA
B450 RC	1959-69	£1,900	£3,800	£7,100	£9,100	£6,200	£12,100
FENDT							
Dieselross	1953-58	£1,800	£1,900	£3,400	£2,600	£3,800	NA
Diesel 10B Vineyard	1963-68	NA	NA	£1,550	NA	NA	NA
Favorit 1	1958-63	£1,560	NA	£2,800	£2,900	NA	NA
Favorit 2 (FW150)	1963-67	NA	£1,850	NA	£2,900	NA	NA
Farmer 1 (FL131)	1963-67	NA	£2,400	£3,600	NA	NA	NA
Farmer 2 DE (FW228)	1968-70	NA	£3,200	NA	NA	NA	NA
Farmer 200s	1972-82	NA	£3,100	£4,200	NA	NA	NA
F20G	1951-56	£1,200	£1,400	£4,000	£2,300	£3,400	NA
F28	1952-59	£1,400	£1,800	£3,500	£2,300	£4,000	NA
Farmer 1 (FW237)	1958-61	NA	NA	NA	£2,100	NA	NA
Dogcart F220GT/ 225/231/250	1958-84	£1,500	£1,900	£3,800	£3,200	£6,800	NA
FERGUSON							
Ferguson-Brown	1936-37	£14,500	£17,500	£37,000	£21,800	£23,500	£39,500
Ferguson-Brown	1936-39	£12,800	£17,000	£38,000	£24,000	£28,000	£43,000
Ferguson-Brown Industrial	1936-39	NA	NA	NA	NA	£16,900	NA
TE-20	1946-48	£950	£1,400	£5,500	£3,700	£4,100	£5,800
TE-20 Narrow	NA	NA	NA	NA	NA	NA	NA
Perkins P3 Conversion	1946-48	£1,200	£2,100	£4,800	£2,700	£4,700	NA
TEA-20	1947-56	£750	£1,200	£4,900	£2,900	£5,400	£5,800
TEA-20 half-track	1947-56	NA	£3,900	NA	£5,000	£6,400	NA
TO-20	1948-51	£800	£1,200	£3,500	£2,600	£3,700	NA
TED-20	1949-56	£750	£1,400	£5,200	£1,900	£4,450	£6,100
TED-20 full-track	1949-56	NA	NA	NA	£5,500	NA	NA
TED-20 Twose roller	1953-56	NA	£23,000	NA	£7,800	£32,000	NA
TEF-20	1951-56	£1,100	£2,400	£7,200	£2,900	£6,900	£6,600
TET-20 industrial diesel	1951-56	NA	£1,950	NA	£3,800	£5,700	NA
TEE-20 narrow p/p	1949-56	£950	£1,500	£4,900	£2,700	£3,900	£4,100
Perkins P3 Conversion	1946-56	£1,000	£1,200	£3,900	£3,200	£3,600	£4,400
Reekie narrow/fruit tractor	1948-54	£1,200	£2,580	£4,500	£5,000	£5,250	£6,900
Lenfield conversion	1948-56	£950	£1,650	£4,200	£2,400	£3,400	NA
TEL-20 vineyard p/p	1952-56	£900	£1,600	£4,300	£4,800	£4,900	£5,600
TEK-20 vineyard petrol	1952-56	£920	£1,100	£4,300	£2,900	NA	£4,350
TEP-20 petrol industrial	1952-56	NA	£2,100	£5,100	NA	£6,200	NA
TEE-20 narrow	1951-56	£950	£1,400	£3,900	£3,600	£4,200	NA
TO-30 USA built	1951-54	NA	NA	£3,600	£3,000	£4,100	NA
TO-35 USA built	1954-57	NA	£2,800	£3,400	NA	£5,250	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
FE-35 Grey & gold (diesel)	1956-57	£900	£2,300	£5,200	£4,100	£6,400	£7,400
FE-35 Grey & gold (p/p)	1956-57	£850	£2,000	£3,900	£3,400	£5,900	£7,000
FE-35 Grey & gold vineyard	1956-57	NA	£3,900	NA	NA	NA	NA
FE-35 Grey & gold Petrol	1956-57	NA	£3,100	NA	NA	NA	NA
FE-40 USA built	1956-57	£1,400	£1,500	£4,600	£2,900	£3,900	£6,200
FE-40 Hi with implement	1956-57	NA	2,400	NA	NA	£6,200	NA
FIAT							
702 703A/B 702A 702B 702BN	1919-25	£11,200	£26,500	£41,500	£35,000	£43,000	£45,000
700 700A 700B 700C 700D	1926-52	£6,550	£15,500	£22,000	£6,500	£13,000	NA
55 55R crawler	1951-55	£1,000	£2,200	£3,800	NA	NA	NA
25C crawler	1951-55	NA	£1,500	£2,400	£1,500	£2,500	NA
411R	1958-64	NA	£1,800	NA	NA	NA	NA
18	1958-62	NA	£1,400	NA	NA	NA	NA
21	1958-62	NA	£1600	NA	NA	NA	NA
211RB	1959-64	£950	£1,200	£2,900	£2,000	£3,200	NA
605C Crawler	1964-84	£850	NA	£5,750	£4,800	NA	NA
750 & 750S	1967-75	NA	£1,900	£2,750	NA	NA	NA
850	1971-77	NA	£1,050	NA	NA	NA	NA
880 (4WD)	1975-84	NA	£2,900	NA	NA	NA	NA
1000 Super	1976-80	NA	£2,100	£4,750	NA	NA	NA
130-190 Turbo DT (4WD)	1984-90	NA	£6,200	£12,850	£8,400	£10,750	NA
FIELD-MARSHALL							
Marshall 12/20 M	1937-45	£10,900	£17,300	£23,000	£17,900	£24,500	£28,000
Series 1	1945-47	£5,700	£8,600	£14,400	£9,900	£12,500	£12,700
Series 1 Contractor Mk2	1945-47	£7,900	£12,600	£16,900	£14,500	£17,500	NA
Series 2	1947-49	£6,800	£9,100	£14,700	£9,500	£11,200	£14,200
Series 2 Contractor	1947-49	£8,900	£10,500	£17,900	£14,900	£20,500	NA
Series 3	1950-52	£7,200	£13,400	£17,400	£17,800	£22,500	£28,500
Series 3 Contractor	1950-52	NA	NA	£22,500	£18,300	£24,500	NA
Series 3A	1952-57	£8,900	£15,200	£24,000	£21,000	£21,900	£26,500
MP6	1956-61	£21,000	£36,100	£80,500	£45,900	£63,500	£68,200
FORDSON/FORD							
F MOM & USA market	1917-18	£2,800	£7,900	£17,400	£8,100	£21,000	NA
F USA	1918-23	£1,000	£2,700	£10,700	£5,950	£17,400	NA
F Irish	1919-23	£1,800	£2,900	£11,400	£4,700	£9,800	NA
F Irish	1923-28	£1,400	£2,800	£10,900	£6,900	£9,100	NA
F USA	1922-26	£1,350	£2,300	£5,500	£3,800	£6,300	NA
N Irish transition	1928-32	£1,600	£3,800	£7,000	£8,500	£9,600	NA
F Trackson F (high sprocket)	1922-28	£3,200	£4,900	£6,300	£6,200	£9,200	NA
F Trackson D (equal sprocket)	1923-28	£3,200	£5,200	£7,100	NA	£7,900	NA
F Hadfield-Penfield Rigid Rail X	1922-28	£5,000	£6,800	£10,500	NA	NA	NA
Model T Eros Farm Conversion	1915-26	NA	£5,900	NA	£9,200	NA	NA
Model T Moxan Farm Conversion	1924-31	£3,600	NA	NA	NA	NA	NA
Model T Doodlebug	1912-26	NA	£3,900	NA	£6,200	NA	NA
Model T Road Roller (British made)	1918-26	NA	NA	NA	£2,750	£4,200	NA
F-N Perkins P6 conv	1924-45	NA	NA	NA	£6,600	£12,200	NA
N Perkins L4 conv	1928-45	NA	£4,100	NA	£7,600	£7,800	NA
N Perkins 270 conv	1928-45	NA	£4,300	NA	£4,100	£5,800	NA
N with French SLM2-eng	1934-39	£1,800	NA	£5.100	£4,400	£5,300	NA
N with Perkins Leopard Mk1/2	1937-45	NA	NA	NA	£14,200	NA	NA
N Waterwasher blue	1933-37	£750	£1,800	£4,600	£2,200	£3,800	£4,900
N Orange	1937-40	£650	£1,450	£3,700	£2,300	£4,200	£5,400
N Green	1940-42	£800	£1,150	£3,800	£1,620	£2,100	£4,700
N Utility Green	1943-45	£890	£1,300	£6,800	£1,800	£3,200	£4,300
N Rowcrop (All-round)	1936-45	£2,300	£2,900	£7,600	£4,900	£6,700	NA
N Narrow Hop Garden Kent conv	1933-45	£1,200	£2,800	£4,800	£3,800	£4,900	NA
N Industrial various	1933-45	£1,000	£2,100	£5,500	£2,900	£4,100	NA
F/N Galion Road Roller	1922-34	NA	NA	£5,200	NA	NA	NA
F Galion Road Grader	1922-28	NA	NA	£4,900	NA	NA	NA
N Greens Road Roller	1940-44	£1,200	£1,900	£3,800	£2,800	NA	NA
N A/B PT4 Road Roller	1940-44	£1,200	£1,900	£3,800	NA	NA	NA
N RAF Industrial	1938-45	£1,400	£2,600	£7,600	£4,100	£5,900	NA
Fordson N Dungle Dozer	1943-46	NA	NA	NA	£13,200	NA	NA
9N Ford Ferguson	1939-42	£1,000	£2,100	£4,600	£2,900	£5,100	£6,200
2N Ford Ferguson	1942-47	£950	£4,800	£3,700	£2,400	£5,300	NA
2N Ford Ferguson Perkins P3 conv	1942-47	NA	NA	NA	NA	£6,000	NA
2N Ford Ferguson Funk Flathead-6 conv	1942-47	£4,800	£5,100	NA	£10,200	£14,500	NA
2N Ford Ferguson Funk V-8 conv	1942-47	£4,900	£8,200	£27,500	£15,100	£22,500	NA
2N Ford Ferguson Tug	1943-45	NA	NA	NA	NA	£6,700	NA
8N Ford Ferguson	1947-52	£1,300	£1,750	£3,200	£2,100	£5,400	£7,200
8N Ford Ferguson V-8 conv	1947-52	£3,200	£5,700	NA	£8,400	£11,600	NA
Jubilee	1952-54	£1,300	£1,650	£4,200	£3,200	£5,340	NA
6-900	1954-57	£1,100	£2,100	£3,600	£3,100	£3,900	NA
E27N petrol-paraffin	1945	£750	£1,200	£4,250	£1,800	£2,500	£3,900
E27N petrol-paraffin	1946-48	£750	£1,200	£3,900	£1,800	£2,400	£3,100
E27N Industrial p/p	1945-52	£1,000	£1,600	£4,200	£2,600	£3,000	NA
E27N p/p low gear	1946-52	£750	£1,500	£2,100	£2,100	£3,100	£3,900



