

FERGUSON SYSTEM: GETTING THE MOST OUT OF IT!

August 2023

Tractor & MACHINERY



BUYING: MF 575

IN THE GRASS CLASSICS HIT THE FIELDS

• Foraging with Ford • Golden era of silage trailers

**IH
BTD-5**
Making tracks
for
60
years



The ultimate MB-trac 1800 intercooler

Collecting Countys



Best of Tractor Fest



N's flying colours



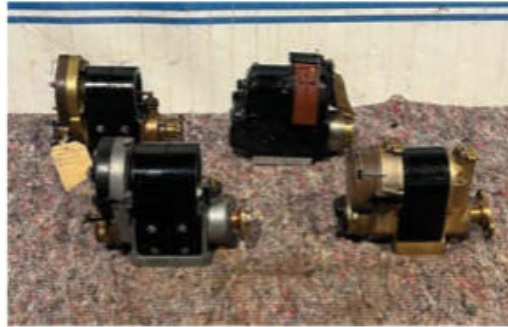
£4.30



H. J. Pugh & Co.

LEDBURY
01531 631122
www.hjpugh.com

HAZLE MEADOWS AUCTION CENTRE, LEDBURY
VINTAGE AND CLASSIC TRACTORS, ENGINES, IMPLEMENTS
CAST IRON SEATS, SIGNS, STEAM MODELS, TOOLS AND MAGNETOS



SATURDAY 19TH AUGUST. Entries Close Soon

NEAR SHEFFIELD. YORKSHIRE

Dispersal sale of STEAM ENGINES, TRACTORS, LAND ROVERS,
ENGINES, FERGUSON IMPLEMENTS AND OTHER COLLECTABLES



SATURDAY 16TH SEPTEMBER

LADBROOK HOUSE. SOUTHAM, WARKS CV47 2BS

Genuine retirement sale for Norgate & Sons

TRACTORS, PLANT, VEHICLES, STEEL FABRICATING MACHINERY, STEEL
STOCK, FITTINGS, TOOLS, BUILDING MATERIALS



Also private collection of
VINTAGE TRACTORS, HORTICULTURAL TRACTORS, COMBINE, SPARES
AND TOOLS

SATURDAY 23RD SEPTEMBER. Live And Online

ALL AUCTIONS LIVE AND LIVE ONLINE. ILLUSTRATED CATALOGUE ONLINE.

OTHER AUCTIONS BEING ARRANGED ACROSS THE COUNTRY.
ALL ENQUIRES WELCOME 01531 631122 or howard@hjpugh.com

Tractor & MACHINERY

ISSN 2050-1552

Tractor & Machinery

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

EDITORIAL

Editor: Scott Lambert
Tel: 01959 541444

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

ADVERTISEMENT SALES

Talk Media Sales
Ben MacDuff: 01732 446725
benm@talk-media.uk

ADVERTISEMENT PRODUCTION

Talk Media Ltd
production@talk-media.uk

MANAGEMENT

Chief Operating Officer: Phil Weeden
Publishing Director: Fiona Mercer
Retail Director: Steve Brown
Events Manager: Kat Chappell
Print Production Manager: Kelly Orriss

CONTACT US

UK subscription and back issue orderline:
01959 543747

Overseas subscription orderline:
0044 (0) 1959 543 747

Toll free USA subscription orderline:
1-888-777-0275

UK customer service team: 01959 543 747
Customer service email address:

<https://help.kelsey.co.uk/support/solutions>

Customer service and

subscription postal address:

Tractor & Machinery Customer Service Team
Kelsey Media, 5 Yalding Hill,
Downs Court, Yalding, ME18 6AL

WEBSITE

Find current subscription offers and buy
back issues at shop.kelsey.co.uk/TMA

ALREADY A SUBSCRIBER?

Manage your subscription online at
shop.kelsey.co.uk/myaccount

DISTRIBUTION IN GREAT BRITAIN

Seymour Distribution Limited
2 East Poultry Avenue, London, EC1A 9PT
Tel. 020 7429 4000. www.seymour.co.uk

DISTRIBUTION IN NORTHERN IRELAND AND THE REPUBLIC OF IRELAND

Newsread Tel: +353 23 886 3850

Kelsey Media 2023 © all rights reserved. Kelsey Media is a
trading name of Kelsey Publishing Ltd. Reproduction in whole
or in part is forbidden except with permission in writing from
the publishers. Note to contributors: articles submitted for
consideration by the editor must be the original work of the author
and not previously published. Where photographs are included,
which are not the property of the contributor, permission to
reproduce them must have been obtained from the owner of the
copyright. The editor cannot guarantee a personal response to all
letters and emails received.

Any correspondence submitted to Kelsey Media may be published,
our published assets include print magazines, digital editions, and
our websites. If you would prefer that we do not publish your name
and location (city), please state DO NOT PUBLISH at the end of
your correspondence. See our Privacy Notice www.kelsey.co.uk/privacy-notice/ for full details.

The views expressed in the magazine are not necessarily those
of the Editor or the Publisher. Kelsey Publishing Ltd. accepts no
liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously.
For more information of our privacy policy, please visit
www.kelsey.co.uk/privacy-notice/. If at any point you have any
queries regarding Kelsey's data policy you can email our Data
Protection Officer at dpo@kelsey.co.uk.

K KELSEY media
www.kelsey.co.uk

Welcome!

Hello, and welcome to the August issue of *T&M*. I'll kick off by admitting that I looked back through rose-tinted spectacles when including a guide to the Massey Ferguson 575 in this issue!