In good condition, this 1938 Fordson Standard N saw the hammer fall at £2,000.



Looking to be an older restoration, this 1952 Fordson E1A Major sold for £2,400.



In good working order, this 1958 Fordson Dexta sold for £2,700.

E27N p/p high gear	1949-52	£1,000	£1,500	£4,600	£2,400	£3,400	£4,100
E27N Perkins P6	1948-52	£1,900	£3,600	£12,500	£8,600	£9,400	£10,600
E27N Perkins L4	1945-52	NA	£2,100	£4,900	£5,900	£8,600	NA
E27N Hopgarden-Narrow p/p	1946-52	NA	NA	NA	£7,900	NA	NA
E27N p/p rowcrop Bettinson conv	1946-52	NA	£3,100	£4,900	£3,800	NA	NA
Major E1A petrol	1951-58	£1,000	£1,500	£4,200	£3,200	£4,100	NA
Major E1A diesel	1951-57	£1,000	£1,750	£5,500	£3,100	£4,400	£7,900
Major E1A diesel industrial	1951-57	£820	£1,650	£4,200	£2,900	£4,100	NA
Major KFD 52in narrow	1952-54	£2,400	£3,800	£6,900	£5,900	£8,720	NA
Major KFD 58in narrow	1954-60	£1,900	£2,800	£5,100	£3,900	£7,200	NA
Major KFD 68in narrow	1952-64	£1,800	£2,600	£5,800	£4,300	£6,900	£12,500
Major E1A Mk2 Live-drive	1957-58	£1,000	£1,750	£4,250	£3,400	£6,600	NA
Power Major	1958-60	£1,000	£1,900	£7,400	£3,200	£5,800	£5,300
Power Major Industrial	1958-60	£1,000	£1,900	£5,500	£3,600	£3,800	£5,900
Power/Super Major Hydrostatic	1958-65	NA	NA	£4,500	NA	NA	NA
Super Major	1960-62	£980	£2,100	£12,650	£2,600	£5,100	£10,100
Super Major Industrial	1960-62	£1,600	£2,300	£5,500	£4,100	£5,500	NA
New Performance Major	1963-64	£1,200	£2,600	£11,900	£4,200	£7,600	£10,600
New Performance Major Industrial	1963-65	£2,100	£2,900	£5,900	£5,400	£6,100	NA
NP Indust Aveling/B grader	1962-64	NA	£3,500	NA	£4,500	NA	NA
Major 6-cyl conversion	1952-64	£2,000	£3,600	NA	£3,400	£6,600	NA
Dexta	1958-60	£1,000	£1,300	£5,200	£2,600	£5,800	£7,300
Dexta	1960-62	£1,000	£1,475	£5,400	£2,400	£5,100	£6,900
Dexta Special old style pan export	1962-64	£1,000	£1,700	£5,200	£2,600	£4,100	£6,400
Super Dexta	1962-3	£950	£1,800	£4,900	£2,800	£5,200	£6,100
Dexta petrol (older style)	1958-64	£950	£1,900	£2,900	£3,100	£3,400	£3,900
Super Dexta New Performance	1963-64	£1,150	£2,600	£5,600	£5,800	£6,100	£8,250
Super Dexta NP petrol	1963-64	£1,400	£2,100	£3,300	NA	£4,900	NA
Dexta vineyard-narrow	1959-62	£950	£1,950	£5,100	£3,400	£5,100	NA
6-901 range USA	1957-62	£1,200	£1,900	£3,400	£3,200	£4,800	NA
Pre Force 2000 petrol	1964-68	NA	£2,900	£5,700	NA	£5,900	NA
Pre-Force 2000	1965-68	£1,600	£1,900	£7,200	£7,900	£8,800	£7,420
Pre-Force 2000 4 x 4	1965-68	NA	NA	NA	£5,450	£8,300	NA
Pre-Force 3000	1965-68	£1,700	£3,400	£7,500	£6,900	£9,200	NA
Pre-Force 3000 petrol	1964-68	NA	£2,800	£5,100	NA	NA	NA
Pre-Force 3000 Select-O-Speed	1965-68	£1,250	£3,200	£7,800	£4,300	£6,100	NA
Pre-Force 3000 vineyard	1965-68	£1,800	£1,800	NA	NA	NA	NA
Pre-Force 4000	1965-68	£1,600	£2,900	£5,650	£3,900	£6,900	£8,200
Pre-Force 4000 Select-O-Speed	1965-68	£1,250	£2,940	£4,900	£3,100	£6,200	NA
Pre-Force 5000	1965-68	£3,450	£7,600	£12,900	£8,200	£24,650	£27,700
Pre-Force 5000 4 x 4 M/European conv	1965-68	£3,400	£6,600	£9,550	NA	£11,200	NA
Pre-Force 5000 Select-O-Speed	1965-68	£3,400	£4,850	£6,000	£5,600	£7,400	NA
Pre-Force 5000 Automowerpylon/w	1967	NA	£3,400	NA	NA	NA	NA
Pre-Force 5000 petrol	1964-68	NA	£3,700	£5,950	NA	NA	NA
Pre-Force 5000 industrial	1961-65	NA	NA	£5,600	NA	NA	NA
Shibaura 1000	1973-5	NA	£3,100	£5,950	£4,150	£6,200	£7,900
Force 2000	1968-75	£1,520	£3,200	£8,600	£4,900	£7,800	£9,750
Force 2000 petrol	1968-72	£1,200	£2,700	NA	£4,200	NA	NA
Force 2000 vineyard-narrow	1968-75	NA	£2,800	NA	NA	£5,200	NA
Force 2000 4 x 4	1968-75	NA	NA	£7,100	NA	£6,200	NA
Force 3000	1968-75	£1,200	£2,100	£5,100	£3,600	£6,600	£9,600
Force 3000 petrol	1968-75	NA	£2,900	£3,000	NA	NA	NA
Force 3000 vineyard-narrow	1968-75	£1,500	£2,100	£4,100	£3,900	NA	NA
Force 3000 4 x 4	1968-75	NA	£4,100	£7,200	£5,100	£9,900	NA
Force 4000 Select-O-Speed	1968-75	£1,600	£2,900	£8,600	£3,600	£7,250	NA
Force 4000	1968-75	£1,900	£3,600	£7,900	£5,700	£7,250	NA
Force 4000 4 x 4	1968-75	NA	NA	£8,800	NA	NA	NA
Force 4000 petrol	1968-75	NA	£2,900	£4,400	NA	NA	NA
Force 5000 Select-O-Speed	1968-75	£3,700	£3,900	£9,500	£6,600	£7,400	NA
Force 5000	1968-74	£3,800	£5,400	£18,200	£9,400	£11,900	£21,200
Force 5000 DP (DPA pump)	1975	£3,850	£5,400	£12,400	£9,100	£11,200	£16,200
Force 5000 4 x 4 M/European conv	1968-75	£3,900	£5,950	£8,800	NA	NA	NA
Ford 5000 Cotil Crane	1968-75	NA	£4,100	NA	NA	£6,700	NA
Force 5000 Rowcrop Select-O-Speed	1968-75	NA	£3,600	£6,600	NA	NA	NA
Force 5000 Industrial	1968-75	NA	£4,700	NA	NA	NA	NA
Force 5000 petrol	1968-75	NA	NA	£6,800	NA	NA	NA
Force 7000	1971-75	£7,600	£14,800	£35,700	£16,900	£26,700	£31,000
Force 7000 4x4	1971-75	NA	NA	£22,800	NA	NA	NA
Force 3055 narrow French	1968-74	£1,500	£3,100	£4,500	NA	NA	NA
8000	1968-72	£4,900	£7,700	£10,450	£12,450	£16,400	NA

NEXT ISSUE: INTERNATIONAL HARVESTER CORPORATION | JCB | JOHN DEERE | KL BULLDOG

JUNE

30th June - 5th July
Timed Online Auction.
York Auction Centre.
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.

5th July
**Online Sale of Tractors, Machinery,
Plant & Commercial Vehicles.**
Carlisle. Harrison & Hetherington.
harrisonandhetherington.co.uk

6th July
Auction of the Haugen JD Collection.
Online Bidding, McLeod, NE, USA. Aumann
Auctions.
aumannvintagepower.com

7th July
Wessex Machinery Sale.
Salisbury Road, Shaftesbury, Dorset SP7
8BT. Southern Counties Auctioneers.
Tel: 07971 571612.

8th July
Agri-Trader & Machinery Sale.
Craven Cattle Marts, Lingfields, Gargrave
Road, Skipton BD23 1UD. CCM Auctions.
Tel: 01756 792375.

8th July
Collective Machinery Sale.
Upper Boddington, Nr Daventry,
Northamptonshire. Howkins & Harrison.
Tel: 01604 823456.

10th - 11th July
Cambridge Machinery Sale.
Machinery Saleground, Sutton, Ely,
Cambridgeshire CB6 2QT. Cheffins.
Tel: 01353 777767.

11th July
**Collective Sale of Agricultural, Plant,
Building, Horticultural, Household &
General Machinery & Equipment.**
West Country Sales Centre, Five Bridges,
Willand EX15 1QP. Stags.
Tel: 01769 572042.

12th - 13th July
Online Timed Implement Sale.
Lanark, Lawrie & Symington.
lawrieandsymington.com

13th July
Vehicle Sale.
Thainstone Agricultural Centre, Thainstone
Roundabout, Inverurie AB51 5XZ.
Aberdeen & Northern Marts.
Tel: 01467 623700.

14th July
**Collective Sale of Farm Implements,
Machinery & Miscellanea.**
Sway, Lymington, Hants SO41 6BX.
Southern Counties Auctioneers.
Tel: 01722 321215.

15th July
Farmers' Summer Machinery Auction.
Adjacent to the A17/A52 Bicker Bar
roundabout. Will Barker & Co. Ltd.
Tel: 01529 414555.

15th July
**Weeting Steam Engine Rally Machinery
Sale.**
IP27 OQF. Barry L Hawkins.
Tel: 01366 387180.

15th July
Machinery Dispersal.
Nr Lichfield, Staffordshire. Bagshaws.
Tel: 01889 562811.

19th July
Implement Sale.
Thainstone Agricultural Centre, Thainstone
Roundabout, Inverurie AB51 5XZ. Aberdeen
& Northern Marts.
Tel: 01467 623700.

20th July
**Corwin "Corky" Groth Retirement & Neil
West Estate Auction.**
Online Bidding. Eldridge, IA, USA. Aumann
Auctions.
aumannvintagepower.com

20th - 30th July
**South West Online Timed Auction of
Tractors, Vehicles & Excavators, Farm
Machinery, Livestock & General Equipment.**
Stags, stags.co.uk

21st - 22nd July
Cambridge Vintage Auction.
Machinery Saleground, Sutton, Ely,
Cambridgeshire CB6 2QT. Cheffins.
Tel: 01353 777767.

21st - 22nd July
**Auction - Online, telephone &
commission bids only.**
Mathewsons.
Tel: 01751 474455, mathewsons.co.uk

22nd July
**On Farm Sale of Tractors, Machinery,
Implements & Effects.**
North Devon. Kivells.
Tel: 01409 253253.

25th July
**Collective Sale of Tractors, Vehicles,
Farm Machinery, Livestock & General
Equipment.**
Uplowman Court, Uplowman,
Tiverton EX16 7DW. Stags.
Tel: 07968 122198.

26th July
**Auction of the Arnold Meyer Oliver
Collection.**
Rohrer St, Round Lake, MN, USA. Online
Bidding. Aumann Auctions.
aumannvintagepower.com

27th July
Vehicle Sale.
Thainstone Agricultural Centre,
Thainstone Roundabout, Inverurie
AB51 5XZ.
Aberdeen & Northern Marts.
Tel: 01467 623700.

30th July
**Summer Online Tractor & Equipment
Auction.**
Multiple locations. Aumann Auctions.
aumannvintagepower.com

AUGUST
1st - 2nd August
**Auction of Lloyd Westerlind Tractor
Collection.**
704 10th St NW Mercer, ND, USA. Online
Bidding. Aumann Auctions.
aumannvintagepower.com

2nd August
**Online Sale of Tractors
Machinery, Plant & Commercial
Vehicles. Carlisle.**
Harrison & Hetherington.
harrisonandhetherington.co.uk

3rd August
Implement Sale.
Lanark Agricultural Centre, Hyndford Road,
Lanark ML11 9AX. Lawrie & Symington.
Tel: 01555 662281.

4th August
Collective Machinery & Equipment Sale.
Orbital Park, Ashford TN24 OHB. Hobbs
Parker.
Tel: 01233 502222.

4th - 9th August
Timed Online Auction.
York Auction Centre.
ylc.co.uk

5th August
Monthly Live & Online Machinery Sale.
Holsworthy Livestock Market,
Holsworthy, Devon EX22 7FA.
Kivells.
Tel: 01409 253253.

7th - 8th August
Cambridge Machinery Sale.
Machinery Saleground, Sutton,
Ely, Cambridgeshire CB6 2QT.
Cheffins.
Tel: 01353 777767.

10th August
Vehicle Sale.
Thainstone Agricultural Centre, Thainstone
Roundabout,
Inverurie AB51 5XZ.
Aberdeen & Northern Marts.
Tel: 01467 623700.

12th August
**Online Sale of Implements, Plant,
Machinery etc.**
Dingwall. Dingwall Highland Marts.
dingwallhighlandmarts.com

12th August
**Liskeard & District Collective
Machinery & Sheep Sale.**
Bolitho Farm, Liskeard,
Cornwall PL14 3GR. Kivells.
Tel: 01409 253253.

14th August
**Tractors, Quad Bikes, Commercial
Vehicles, Implements, Machinery, Small
Tools & Equipment.**
Longtown Mart, Townfoot, Longtown, Carlisle
CA6 5LY. CD Auctions.
Tel: 01228 791215.

16th August
Implement Sale.
Thainstone Agricultural Centre,
Thainstone Roundabout,
Inverurie AB51 5XZ.
Aberdeen & Northern Marts.
Tel: 01467 623700.

If you plan to attend any of these sales, do let us know what you thought and if you bought anything that would interest us.
Please e-mail: peter.love@kelseymedia.co.uk or tel: 01323 833125

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

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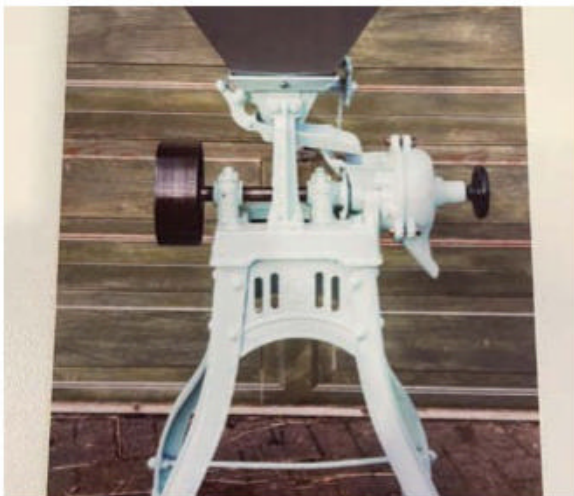
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1951, £1,500. Petrol/paraffin with V5C New tyres, all round very good condition. Easy handle start very good runner with tow ball hitch. Will seat 2 stored in container, Nottingham area. Please call 07783071421, East Midlands.