I appreciate that the 500 Series doesn't enjoy the plaudits that other MF ranges do, but I like it! I guess that's because it brings back so many memories of my younger years – with a couple of 550s and the 575 pictured lodged firmly in my mind.

As fate would have it, this very tractor passed by the window earlier – which is bizarre, given that I hadn't seen it for at least 15 years before then! It was owned by a local farmer and was very distinctive due to its PAVT rear wheels with red centres. We would borrow it to deliver hay to a local stable, in conjunction with a family friend's 35X, and it was well liked.

Anyone with experience of these tractors will tell you that steering one at top speed is a bit like wrestling a bag of snakes, and it certainly keeps you focussed! Aside from

the twitchy steering, the other abiding memory is the torque.

We had a particularly steep hill to climb on the way to the stable and I remember how well the fully laden 575 dealt with it. It might not have been the Cheviots or the Pennines, but it was significant for the edge of The Fens and saw many operators dropping a cog or two to negotiate it, but the 575 handled it with ease!

Memories like this help to categorise tractors in your head, and I can safely say that the 575 got the thumbs up after that.

I've never had the opportunity to operate an IH BTD-5 (one of the other machines featured in this issue), but I feel pretty sure that I would categorise it similarly. My bias aside, it looks great, has some good features, and has rarity on its side. What's not to like?

Until the next issue, all the best!

Scott Lambert

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



This photograph, taken c1998, shows a 1977 MF 575 and T&F trailer loaded with hay bales.



Main cover image: Stephen Crawford's Ford 5000 and Taarup S 1500. Photo: James Connolly.

SUBSCRIBE TODAY
Never miss an issue
and save money!

Turn to page 16 or visit the website:
<https://shop.kelsey.co.uk>

Contents

August 2023: Volume 29 Issue 10



34



17



21



43

FEATURES

ON THE COVER

11 ASHLEY'S LATEST

Peter Love admires Ashley Kidd's latest project – a true labour of love that resulted in one of the finest Fordson Ns on the rally circuit.

17 LOST CAUSE

International Harvester enjoyed tremendous success with its BTD-6 crawler, as well as the larger BTD-8/TD-8 and BTD-20 models, but the pint-sized BTD-5 did not get the reception that the company had hoped for.

ON THE COVER

21 MASSEY FERGUSON 575

It may not have been the best-selling model in the range, but the MF 575 still has a lot to offer. We advise you what to look for if you're thinking of buying one.

ON THE COVER

29 COUNTY THROUGH & THROUGH

Anne Bates and Peter Love admire the various models in Martyn Nicholls' collection of County tractors.

ON THE COVER

34 CLASSIC GRASS ACTION

A band of like-minded individuals get together to cut and gather silage using machines from a golden era.

38 COLLECTING GRASS

The humble trailer is an unsung hero of the farming fleet. We look back at some of the classic examples used to bring in the silage.

43 A DIFFERENT TYPE OF TRACTOR

The MB-trac 1800 intercooler is the focus of part six of the MB-trac story. Jonathan Whitlam explains its merits.

48 FARMER PHOTOGRAPHER

The final part of Kim Parks' nostalgic look back at his life in agriculture.

52 MF 35 HYDRAULIC SYSTEM

The Massey Ferguson 35's sophisticated, yet simple to operate, hydraulic system goes under the spotlight.

56 CASE IH 95 SERIES

Despite the introduction of the 3200 and 4200 Series, many argue that Case IH's 95 Series was the ultimate evolution of the World Wide Series skid unit. Our fact file shows what it had to offer.

REGULARS

6 NEWS

The latest news from the world of vintage, classic, and modern agricultural machinery.

SUBSCRIBE
Never miss
an issue and
save money!
SEE PAGE 16



16 SUBSCRIBE

Save more than 20 per cent on the cover price by subscribing to *Tractor & Machinery*. You'll get it delivered to your door, too.

32 INBOX

More correspondence from your fellow readers, with a prize, awarded by our friends at Jack Sealey Ltd., for the one that we like best.

42 JUNIOR

Another bumper crop of superb works of art from *Tractor & Machinery's* younger readers.

46 REVIEWS

A couple of premium products, for you and your workshop, to potentially spark some interest.

ON THE COVER

60 OUT & ABOUT

Events from both sides of the Irish Sea, enjoyed by David Reed and Peter Love.

67 NEXT ISSUE

Here's some of what you'll find in the September issue of *Tractor & Machinery*, on sale in all good newsagents, and some supermarkets, on Friday 25 August.

83 TRACTOR MART

Hundreds of classified advertisements for you to thumb through, as well as sales dates, the next section of our multi-part price guide, and a round-up of auction news.

122 LAST WORD

Peter Love's regular take on the world of vintage and classic vehicle preservation.

WORKSHOP

70 A NEW CHALLENGE

The Massey Ferguson 35's Perkins A3.152 engine begins to go back together.

73 NEW PRODUCTS

More new tools to kit out your workshop.

74 EXPERTS' ADVICE

Your questions are answered by our team of experts.

76 ROTAVATOR REFURBISHMENT

Further progress is made on this iconic implement.

80 BRAKE REPAIR

An industrial Dexta has a problem with the braking system. Andrew Hall and Barrie Everson investigate.

News

GOT A STORY?