119206

BAMFORD NO.1 MILL

£500. restored to good working collection. Please call 01869347900, South East.

119577

BRIGGS STRATTON TWIN BRIGGS STRATTON ENGINES

Twin Briggs Stratton Engines trolley 3.75 + 4.0 HP 3ft 7 x 1ft 10 wide on 8" wheels, all good running order ready to rally au bare metal repainted. Please call 07934 085291, North West.

118906

BRIGGS 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

BRIGGS STRATTON TWIN BRIGGS STRATTON ENGINES

£250. Twin Briggs Stratton Engines trolley 3.75 + 4.0 HP on a 4 wheel trolley 3ft 7 long x 1ft 10 wide on 8" wheels, engines 30-50 years old all bare metal + repainted original colours. Smart appearance ready to rally all perfect working order with info board ideal for new young enthusiast starters. photo to mobile available. Please call 07934 085291, North West.

118929

BRISTOL BRISTOL 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

BRISTOL 25 CRAWLER

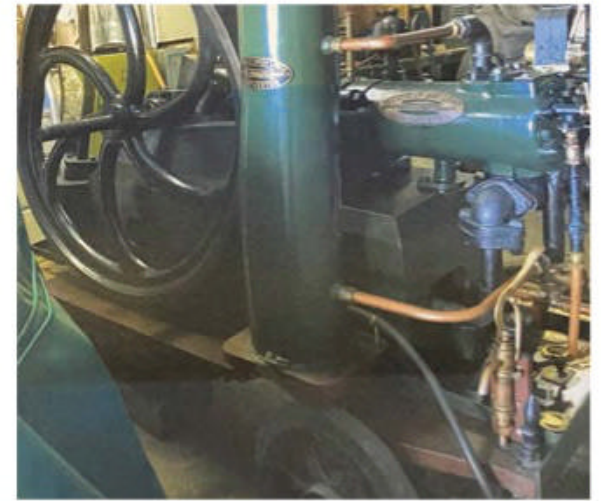
With blade, running or repairs wanted. Please call 07801281289, South East.

118890

CASE C

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

119144

CROSSLEY CROSSLEY MODEL M

1999, 8,000 Gas engine converted to Magneto in 1930. Includes hot tube not fitted. Please call 07584355499, South East.

119459

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

DAVID BROWN 30D

£2,500. single seat with V5, road legal, starts, runs ad drives. Please call 07900617630, Wales.

119498

DAVID BROWN 990 IMPEMATIC

good runner. Please call 07779 921934, Wales.

119504

BEWARE SCAMMERS!

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Piet Verschelde.com
Antique Tractors

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Minneapolis Moline Z – fully restored



Field Marshall S3a – fully restored



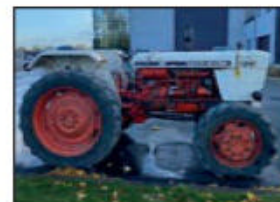
Balilla – 1938 – older restoration



D9532 factory road tractor – fully restored



Pampa T01-0361 – good runner



David Brown 1210 - 4x4 - runner



Gooseneck roller Le Marais – single cylinder Deutz hopper cooled



Clayton & Shuttleworth portable – new tubes



Landini L55/60 – fully restored

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1980 Ford 7700 2WD Tractor
£10,950 + VAT
Very original and straight tractor!



1984 Ford 7710 4WD Tractor
£POA
Recording 5984 hours, nice tidy classic!



1984 Ford TW25 4WD Tractor
£POA
2 owners from new, a nice original UK tractor!



1990 Ford 8730 Powershift 4WD Tractor
£18,500 + VAT
Tidy example c/w full set of underslung weights.



1995 Ford 5640 SL 2WD Tractor
£13,250 + VAT
C/w very good tyres, a nice example!



1979 John Deere 4040 2WD Tractor
£POA
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
£23,500 + VAT
C/w Trima loader with bucket and muck fork.



2000 John Deere 6310 4WD Tractor
£22,000 + VAT
C/w Front linkage and pto! What a gem!



2003 John Deere 7810 4WD Tractor
£36,500 + VAT
C/w Sauter front linkage and TLS!



1989 JCB 3CX 4WD Sitemaster digger
£POA
C/w Extradig, 4 in 1 bucket and lots of backactor 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 runs!



1955 David Brown 25D 2WD Tractor
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Recording 4527 hours, a very genuine example!



1965 Nuffield 10/60 2WD Tractor
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DAVID BROWN 30D

1957, £1,900. tin work good, drawbar and linkage complete, running and sitting on new tyres. Please call 07730326012, Scotland.

119505

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

FERGUSON TEF

POA. Supplied by Ben Turner Ripley. One local owner. Runs like a watch. Please call 01428 683294, South East.

119296

FIELD MARSHALL SERIES 3

£13,250. Field Marshall Series 3, Good overall condition road registered, ready to rally. Please call 07702862919 , East Midlands.

119496

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

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

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.

119081

FORDSON KFD

1952, POA. 1952 Fordson KFD, older restautarion 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



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£1000



Mitsubishi compact
tractor 4wd loader 2
speed pto 18hp
£4000



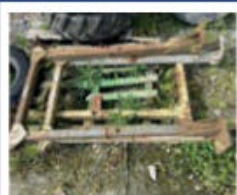
1.2m flail topper
£1250



Flat 8 sledge
£3500



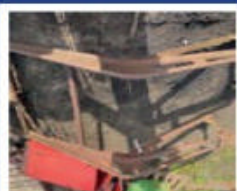
Quicke bucket 6ft 6
£250



Safety frames **£100 each**



International injector
pump
£400



Fe35 loader **£250**
working has new ram
seals



Ifor williams dp120
£2000



Zetor 5748
4wd tractor
mechanically
all working
well just
cosmetically
challenged
road
registered
£2750



Land Rover
project with
v5 300tdi
engine new
half chassis
fitted
£3500

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435/445

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120/124/128
220/224/228

JOHN DEERE
359/459/342A/456A
CLAAS MARKANT
55/65

WELGER
AP530/AP60

07794154003

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



£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 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

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 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



1944, £3,000. Fordson Majoor e27n was running when put into storage 5 years ago non hydraulic model good tyres no block repairs.good basic tractor. buyer collects Oxfordshire. Please call 07836578002, South East.

119454

FORDSON DEXTA 1960



1960, £2,895. Double clutch, water pump, radiator and front cowl replaced last year. New battery Good hydraulics. Please call 01904 704659, North East.

119499

FORDSON DEXTA



1960, £2,895. Double clutch, water pump, radiator and front cowl replaced last year. New battery Good hydraulics. Please call 01904704659, North East.

119510

FORDSON E27N



£2,000. barn stored Reg with log book. Please call 07964754093, West Midlands.

119578

TRACTORS FORDSON F

1923, £1,250. Diesel and bought for engine spares, partly dismantled rubber Tyres, inspect before you buy for sales with or without Hercules ODG engine similar to very early f engines. Please call 01670774313, North East.

119621

FORDSON MAJOR DIESEL



1960, £4,500. 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,. Please call 07855682944, South West.

119642

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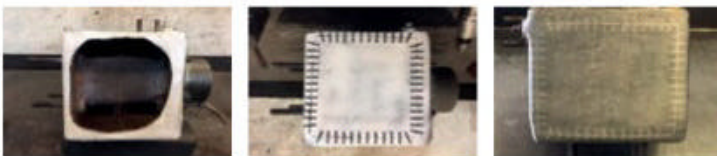
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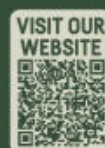
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FORDSON MAJOR DIESEL



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

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

WILDER MULTI MASTER VINTAGE FORAGE HARVESTER

1960, £2,000. Vintage wilder forager, fantastic original condition for age, suit showpiece behind vintage tractor or working day machine. Please call 07816754146, North West.

119429

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 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

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

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

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



£3,500. John Deere. Please call 07536 975561, South West.

119243

JOHN DEERE 110 GARDEN



1974, £2,000. John Deere 110 Garden/Lawn Tractor Mower 10hp 4 speed transaxle, electric deck lift. Restoration 2007: Complete new cutting deck assembly, Kohler engine rebored, new carburettor. Factory Service and Parts books included. Not used last 8 years, dry stored, needs recommissioning. Please call 01608674546, West Midlands.

119500

JOHN DEERE 3130



1979, £11,500. recently serviced, tyres as new, excellent condition. Please call 07774791885, Wales.

119514

JOHN DEERE 2130



1973, £7,000. Tidy tractor 2130 with Hi/LO with V5 in my name, new parts, Rear Tyres, front Hydraulic pump, seat, Alternator, 1 Battery, hoses etc. 4837 hrs that I believe to be true. Please call 01394380060, East of England.

119579

KUBOTA B2350



£7,500. Turf Tyres 2/4 wheel drive and low backfully road legal with number plate and V5 pollutant, excellent condition. Please call 01704894940, North West.

119644

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 245 SYNCRO



£4,000. with trip loader regon starter, new lift pump comes with doors, new tyres all round good starter and runner. Please call 07718162290, Scotland.

119645

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

LISTER D.LISTER

On trolley, painted, no spark. Please call 07770388242, West Midlands.

119300

LISTER D MODEL

1960, £100. Good working order. Please call 07804 457959, West Midlands.

119465

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

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 65 MK 2



£5,500. Original tractor early 60s. starts, drives well. Hydraulics, PTO, original, pick up hitch. Full set of lights. Original V5. Tyres all serviceable, good brakes and good steering. Please call 07759 254695, South West.

119506

MASSEY FERGUSON 135



£4,450. running and ready for work, sympathetic restoration or full nut an bolt restoration. Please call 07747650722, West Midlands.

119511

MASSEY FERGUSON MF35X 1964



£9,950. Serial Number SNMY 359778. It comes with pickup hitch, staybars and 9 hole bar. All good tyres. Full restoration and rebuild. Holds V5 , 100 hours on clock since rebuild. Won countless awards. Please call 01946861012, North West.

119512

MASSEY FERGUSON MF35

£5,250. 3 cylinder good bonnet and wings, lock not rusty, this 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-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 07855399487 , 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

MCCORMICK W14



£8,750. Completely restored. New engine, clutch, radiator, tyres, wings, bonnet and fuel tanks. Please call 07876353346 , South East.

119401

MINNEAPOLIS B



Nice running early tractor tidy condition. Please call 07855399487 , South West.

119145

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 80 POWER



£2,950. original UK import, rebuilt from derelict, some history, pictures of rebuild and recent working videos. Please call 07971490952, East of England.

119513

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

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

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

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

COLT 10 HP TRACTOR

offer over £1000 Kohler engine, high and low gear box, runs and starts well, mechanically very good, paint needs tidying. Please call 07710547674, East Midlands.

119529

YANMAR B15-3



£8,200. good tracks works ats it should sale trailer available at extra cost. Please call 0749394415, East of England.

119574

PLANT AND CONSTRUCTION MACHINERY OTHER QUALTERS AND SMITH



£400. HDS8 2874, power hack saw 3 phase with 2 extra blades(new) adjustable bar stand. Please call 01772733928, North West.

119576

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.

11967

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

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

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.

119116

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

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

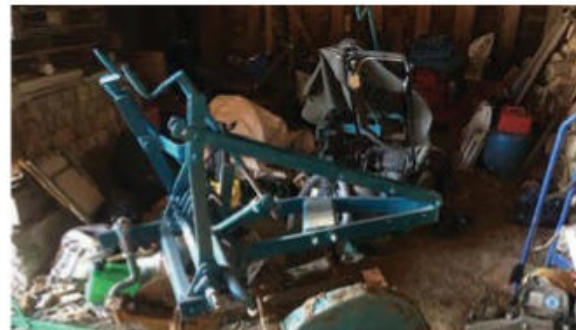
MASSEY HARRIS 701 BALER



£2,400. Good working order, Armstrong Siddeley Diesel engine. Last used in 2016, barn stored. Please call 07775 646007, East Midlands.

119158

FORD RANSOME PLOUGH



£350. Ford Ransome 2 furrow YL Plough. Please call 01245 260333, East of England.

119249

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

CLAAS SUNFLORO OPTIMO



2020, The «Sunfloro Optimo» sunflower header is an improved model of a solid-cut sunflower header with a toothed pulling shaft. Thanks to the pulling shaft, only sunflower heads get in the combine, and not excess leafy mass. The model features simple design, high reliability and productivity at an affordable price. High performance is achieved due to the increased width and center distances of the crop lifters and the installation of a pulling shaft. This allows harvesting sunflower in any direction and with any row spacing. «Sunfloro Optimo» headers guarantee a clean harvest due to 100 % cutting of sunflower heads with a minimum amount of leafy material. Sunfloro Optimo headers are the benchmark for reliability in the international agricultural machinery market. T Adjustable distance between the lifters. Please call +380680665038, North West.

119428

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**

CLAAS SUNFLORO SHAFT



2020, £15,478. The «Sunfloro Shaft» sunflower header is an improved model of a solid-cut header designed for harvesting sunflower in severe conditions. Thanks to the increased length and width of the crop lifters and the presence of a pulling shaft, the header allows harvesting confectionery small-head sunflower seeds as well as fallen sunflower heads. The model features simple design, high reliability and performance at an affordable price. The technical solutions used allow harvesting sunflower in any direction and with different row spacing. «Sunfloro Shaft» headers guarantee a clean harvest due to 100 % cutting of sunflower heads with a minimum amount of leafy material. «Sunfloro Shaft» headers are the benchmark for reliability and quality in the international agricultural machinery market. The «Sunfloro Shaft» header can be adapted to any brands of combine harvesters. Design benefits: Increased length and width of the crop lifters. Efficient cutting device. Planetary drive of the cutter device, Easy maintenance, Toothed pulling shaft. Adjustable distance between the lifters. Please call +380680665038, Greater London.

119475

CLAAS RAPEFIORE



2020, £3,870. The «Rape Fiore» header extension for rape seed harvesting is used for harvesting rape seed and mustard by direct combining through refitting of a standard grain header. The header extension for rape seed harvesting works in conjunction with direct-flow auger grain headers with a cutting width of 5 to 12 m from any manufacturer. The use of the header extension reduces harvesting losses by 30 % compared to conventional grain headers. Design benefits: Rigid frame design. High-quality blade strip, Rolmetal planetary blade drive, Easy maintenance. Double active divider blades and effective tilt angle Rape seed trap. Please call +380680665038, Greater London.

119476

CLAAS ETTARO



2020, £4,915. The «Ettaro» attachment is used for harvesting soybeans, peas and other legumes by direct combining through refitting of a standard grain header. The «Ettaro» attachment works in conjunction with direct-flow auger grain headers with a cutting width of 5 to 9 meters from any manufacturer. The use of the «Ettaro» attachment reduces legume harvesting losses by up to 30% compared to conventional grain headers. Design benefits: Automatic following of the field contours and protection against foreign objects. Floating cutting device, Schumacher planetary blade drive. Please call +380680665038, Greater London.

119477

FERGUSON EARTH SCOOP



1952, £175. Repainted, original metalwork earth scoop for any Ferguson tractor. Buyer collects, South West area. Please call 07778860114, South West.

119538

DORE WESTBURY MK11

OFFERS Vertical Milling Machine needs light restoration. Please call 01246556330, East Midlands.

119605

NICHOLSONS 732

£30. cultivator trailing type with 9 Tyres Circa 1947, needs restoration, needs new wheels. Please call 01767692578, East of England.

119616

WITTE



1929, £590. open crank, plus swift corn grinder. Please call 0196950069, Yorkshire and the Humber.

119625

SET OF LEATHER PUNCHES



£15. punches size - 1 3/4 , 1.0 , 5/8, 3/8 inches also come with a wooden box to house them includes postage. Please call 01787371618, East of England.

119639

ROAD AND SNOW MACHINES OTHER AVELING BARFORD DX ROLLER

£7,000. Aveling Barford road roller in running order. Phone John for details. Please call 07598165447, Greater London.

118951

MACHINERY STEAM 2 1/2 PORTABLE

1907, £30,000. Fully Restored. Please call 07989788065, South East.

119314

MACHINERY STEAM BRANES BROS. ROLLER AND LIVING VAN



1929, £45,000. 1929 Aveling and Porter Roller No. 14000 with Taskers Living Van both made to the order of Barnes Brothers,. Please call 07774227422, South West.