THEN WRITE TO THE EDITOR:

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

EMAIL: tm.ed@kelsey.co.uk

IN BRIEF

The LTX tractor

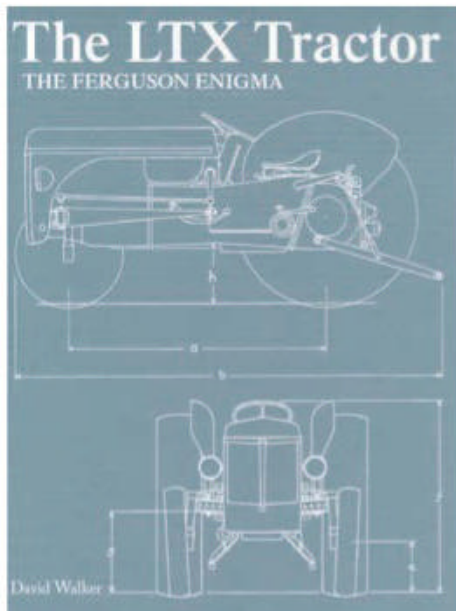
Engineers have always striven to design and make new and improved products, and in many cases success has been achieved, but along the way there have also been designs that have never quite made that final move of finding their way into the marketplace.

The subject of this new softback book, the Ferguson LTX (Large Tractor Experimental), is an example of one of those heroic failures, but also one demanding an explanation as to how this failure to clear that final hurdle came about.

Over the years the Ferguson LTX has commanded almost legendary status among vintage agricultural enthusiasts, along with a good deal of speculation and misinformation, and is the reason for this 128-page book.

Taking several years to complete, David Walker has talked extensively with numerous people in the UK and in America to source the reasoning behind and the demise of the LTX.

The book is priced at £14.95 (plus postage) and is only available directly from David. You can contact him by e-mail (walker_d20@sky.com) or, before 7.30pm, on 02476 679987.



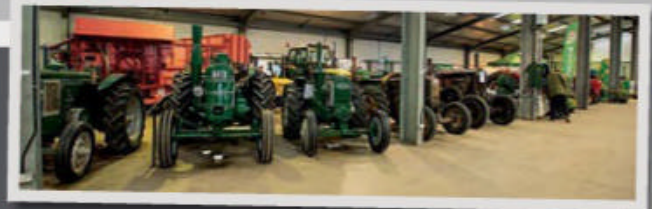
Pushing ahead with plans

The Newark Vintage Tractor & Heritage Show is celebrating its 20th anniversary this year with many traditional attractions and some new ones, including a new vintage plant class featuring diggers, bulldozers, and more. Taking place from 4-5 November, the event has already opened competition entries, which close on 13 September. Attracting more than 1,000 vintage tractors, implements, and commercial vehicles from across the UK, the event is the climax of the show season.

The organisers are particularly targeting exhibitors that attended the first Newark Vintage & Heritage Show 20 years ago. "It is an opportunity to gather, reminisce about previous shows, and celebrate the show's success over the years," said events and development manager Elizabeth Halsall.

The event is also celebrating the centenary of the row-crop tractor, including the iconic Farnall model, introduced in 1923 as the all-purpose tractor aimed at revolutionising farming.

This year, the Marshall Club is celebrating the 175th anniversary of William Marshall setting up his business.



This year marks the 175th anniversary of William Marshall establishing his business.

There are plans to have a display of early stationary and steam engines, as well as the later diesel tractors like the Field-Marshall and Track Marshall at the show. The company was founded in 1848 and based at the Britannia Iron Works, Gainsborough, Lincolnshire, not far from the Newark Showground.

"Marshall's products ranged from steam engines and threshing machines to diesel road rollers, diesel tractors and Track Marshalls," says Ian Palmer at the Marshall Club. "The last products were made in the 1990s."

Celebrating its 75th anniversary at this year's show is the Land Rover Series I, which will have its own class, says Mrs Halsall.

To assist exhibitors that do not have online access, paper exhibit entries are free until 31 July. Thereafter there will be a £5 admin charge with all paper entries, which must accompany the entry form by post only. Entry forms must be completed in full, and the handwriting must be legible.

For more information about the show, and to enter your exhibit(s) online, please visit the website: newarkvintagetractorshow.com

Ex-SAS advisor to tackle rural crime

AN EX-SAS MILITARY ADVISOR and his daughter have launched a new business specialising in improving farm security and personal safety.

Having spent 22 years working in corporate security following 24 years in the military, Mick Hawkes returned to rural Herefordshire, where he realised how significant the problem of rural crime has become.

"The Government and the police seem to do very little to help, and rural crime is a financial, physical, and mental burden on farmers," he says. "I came back to the UK to help people defeat criminals, teaching personal safety and situational awareness with my daughter Keeley. But when I realised the challenges that farmers and rural communities are facing, I

decided to see if I could help them with a more practical approach."

Mr Hawkes spent 14 years in the SAS, and as part of his work in Northern Ireland he worked for four years breaking into farm complexes covertly to combat the IRA. He then returned to Hereford, where he taught military students in the art of Close Target Recces, again, working around farms covertly. "I therefore have a strong understanding of farms' weak points and know that farmers and farm workers are the first line of defence against criminals."

Rural theft across the UK cost an estimated £40.5m in 2021, according to NFU Mutual's annual report, with thieves targeting fuel, livestock, and machinery. The cost increased by

more than 40 per cent in Q1 of 2022, with rural crime a worry to 50 per cent of the rural community.

The rise in animal rights extremists breaking into farms is also a very real threat, and training in farm security and situational awareness will help producers to combat this.