119509

MACHINERY STEAM



£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

MACHINERY STEAM



£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

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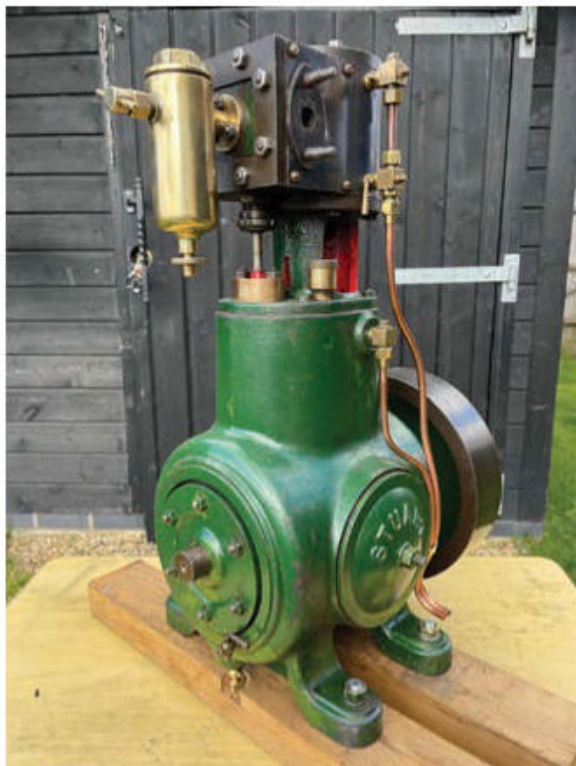
STATIONARY ENGINES STUART P5



£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 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

£375. 2 furrow trailing plough in good working order, 1930s little genius model. Please call 07976434090, South East.

119591

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

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

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

GRAIN CARTS AGROLUX "CARRELLO 2 AXES"



£4,915. The «Carrello 2 Axes» dual-axle trailer is designed for transportation of any type of grain headers weighing up to 5 tons and with a cutting width of up to 12 m on dirt roads and public roads aggregated with a combine. The main advantage of the «Carrello 2 Axes» trailer is its versatility and high maneuverability. This is achieved through various adjustments of the support for the correct seating place for the header rake, which is mounted on the frame. These adjustments allow the trailer to be properly aligned with the header stiffeners. The solutions allow adjusting and transporting grain (including combining), sunflower (row and row-less), corn and other types of headers, which are aggregated with imported and domestic combines or other self-propelled power units. Design benefits: High maneuverability, Convenience of removing and hitching the header. Reinforced frame design. Ground contour tracking while driving. High transportation stability. Versatility and economy. Please call +380680665038, Greater London.

119478

TRAILERS

£70. Grain sides for Wheatley trailer. Please call 07967819405, South East.

119535

TRAILERS



£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

SCALING TRAILER



£1,800. 3 tons tipping trailer, made by scaling approx. 1981 all good hardwood sides, paint work restored with spare wheel. Please call 01377267626, North East.

119643

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

MACHINERY WILSONS WILSON CENTRE LATHE

£650. Wilson Centre lathe. Will take 8ft in centres, 15" swing in gap. 3 and 4 jaw chucks, face plate, fixed steady. Please call 01159634154, East Midlands.

118876

WOLSELEY 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

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

YANMAR YM 2010



1990, £2,750. Yanmar 2010 20 Horsepower Tractor and Kubota Rotavator 3 Cylinder Engine Powershift Gearbox Made Canopy is Removable Fully Working Unsure of Manufacturer Year. Please call 07564 908459, East of England.

119479

YANMAR 2010



£2,750. Yanmar YM 2010 Tractor With Kubota 4 Foot Rotavator 3 Cylinder Engine Powershift Gearbox Fully Working Unsure of Year Top Canopy Handmade and Fully Removable If Required. Please call 07564 908459, East of England.

119480

TRUCKS/LORRIES

AEC MAMMOTH



1976, 1976 AEC mammoth major 8x4 tipper . Requires total restoration runs and drives cab. Please call 07788885274, South East.

119264

AEC MAMMOTH



1963, POA. AEC Mammoth Major Mark 5 1963. Atkinson View line windscreen. Gardener LX 8-cylinder engine. In excellent condition, running well. Please call 01248470277, South East.

119324

AEC MANDATOR

1960, POA. AEC Mustang OW V5. Complete vehicle for restoration. Park royal cab in need of serious work. Engine ok. Kept full of anti-freeze. Please call 07860 475279, East Midlands.

119472

ALBION CHIEFTAIN



1958, 1958 Albion Chieftain tractor unit FT111KTR 15 ton Scammell coupling tractor unit two speed axle EN 287 engine. Full rebuild some years ago with a new old stock cab. Only three owners from new 1st owner Albion transport department collecting new cabs and parts. Genuine reason for sale can be viewed in north east of England. More photos available. POA Ring Ralph. Please call 07771961307, North East.

119010

ATKINSON BORDERER



£15,000. Gardener 180 David Brown 6 speed gear box. Eaton 2 speed axle. Dry stored. Good condition. Please call 01525 719376, East of England.

119103

ATKINSON 66



1964, £13,000. This is the only survivor left. Only 2 ever built. 150 Gardner engine complete overhaul and rebuild, 10 speed David Brown Gear Box. Kirkstall Axles Power steering. New Tyers all round in 2010 only done 3000 miles, 240 Volt 32KW generator on truck (sell with or without) Recently repainted to high specification. Offers considered. Please call 07483 885528, South East.

119126

ATKINSON BORDERER

£12,000. After 14 years, this old girl is for sale due to health issues. £2000+ recently spent on safety gear. Please call 07746 990936, South West.

119301

AUSTIN LOADSTAR WATER BOWSER



POA. Austin loadstar water bowser 2.3 ton genuine 16000 miles from new! All original apart from new paint work! Immaculate condition all round!. Please call 07950 889733, West Midlands.

118940

BEDFORD TK



1965, £17,000. Bedford tk 330 whiskers edition, with 7 spare wheels and tyres. Chassis wheels shot lasted and painted. New radiator and loads of paperwork. All original!. Please call 07598 284333, West Midlands.

119651

BEDFORD S TYPE



1959, This has a underfloor tipping gear and drop side body. New to a Norfolk farmer and has a full chassis up restoration. It has a Bedford 300 Diesel Engine. Please call 07860414869, East of England.

118995

BRISTOL



1955, £180,000. 8 wheeler EX BRS. Totally restored. Immaculate condition. Please call 07759 473380, East of England.

118879

BRISTOL

1962, £140,000. Bristol Artic 1962 with York Tamdon axel, 26 foot trailer and Gardner 150 engine. In good original condition. Please call 07759 473380, East of England.

118880

COMMER Q4



£2,500. Commer Q4 ex AFS 1957, restored 20 yrs ago, now needs some Tlc and recommissioning running, driving recently. Please call 01387371673, South East.

119130

DAF CF 85



2005, 180000 miles, £3,600. Daf LF with horse box body..starts first time good engine and box..good cab no rot interior in good condition... feel free to email or phone. Please call 07947479587, East Midlands.

118863

DENNIS



1959, £16,000. Dennis Pax recovery vehicle, Perkins PG engine, 4 speed gearbox. Body built in 2009, original lifting crane. All tyres like new. Tow boy and all other equipment included. Trophy winner London to Brighton and Great Dorset Steam Fair 2019 and 2022. Please call 07850694042, South East.

119369

ERF LV UNIT

1971, £8,000. Gardner 150 Engine D/B box with Mackworth alloy tipper body. New brakes and drums, Good tyres, easy sheet in VGC. Please call 07759 473380, East of England.

118917

ERF E6



1986, Refurbished E6. All new tyres. Rallied for last 8 years. MOT until Dec 23. New flat body. Please call 07769 111432, North West.

118958

ERF LV UNIT



£7,000. ERF Lv flat bed lorry fitted with Gardner 180, David Brown gearbox and 2 speed rear axle restored 4 years ago cab has new timber and door posts. New clutch fitted. Rear body galvanised with timber bed. All road springs reset by Paddington motors. Seats and engine cover reupholstered in leather. Been used to move diggers, tractor, then sat in barn over covid and still there. Offers around £7000 cost me more to restore it. Please call 01297 678588, South West.

118963

FODEN TIPPER



POA.Sell complete chassis cab or brake. Only 8500km. Please call 07939163712, South East.

119402

FORD P100



1976, £10,000. ford 360 turbo engine in VGC farm lorry From new. Please call 07759473380, East Midlands.

119582

GUY

1937, 1937 Guy 2 Ton Lorry. Enter EUB 725 into Google to see images. Reluctant sale. Run drives well. Ring Max, leave a message. Please call 07765574129, Yorkshire and the Humber.

118921

GUY

1937, 1937 Guy 2 Ton Lorry. Enter EUB 725 into Google to see images. Reluctant sale. Run drives well. Ring Max, leave a message. Please call 07765574129, Yorkshire and the Humber.