Mick also knows that farmers are on tight budgets, so he is offering a cost-effective approach to farm security, rather than selling expensive security systems. "We can carry out security assessments of vulnerable farms that have been targeted for crime, then recommend cost effective solutions using what they already have, to ensure we keep recommendations realistic."

For more information, visit the website: hawkesandco.uk



Zetor & Branson Tractor Dealer for Herefordshire, Worcestershire, Gloucestershire & South Shropshire. We are a **family-run** business with **over 50 years** of working with Zetor Tractors.



We Sell Spare Parts For All Zetor Tractors From 1946 To The Present Day



www.zetor-dealer.co.uk  

T: 01886 853637 Alan: 07870 933540

Criftens Farm, Sapey Common, Clifton Upon Teme, Worcester, WR6 6ES

IN BRIEF

Annual match

The Vale of Glamorgan Ploughing & Hedging Society held its summer meeting at the Six Bells Inn, Penmark, on Thursday 15 June, writes *Basil George*.

The chairman, John Thomas of Gileston Farm, welcomed the members present, stating that this year's ploughing event will be held at Boverton Place Farm, Boverton, Vale of Glamorgan CF62 4NS, by kind permission of V J Thomas and Sons, and this year's president will be Cathy Thomas of Pancross Farm.

The schedule and entry forms for the match have been approved and will be available from the secretary over the next few weeks. Four teams of horses have confirmed they will be attending the event. Many of last year's sponsors have already booked their space in the programme. The secretary can be contacted for further bookings.

Judges have been confirmed for all classes, with one judge dedicated to the Ferguson Welsh Open ploughing event. Further information can be obtained from the chairman on 07879 026937, the secretary on 07855 414759, or via e-mail: valeploughing@gmail.com

**Glenluce donates**

The Glenluce Vintage Tractor Rally recently presented cheques to Cancer Research UK, Dumfries & Galloway Blood Bikes, and Wigtownshire Multiple Sclerosis Society, writes *Bob Weir*. Each charity received £5,250.

The money was raised at this year's National Vintage Tractor Road Run, which was held at Kirkcolm, near Stranraer, on Sunday 9 April 2023.

Glenluce Tractor Rally is a non-profit organisation, and all monies raised by the rally are used in the organisation of the event, or in donations to charity. To date, more than £30,000 has been raised for good causes.

Land Rover anniversary at Shrewsbury

2023 marks the 75th anniversary of the introduction of the Land Rover. The first Series I models rolled off the production line in 1948. The Land Rover soon became the vehicle of choice for use in the British countryside and the furthest most remote reaches of the world.

The Land Rover dominated the market until the late 1970s/early 1980s and was used by the military all over the world, but predominantly in Commonwealth countries.

The original design was so good it remained in production until 1983, albeit constantly evolving from Series I to II and onto Series III. The boxier 90 and 110 were introduced in 1983. The Land Rover Defender, as it eventually became known, ceased production on 29 January 2016.

To celebrate Land Rover, the County of Salop Steam Engine Society is having a special display at this year's Shrewsbury Steam Rally over August Bank Holiday weekend. There will be early models from 1948, up to models registered on or before 31 December 1989. Entries so far include short- and long-wheelbase models, civilian, and military versions. There will be some special versions, including models adapted for special



uses in agriculture, ambulances, and fire engines. The earliest models attending are two Series I vehicles registered in 1949, during the first year of production.

Throughout each day, spectators can enjoy moving convoys of historic commercial vehicles, including buses and fire engines, vintage cycles, working horses, vintage and classic tractors, pre-and post-WW2 cars, and classic motorcycles.

The rally covers 45 acres of beautiful parkland and hosts a variety of preserved commercial vehicles that includes lorries, buses, fire engines, and a large display of military vehicles. The Olde Time Fair offers lots of fun, with steam-powered rides for all – accompanied by vintage fairground music. Finally, there are some excellent miniature steam engines, a popular craft marquee, and six acres of trade stands.

The Golden Age of Victorian Farming proves ever popular, and pride of place is the working field, which welcomes both pre-1940 and post-1940 tractors. More than 240 tractors of various marques (some static) will be on view at the showground.

For more information, or to buy tickets, please visit the website: shrewsburysteamrally.co.uk

RVT acquires TVT

ON WEDNESDAY 5 JULY, Rea Valley Tractors (RVT), a leading tractor & agricultural dealer for New Holland, JCB and Kuhn Farm Machinery, signed heads of terms to acquire neighbouring New Holland and Kuhn dealer Teme Valley Tractors (TVT).

TVT has a highly reputable and long-standing history supporting the New Holland and Kuhn ranges and this acquisition will combine a wealth of technical knowledge and understanding of the brands to help better serve the local agricultural community.

Customers will benefit from an enhanced offering in the region, with more choice of New Holland and Kuhn equipment available within the larger group. There will

also be an expanded product range from a single provider, offering additional brands such as JCB materials-handling equipment, Bailey trailers, and domestic ground care products.

Both TVT Welshpool and Knighton branches will continue trading from the current locations, and TVT employees from both businesses will transfer to Rea Valley Tractors at the completion of the deal, targeted to be the end of September.

RVT made several exciting changes to the business in November last year, including being appointed the New Holland Agriculture dealer over a larger trading area with three new branches, and the expansion of

its JCB territory into Cheshire. The three new branches are in Middlewich (Cheshire), Ormskirk (Lancashire), and Denbigh (North Wales).