118922

LDV CONVOY



1999, £1,495. LDV Convoy Drop sides Truck 1999. Ford 2.5Di engine. Very rare survivor now. Owned since 2007 and unused dry stored since 2017. Load space requires attention. Any questions please call. Viewings welcome. Please call 07917 007905, South East.

118998

LEYLAND BOXER



1977, £12,000. sleeper cab T/Unit in VGC Eaton 2 speed axle Perkins 6354 engine run and drive. Please call 07759473380, East Midlands.

119587

LEYLAND MASTIFF



1980, £20,000. 1980 Leyland FG 345 for sale. Excellent condition. Fully restored. Please call 0860817128, Ireland.

118996

MERCEDES 1831S/35



POA. Mercedes 815 recovery starts and drives. Please call 07836259766, South East.

119276

OTHER



1951, £20,000. This vehicle was the vehicle displayed at the 1951 Festival of Britain. Full documentation and photographs of restoration. Very reluctant sale. Please call 07967 637752, Wales.

119445

TRUCKS/LORRIES



1931, £12,500. rochet-schneider very original right hand drive three ton history including war time coal transport document. Please call 01769540122, South West.

119585

TRUCKS/LORRIES



1964, 86000 miles, £10,500. Ford Tarder in good order. Please call 07365818314, Wales.

119588

TRUCKS/LORRIES

£7,000. ERF EG11 sleeper cab 4x2 unit tipping gear. Please call 07759473380, East Midlands.

119603

TRUCKS/LORRIES



1956, 1956 Morris 6CYL Petrol Lorry. Going very well Engine in 1st class condition. New brake shoes. New cylinders front and back. New master cylinder. New plastic petrol tank. New electric petrol pump. New timber on back. Needs small amount of work on cab (2 small holes). Please call 07534750586, Ireland.

118899

TRUCKS/LORRIES



1987, £7,000. Leyland Cruiser 90% restored cruiser, excellent cab, new brakes all round, new steering joints, pins bushes all new need a few interior repairs. Please call 07967588386, East Midlands.

119604

STEAM LORRY PARTS

9 inch scale steam lorry parts. two engines one disassembled, axels gearbox springs, steering box, prop shaft, castings, buyer collects. Please call 07970 696426, West Midlands.

118911

TRUCKS/LORRIES



1954, Refurbished, rallied for last 14 years, good tries new battery fitted stored inside Gardner 5LW complete POA. Please call 01697320276, North West.

119636

SCAMMELL TRUNKER

1968, £7,500. Scammell Trunker 6x2 T/Unit Leyland 680. Please call 07759 473380, East of England.

118918

TRUCKS/LORRIES OTHER



1952, Maudslay Majestic. This is one of 6 built. It was the 1st of the batch. Restored in 2012 and had a full chassis up restoration. It's the only survivor of the 6. Please call 07860414869, East of England.

118994

SCANIA P82ML



1987, 000000 miles, £4,750. 1987 82M with series 3 engine from fire tender. Painted 2019. Not used since but started regularly will need some tlc. Phone for more information. Please call 07771562786, South West.

119228

VOLVO FL

1996, 7.5 tonne 8 stud axel 16ft Houghton's hardwood container(livestock) well maintained, sound, original cab, clean and wax oiled underside. Please call 07483284089, South West.

119590

VOLVO FL

1994, £8,500. sleeper cab 3-8 wheel base on air suspension tipping gear in full working order. Please call 07759473380, East Midlands.

119602

WHISKERS CAB



1965, £7,500. Restored Whiskers cab with all new parts to make cab complete, and another 7 wheels and tyres!. Please call 07598 284333, West Midlands.

119652

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 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.

119432

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

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

FORD

1988, £6,500. steel bumper, model drive away. Please call 07759473380, East Midlands.

119583

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

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

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

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

LEYLAND

£100. Injectors swinging shackles air electric stop control, in cab 700L box brake chamber. Please call 01464821752, Scotland.

119600

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

MASSEY FERGUSON 9 HOLE DRAW BAR

Massey Ferguson with adjustable side stays, good condition £60 cash on collection. Please call 01600713762, Wales.

119617

MASSEY FERGUSON

£50. 9 hole draw bar with clevis £50 cash o collection. Please call 01600713762, Wales.

119618

MASSEY FERGUSON DEXTA/ FERGUSON

£25. Top link 35/135 round top link good condition. Please call 01600713762, Wales.

119619

MASSEY FERGUSON

£30. Grey Ferguson (CATI) top link, good condition £30 cash on collection. Please call 01600713762, Wales.

119620

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

MINNEAPOLIS MOLINE GTA MANIFOLD



POA. Minneapolis moline GTA manifold in good condition. Please call 07827872887, Wales.

119154

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

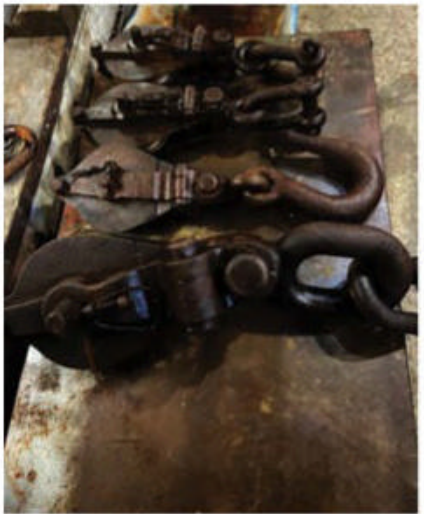
EUROLIFT



£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

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

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

TRACTORS AND MACHINERY



£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

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

CADDY TRAILER 535

2016, £150. 5ft x 3ft x 8ins. Good condition. Jockey wheel, spare wheel, cover, net, supling lock, drop tailgate and removable. Please call 01213586074, West Midlands.

119467

ERDE 102 TRAILER



£100. Erde 102 camping and tipper trailer with spare wheel and cover. Please call 01614 920630, North West.

119473

GOCH TIRZAN

2002, £12. Long test, Mint condition, New Repaint and brakes, 3 axles on air, power ramps new tyres. Please call 07710157856, Wales.

119530

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

LISTER D TYPE

£75. D Type Lister on Trolley no spark. Please call 07770388242, South East.

119606

TRACTORS AND MACHINERY

£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

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.

118969

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

TRANSPORTATION



Tractor and Machinery
transportation
Eurowide, national and
local hiab and winch.

**Please call 07899 822133,
North Midlands.**

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

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

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

FORDSON



£45. tool box. Original. Please call 01480472315, East of England.

119501

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

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

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

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

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

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

BLACKSMITHS ANVILS

POA. Various sizes, various blacksmiths tools. Please call 07971 237780, North East.

119298

WIND DEFLECTOR

Wind deflector came off a Leyland cruiser. Good condition. Please call 07754454239, South West.

119307

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

SHEEPSKIN LEATHER FLYING JACKET



£225. Sheepskin Leather Flying Jacket size xxLarge. Please call 07404 273940, Greater London.

119438

BEDFORD 500 ENGINE

1970, £22,500. Bedford 500 Engine. All in working order but CAB Rough. Please call 07973696449, South West.

119443

UNIVERSAL HOBBIES 1:16 SCALE MODEL

Fordson super major new performance. Universal hobbies 1:16 scale model Fordson major E27N mint and boxed,. Please call 01427 612940, East of England.

119469

DEUTZ FAHR SALES LEAFLETS



£5. Deutz Fahr Sales Leaflets £5 each plus carriage. also operators and parts manuals available. Please call 07721 530520, South West.

119508

TRACTORS AND MACHINERY

£1,100. Trafalgar paddock cleaner, Honda engine, not used recently kept under cover, tow with quadbike. Please call 0182764392, West Midlands.

119536

TRACTORS AND MACHINERY



£95. desmo horse and jockey mascot on wooden base. Please call 020839945441, South East.

119584

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.

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EMCO COMPACTS



£500. model engineers latest complete with pillars drill/ milling head many fix trap very good conduction. Please call 01233626855, South East.

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ANCIENT RATCHET JACK



£50. Ancient Ratchet jack found in garage.£30Also car creeper (unused) £20also 2 brand new bosch heater plugs, £20 the pair. Buyer to collect. Please call 01204397033, South East.

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STREET ORGAN TWENTY



£475. Note midi system plent music on card will require some attention to play. Please call 01942510806, North West.

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CLARKES NO.3 HAYDRA RAM

£850. Clarkes no.3 Haydra Ram in good condition with spare valve. Please call 01348 837733, Wales.

118920

CHROME JET PLANE



£35. on rotating globe good condition. Please call 07968059967, South East.

119640

PALLET FORKS



£200. Pair of pallet folks for 3 point linkage fork length 1200 mm good condition, never been used. Please call 01767692578, East of England.

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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.