With this acquisition, Rea Valley Tractors will operate from a total of nine locations, with each branch being a fully functional sales, service, and parts operation that can independently serve each local area.



Rea Valley Tractors' Shrewsbury headquarters.

CHEFFINS

HARROGATE VINTAGE SALE

GREAT YORKSHIRE SHOWGROUND, HARROGATE, HG2 8NZ

AUCTION SALE OF VINTAGE & CLASSIC TRACTORS, STEAM ENGINES, CLASSIC COMMERCIALS, SPARES AND BYGONES

ONLINE
BIDDING AVAILABLE



Trantor Series 1



Massey Ferguson 135 Multi-Power (1,635hrs)



Massey Ferguson 20

FURTHER ENTRIES INVITED – closing date Friday 21st July

Categories include: Vintage & Classic Tractors, Steam Engines, Classic Commercial, Implements, Bygones, Stationary Engines, Memorabilia, Spares and Ploughs etc

SATURDAY 19TH AUGUST 2023

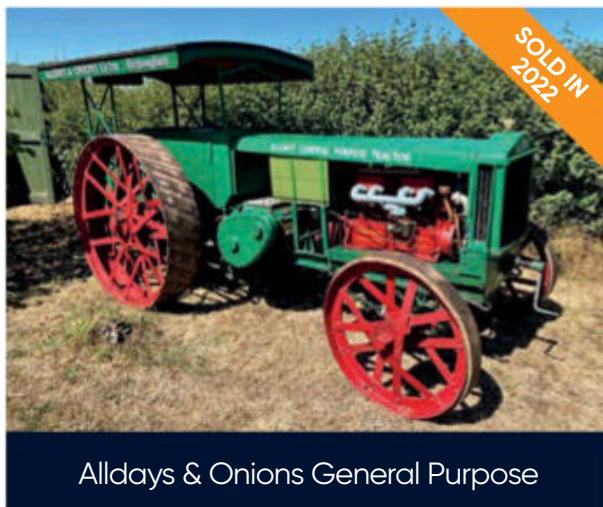
CAMBRIDGE VINTAGE SALE

THE SALEGROUND, SUTTON, ELY, CAMBS CB6 2QT

AUCTION SALE OF VINTAGE & CLASSIC TRACTORS, STEAM ENGINES, MOTORCYCLES, CLASSIC COMMERCIALS AND CLASSIC CARS



Overtime Model N



Alldays & Onions General Purpose



Bates Steel Mule

FURTHER ENTRIES INVITED – closing date for entries Monday 11th September

To include: Vintage & Classic Tractors, Steam Engines, Classic Commercial, Motorcycles, Implements, Bygones, Stationary Engines, Enamel Signs, Literature, Automobilia, Models, Memorabilia, Spares and Petroliana.

FRIDAY 20TH AND SATURDAY 21ST OCTOBER 2023

Property | Land | Fine Art | Farm Machinery

cheffins.co.uk

Cambridge • Saffron Walden • Newmarket • Ely • Haverhill • Sutton • London

01353 777767

FORDSON TRACTOR EXPERTS

A large range of parts for all models up to the mid 1950's



**COX & TURNER
ENGINEERING**

Telephone: 01202 823322
www.coxandturner.co.uk
E-mail: martin@coxandturner.co.uk

Delivered to your door • Across the UK • Next day delivery

PARTS, ACCESSORIES, LUBRICANTS & WHEELS

Dealers of Marshall Trailers Equipment and LWC Agricultural Attachments

CLASSIC & MODERN

NEW & USED

LWC Attachments
on Stock
Ready for Dispatch



Find us on
Stand G136
at Driffeld Show
19th July 2023



- 2 Person Workplatform (no brackets)
- 6ft & 9ft Toppers
- 1ton Front Weight Box



Rims & Tyres
Cab Parts & Seating
Service Parts
Wearing Metal
Harvesting Parts
Paint and Lighting
Starter Motors
Lubricants
and more...



powered by
KRAMP



01823 681131

INDEPENDENTAGRIPARTS.CO.UK
FILEY, N YORKS

It's a
**"Tea for me, four sugars
and enough milk so it's the
colour of He-Man."**

kind of insurance policy.

Vehicle insurance as individual as your needs.

☎ **0330 173 4838**

🌐 **footmanjames.co.uk**

*All cover is subject to insurer's terms and conditions, which are available upon request.

Footman James is a trading name of Advisory Insurance Brokers Limited. Registered in England No. 4043759. Registered Address: 2 Minster Court, Mincing Lane, London, EC3R 7PD. Authorised and regulated by the Financial Conduct Authority. REG002780

CELEBRATING

40
YEARS



Ashley's latest

Finding younger people restoring pre-1945 Fordsons is rare these days. Peter Love talks to Ashley Kidd to find out what it is about these tractors that interests him.

The latest tractor to emerge from Ashley Kidd's workshop is a 1943 industrial Fordson N Land Utility industrial, which debuted at his local Stradsett Park Vintage Rally in May.

Working on his extensive Fordson fleet is certainly relaxing for Ashley, who is helped by his retired father, Peter, when needed, as he is kept busy working for R B Trucks Ltd. at Stow Bridge, near Kings Lynn.

He has been an HGV technician at the company for 13 years, since leaving school, and is renowned for building heavy recovery vehicles – like the DAF XF six-wheeler that he has just completed (see overleaf).