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PATTER AAL DIESEL ENGINE



£100. 3HP and 300 RPM S/N 139559 engine on 2 wheel trolley with 4 to 1 handle start(handle not included) buyer collection. Please call 01342850425, South East.

119646

PONY AND CART



£175. Pony and cart. Believe it's made by Tring. Please call 01442 832744, East of England.

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OLD GAS METER

Decorative purposes only suit gas engine display or museum. Phone John for details. Please call 07598165447, Greater London.

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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.

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£60. Drum cradle for 50 Gallon drums for sale. Stockport area. Please call 01614 398515, North West.

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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 military kit metal spraying kit for worn off metal. puts of metal 90% full instruction book. Please call 01962 777305, South East.

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£225. Sheepskin Leather Flying Jacket size xxLarge. Please call 07404 273940, Greater London.

118991

BEDFORD J TYPE

1965, Engine 220 wanted. Please call 078896 13430, North West.

119304

WILLYS JEEP



Willys jeep wanted any condition considered, good price paid. Please call 01548521278, South West.

119497

WANTED

AMANCO 4HP OPEN CRANK

WANTED. Flywheel springs, magneto and support bracket. Please call 07766 136136, Scotland.

119200

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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

MARSHALL 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.: 0794 9067690 or email jane.ludlow@sky.com. Please call 07949067690, South East.

119394

WATER TANKS

Water tank for weeks crop sprayer. Please call 07770388242, South East.

119599

ROADLESS ROADLESS J17

Roadless J17 Crawler Tractor wanted, Any condition considered, Engine condition not a problem. Please call 01579345328, South West.

118908

TIPPING TRAILER WANTED

tipping trailer. twin axel high life + tip prefer pettit. Please call 07815058624, South West.

118894

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

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 PARTS

Wanted. crankshaft, crankshaft guard, and gear guard for a Ruston Hornsby zpr stationary engine ,. Please call 07592 725537, South West.

119142

SINGLE FLYWHEEL

A type Lister I need inlet valve cage assembly and exhaust valve cage assembly complete with valves if possible. Please call 01651873210, Scotland.

119502

TWIN FLYWHEEL

B type Lister Tank cooled cylinder /water jacket and a inlet manifold for a suction carburettor. Please call 01651873210, Scotland.

119503

HIA B LEG PRE 2000

3 ton lift, side tilt. Please call 07803080340, West Midlands.

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Crank Guard and Gear Gard, would consider a derelict engine with the parts. Please call 07592725537, South West.

119532

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

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

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.

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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.

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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

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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.

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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

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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.

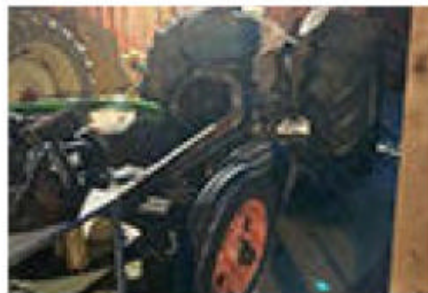
119048

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.

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RUSTON HORNSBY PARTS

Wanted. crankshaft, crankshaft guard, and gear guard for a Ruston Hornsby zpr stationary engine ., Please call 07592 725537, South West.

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HOT BULB FOR A CROSELY KK 3 1/4 ENGINE



1918, looking for a hot bulb for this Crosely kk 3 1/4 hp engine from 1918. Please call 00353879412436, Ireland.

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Wanted. The Nuffield Tractor Story volume 1, hardback book, by Anthony Clare. Publisher: Old Pond Publishing Ltd. 2005. Please call 07794289812, West Midlands.

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Obsolete ambulance services cap badges wanted. Some swops available but good prices paid. Please call 07814 010317, Wales.

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Truck, bus, Earth moving brochures and sales literature. Also press photos. Collections bought. Please call 01782659395, West Midlands.

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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.

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Contact: Keith Broomhall on 01379 677866 or 07831 130005 or
Email: keithbroomhall185@btinternet.com

The Association will be represented at the following events in the coming months:

6th to 9th July

Pilford Heath Transport and Heritage Show
Pilford, Colehill, Wimborne, Dorset
BH21 7BD
Contact: John Maiden on 07836 525330

7th to 9th July

Kent County Agricultural Show
Kent Showground, Detling, Nr Maidstone,
Kent ME14 3JF
Contact: Rodney Gibson on 07850 788347

23rd July

Ayrshire Vintage Tractor & Machinery
Rally Contact: Roy Cowgill on 07971 104695

5th & 6th August

The Old Timer Tractor Rally
Mill Meadow, Ivington, Leominster HR60JH
Contact: Edward Price on 07812 132295 or
Chris Tranter on 07974 695412

5th and 6th August

Garioch Vintage Vehicle Society
The pleasure Park, Oldmeldrum AB51 0HD
Contact: Robbie Ironside on 07810 641816

19th and 20th August

August Biddenden Tractorfest
Holden Farm, Sissinghurst Road, Biddenden,
Kent TN27 8EZ
Contact: Rodney Gibson on 07850 788347

27th to 28th August

Shrewsbury Steam Rally
Onslow Park, Shrewsbury SY3 5EE
Contact: Derek and Margaret Badham
01952 502659

9th September

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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.

write this at the beginning of June and although the sun is shining brightly, the wind here in East Sussex has lasted for weeks and makes one feel as though we are still in the winter.

First of all, I thank all those of you I met at the Innishannon Steam & Vintage Rally, Co. Cork, Republic of Ireland, on Sunday 4 June.

It was a wonderful pleasure to be asked to open the show and give some of the rally commentary during the day, as well as meeting and chatting to enthusiasts. I detect on both sides of the water that things are just about returning to pre-Covid levels. The crowd was excellent at Innishannon, as well as the previous weekend at the Strumpshaw and Carrington rallies, which is so pleasing to see.

On Sunday 2 July, the iconic Pink Ladies Tractor Road Run returns in style, as the event races towards a fundraising total of £1m. Marking its 20th anniversary, more than 160 decorated tractors will snake their way through south Norfolk and north Suffolk. To date, the event has raised £896,000 in aid of Cancer Research UK's Breast Cancer Appeal, and this year the Pink Ladies hope to raise the £104,000 needed to reach £1m.

The event's organised by Annie Chapman, who recently said: "There is a great air of excitement about the run this year, a real buzz. I have received above the average number of entries for this time of the year, including quite a few new ones. There is a determination to get that to the million."

The event starts at Thorpe Abbots Airfield by kind permission of Sir Rupert and Lady Mann. Everyone is invited to bring a picnic to Gawdy Hall Meadow, Redenhall, so why not go along and support this great cause? For more information about the event, please visit the website: ladiestracorroadrun.co.uk



The Pink Ladies Tractor Road Run has been a huge success.

I have previously written about the troubled Shropshire Council-run Acton Scott Historic Working Farm, which has seen the machinery disposed of through two sales. The museum was the vision of Thomas Acton in the 1970s and it came to our living rooms in 2008 via the BBC's *Victorian Farm* series, which is often repeated in one form or another.

To find a financially sustainable future for the farm, Shropshire Council launched a public engagement exercise in February 2022 with key stakeholders, including the Friends of Acton Scott Historic Working Farm. After careful consideration, it was decided that the best course of action was to surrender the lease back to the Estate, and this was finalised in April 2023.

The Estate is currently making significant repairs and improvements to the site. A new, not-for-profit organisation is being established which hopes to operate a working heritage farm attraction on the site, starting in spring 2024. I look forward to seeing how it will progress further with great interest.

Some governments around the world are starting to change their attitude in recognition of the importance of preserving historic vehicles, but enthusiasts need to work hard to ensure our agricultural heritage is protected without undue restrictions.

That's the message to emerge from this year's international symposium staged by FIVA (the Fédération Internationale des Véhicules Anciens, or International

Federation for Historic Vehicles). The event was hosted in Tirana by Retro Albania, the nation's historic vehicle club, in recognition of the country's remarkable heritage.

Delegates heard examples of how the Albanian, French, Italian, and Indian governments are all attempting to protect vehicles, but through different strategies. As we do in the UK, FIVA is encouraging its global member federations to engage with their own legislators when new laws and regulations are being formulated, and asking them to work together across national borders, sharing ideas that work.

The organisers of the traditional Woodcote Rally have been in touch to remind readers that it takes place on 8-9 July, and I have to say that it might be worth a visit if you have not been before. It covers steam and tractors and has entertainment for all the family.

The event was co-founded by the late Ran Hawthorn in 1964 and has donated £500,000 to local charities. This year's rally takes place at a site between Woodcote village and the A4074, around eight miles north-west of Reading. For further information, please visit the website: woodcoterally.org.uk

Have a great summer! See you soon,

Peter Love

Group Editor-at-large, Kelsey Media

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