Although they are not exactly in fashion these days, at one time every major collection had at least one Fordson Standard N in it, but that's not surprising given that approximately 200,000 examples were produced at Ford's Dagenham factory between 1933 and 4 June 1945.

Despite diesel-powered tractors being the choice of many, these Fordsons still have their fans – as was demonstrated at the recent auction of the late John Simpson's collection near Market Rasen, Lincolnshire, when 13 examples went under the hammer for a combined total of £56,200, with two industrial Ns making £19,500 between them.

The interest in these tractors is helped by two major clubs providing assistance,

an abundance of new and used parts being available, as well as knowledgeable people being on hand that know what features are right and wrong for these workhorses according to their age and specification – with many examples featuring a plethora of parts from various eras.

Ashley's tractor is no exception, and was found in a rough, dusty condition in the small village of Three Holes, on the Cambridgeshire/Norfolk border, where it had been lying for at least 20 years.

Despite its condition, Ashley was keen on the tractor, as it is an industrial model. It featured several wrong parts, including some from a 1931 model, and although the back plates and brake shoes were present on the rear axle, ➤



Ashley Kidd's 1943 Fordson N Land Utility industrial at the Stradsett Park Vintage Rally.



This is Ashley's latest creation for R B Trucks Ltd.
– a DAF XF heavy recovery truck.
Photo: Ashley Kidd.



the drums were missing and had been replaced with a U-shaped piece of bar for the shoes to act on.

With the tractor back at Ashley's workshop in Downham Market, he spent the afternoon stripping it down to find that the engine number and other parts surprisingly tallied.

ENGINE OUT

The radiator and fuel tank were removed before the cylinder head came off, and the engine was separated from the rest of the tractor.

With the engine on the bench, it was decoked, and the valve assemblies were removed. Ashley recut the valve seats and reground them, as well as de-glazing the bores, which were found to be in good condition.

As for the bottom end of the engine, the white metal bearings were excellent and just needed a good clean up. New gaskets were fitted throughout, and the engine was reassembled.

The magneto was rebuilt by Ashley's cousin, leaving him to rebuild the carburettor with new parts for the choke, as well as new throttle and choke linkages, as they were missing. He also produced the correct type of air filter for this model, as the one fitted did not suit the specification.

The cooling system was next on the agenda, with the water pump a notorious weak point of the Fordson N. Ashley turned up a new input shaft on the lathe and repacked the glands in the process. A new radiator core came from Boston Motorcool, which completed this area.

The fuel tank received attention from the pressure washer before a replacement fuel tap and fuel pipes were fitted.

It was then the turn of the front axle, which saw Ashley at the lathe again – this time making new kingpins and bushes. The drag link and track rod ends also received attention, as well as the steering box – which needed new bearings and seals from Cox & Turner Engineering in Somerset.

The steering column was replaced with a second-hand unit, and the rim of the steering wheel was missing completely, so a new one had to be welded on and re-finished. The result is excellent.

Industrial versions of Ford's tractors had been around from the 1920s, when other companies converted them, but it would be the 1930s when Ford really got



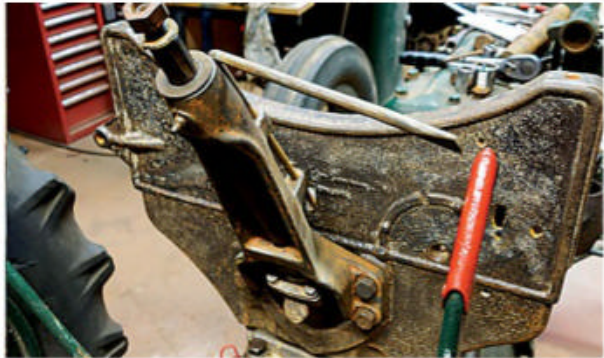
Note the hitch and brake drums – not features you’ll find on all Fordson Ns!



First impressions are that the tractor looked good, but it was rough in places and needed a considerable amount of work to put right.



The brake mechanisms before (right) and after they were overhauled.



The replacement upper fuel tank support and steering column in place.

in on the act. The military was an early user of such tractors, with many of them featuring twin rear wheels and cabs.

As WW2 evolved, more industrial Ns were desperately needed by the armed forces, and despite the RAF being keen on the more powerful David Brown product, it was found that the Fordson, with its wet clutch, was a far better proposition. The David Brown tended to slip its dry clutch if worked hard.

With a shortage of tugs and the like, the military accepted adapted Fordson N Land Utility models without cabs. Instead of being petrol-powered tractors, like the earlier military examples, they were now petrol/paraffin-powered, with a better braking system, and a special hitch. This example is one of those. ➤



After road testing the tractor, it was stripped down and the laborious task of preparing and painting could begin. Ashley is methodical in his approach to the task, which certainly helps.



Brake drums and new pedal linkages were required.

Photos: Ashley Kidd.

WEAK POINT

The oil-immersed clutch had been subjected to abuse on this tractor and was worn out, so the faces were turned, and new, old stock plates went in.

As for the transmission, the gear teeth and bearings were in good order, and the phosphor bronze differential was in excellent condition. This was a weak point on these tractors and the reason why so many were scrapped.

The rear axle trumpets were removed to be cleaned and fit new oil seals to. The brake back plates and shoes were freed off, cleaned, and refitted and Ashley found a pair of brake drums on eBay, which was a stroke of luck!

The face of the drums was good, and they slipped on, just as intended. The braking mechanism needed some attention, but work in this area was not as involved as Ashley first imagined.

New metal was required for the centre of the seat, and a new leaf spring was required, but with everything now fitted to enable the engine to be run for the first

time, Ashley decided to take the time to do just that.

It started on the sixth pull of the handle, and with the timing right, after half an hour of running, things were good, and the smoke haze had disappeared.

Ashley was fortunate to have two Dunlop industrial tyres for the rear in stock. They were perfect inside, which is something you need to consider when using such things, and a pair of Lassa TR-66 6.00x19 three-rib tyres went on the front.

The road test went well, and it was time for Ashley to turn his hand to preparing and painting the tractor. He is a firm believer in using a wire wheel to get the tractor back to bare metal, before applying two coats of Pronto Paints red oxide, using two-pack thinners and good-quality spraying apparatus.

Numerous coats of Millaco 2K high-build primer went on next, leaving three days between each coat to enable it to go hard, before rubbing down in preparation for topcoats. For this, Ashley chooses to use Delfleet 280 in a satin finish. It's a two-pack system

that comes in around £50 per litre, but he says that it's an excellent paint that produces a fantastic finish.

There is no electrical system on the N, and therefore no lights, so the finishing touches include a period Pyrene fire extinguisher, horn, mirror, and Fordson foot pump.

Allis-Chalmers might have been the major feature, but the Fordson certainly stood out from the crowd when it made its debut at the Stradsett Park Vintage Rally. It drew many admiring glances and is a credit to this talented and hard-working 29-year-old. ■

**The Fordson
certainly stood
out when it
made its debut**



**The Pyrene fire
extinguisher is a lovely
finishing touch.**



We are moving...

We are excited to inform you we are moving to new premises.

There will be no disruption to our service during this time, where we will continue to fulfil our commitment as your one-stop-shop for all things DB! We thank our valued customers for their continued support.

www.davidbrownparts.com

Tel: 01989 562743 (9-4 Mon-Fri)

Email: peter@davidbrownparts.com



Our new address:

Unit 1, Enterprise Centre, Alton Road Industrial Estate, Ross on Wye. HR9 5NB

The DB Specialist

THE WORLD'S BEST-SELLING TRACTOR MAGAZINE

SUBSCRIBE TODAY

Get 6 issues for just £21*



Great reasons to subscribe...

- Never miss an issue
- Free delivery direct to your door
- Be the first to read new content
- Save money on shop prices

2 EASY WAYS TO ORDER

1 **Online** shop.kelsey.co.uk/TMA23

2 **Call** the hotline on 01959 543 747
Hotline open: Mon-Fri 8.30am-5.30pm

DIGITAL OFFERS AVAILABLE

*Offer available for UK Direct Debit customers only. Savings are based on the standard cover price of £4.30. Your subscription will start with the next available issue, and you will receive 6 issues in a year. Prices are correct at the time of print and subject to change. For full terms and conditions visit shop.kelsey.co.uk/terms. Data protection: We take great care in handling your personal detail and these will only ever be used as set out in our privacy policy which can be viewed at shop.kelsey.co.uk/privacy-policy. You may unsubscribe at any time.

Lost cause

Despite the success of most of its products, IHGB didn't always get it right. T&M looks back at the much-maligned BTS-5 crawler, 60 years after its launch.

Like many of the manufacturers building machinery in the 1960s, the International Harvester Company of Great Britain enjoyed tremendous success with its products. The B-275 and B-414 are obvious examples of its achievements, but its B-12 and B-13 ploughs, B-23 mower, and B-46 and B-47 balers also aided IHGB's popularity.

Due to the market share enjoyed by the B-275 and B-414, as well as the dominance of the BTS-6 crawler, IH decided to introduce a smaller tracklayer built around the underpinnings of the wheeled machines produced at Bradford.

Development work purportedly began in the late 1950s, with a small crawler based on the B-250/B-275, but it got no further than the prototype stage – leaving the BTS-6 to lead the charge for the company's crawler range.

At the end of the 1950s and early '60s, the Doncaster-built BTS-6 was selling in droves, with more than 2,000 sold every year between 1959 and 1961, so the small crawler idea was resurrected, and work started on producing prototypes for a new model.

Although a crawler based on the 35hp B-275 or 40hp B-414 may seem a strange idea, given that IH had uprated the BTS-6 from a 40hp machine to a 50hp model in the mid '50s, there was method in the company's madness. It was envisaged that the new crawler would be suitable for export markets, particularly Italy, where such machines were seen as perfect for use in confined spaces and/or on undulating terrain.

The likes of Fiat and Landini were dominating the market in this part of Europe, and IH hoped it could infiltrate by producing a smaller crawler to take on the established brands – cue what would become known as the BTS-5.

At the heart of the design was a Bradford-built B-414 skid unit, powered by the BD-154 four-cylinder engine, producing 40hp. Also retained were the dual-range transmission (eight forward, two reverse), power take-off, and three-point linkage.

This configuration wasn't new, as the County Full Track had similar traits – but

it was larger than the model IH was proposing and aimed at the same market as the BTS-6.

Married to the B-414 skid was several parts of the BTS-6's running gear, which had evolved since the crawler was first built at Doncaster in 1953 to become dependable and productive. This would lend itself nicely to the BTS-5 and be adaptable to two track widths to suit prospective purchasers.

PROTOTYPES

The first prototype BTS-5 looked very much like a BTS-6 with the bonnet from a B-275, but later incarnations used the bonnet from a B-414 – which was much more agreeable. The common ➤



The Fenton family's IH BTS-20 and IH BTS-5. Sadly, the smaller tracklayer did not enjoy the same success as the Rolls-Royce-powered behemoth. Photo: David Fenton.

thread was the operator's area, as it used the same fuel tank and seat configuration as utilised by the BTD-6.

Unlike the BTD-6, the prototypes for the BTD-5 did not use the same method of steering as the larger crawlers, which used levers for the steering clutches and pedals for the steering brakes. The small tracklayer solely used levers – with a two-stage system employed for the planetary steering. Partial movement of a lever permitted a gradual turn, while a tighter turn could be achieved by pulling the corresponding lever right back.

This feature remained on production models, the first 10 of which were built in 1963, with the BTD-5 making its debut in December of that year at the Smithfield Show. The obvious differences between the new model and its prototypes were the fuel tank(s) and seat arrangement, as well as the bonnet.

IH chose to lose the BTD-6 tank and seat combination in favour of two seven-and-a-half-gallon (34-litre) tanks (one mounted each side) and the B-414's 'hooped' seat assembly with individual backrest. The bonnet was a bespoke design, with a 'bullet hole' grille and overhanging surround. It looked purposeful, as well as doing a job.

The price of the new machine was a colossal £1,625, which got you a comprehensive package on paper, but not necessarily one that would set the farming world alight. The tried-and-tested BD-154 engine was a four-cylinder, indirect-injection unit developing 40hp and 115lb/ft of torque at 1,300rpm. Bore and stroke were 3½in and 4in (88.9mm and 101.6mm) respectively, while rated speed was 2,000rpm.

Transferring drive to the eight-speed transmission was a single-plate, 11-inch (279mm) heavy-duty clutch, operated by foot pedal, while BTD-5s fitted with a PTO utilised a dual clutch – with an 11-inch (279mm) transmission plate and nine-inch (229mm) PTO plate. The PTO itself was a two-speed unit that, like the B-414, could be specified as 540/745rpm or 540/1,000rpm.

As the hydraulic pump was mounted on the engine, the BTD-5 could be fitted with 'live' hydraulics if required, with the top cover acting as a separate reservoir for the oil, and feed and return pipes running along the right-hand side of the machine between it and the pump. Operating pressure was 2,050psi (141 bar).

BASIC SPECIFICATION: IH BTD-5

Engine	IH BD-154
Power	Engine: 40hp Belt: 35hp Drawbar: 28.5hp
Cylinders	4
Bore	3½in (88.9mm)
Stroke	4in (101.6mm)
Displacement	154cu in (2.52-litre)
Clutch	Transmission: 11in (279mm) PTO: 9in (229mm)
Transmission	8 fwd, 2 rev
PTO	540/745rpm or 540/1,000rpm
Lift capacity	1,800lb (821kg)
Steering	Planetary Two-stage levers
Turning radius	64in (1,630mm)
Track gauge	40in (1,016mm) or 48in (1,219mm)
Track shoes	40in: 10-12in 48in: 10-20in
Length	4-roller frame: 115.5in (2,930mm) 5-roller frame: 116.5in (2,960mm)
Width	40in-gauge: 53in (1,350mm) 48in-gauge: 61in (1,550mm)
Weight	40in-gauge: 7,450lb (3,379kg)* 48in-gauge: 8,030lb (3,642kg)*
Price	40in-gauge: £1,585** 48in-gauge: £1,625**

* 10in shoes
** December 1964

SERIAL NUMBERS: IH BTD-5

Year	Serial numbers	No. produced
1963	501-510	10
1964	511-538	28
1965	539-563	25
1966	564-566	3
1967	567-667	101
Total	-	167

Dorset farmer Richard Dunning has an extensive collection of IH equipment and still uses his BTD-5 for occasional tasks. Photo: Richard Dunning.



Optional at the rear was the familiar three-point linkage, with category II ball ends, adjustable check chains, and a lift capacity of 1,800lb (821kg). The average lifting force at the end of the lower links, when horizontal, was the same on the B-414, but unlike its wheeled cousin the tracklayer did not have the option of IH's Vary-Touch hydraulic system, which had an increased lift capacity of 2,600lb (1,169kg).

The BTD-5 was at home with mounted disc harrows, rotavators, and the like, but could also plough on the land using a special offset frame. This arrangement was, purportedly, unsuccessful, as much of the power available to the operator was required to prevent the machine from being pulled into the furrow.

A swinging drawbar was a standard fitment, with 13½in (317mm) of lateral movement either side of centre, permitting the use of trailed disc harrows, seed drills, Cambridge rolls, and the like.

The bulk of options were available in the track department – to suit either a 40in or 48in gauge, and a four- or five-roller track frame. Standard shoe equipment was 10in or 12in, but 14-20in shoes were also available for 48in-gauge machines.

UNSUITABLE

The BTD-5 had a lot going for it, and even if it didn't really suit the needs of British farmers, it had a specification to suit export markets – but there was one thing that scuppered it more than its ability to plough on the land. Its price tag!

At its launch, it was £555 more than the new, 62.5hp IH B-614 wheeled tractor,



The three-point linkage allowed a variety of implements to be used in conjunction with the BTD-5. Photo: David Fenton.

which didn't help its chances of success, and when you compare it to other IH machinery that was available during its production run, it's not difficult to work out why just 167 BTD-5s were built over a five-year period.

The year after its launch, in 1964, the list price of a B-414 was £681 – less than half the price of a 40in-gauge BTD-5 at £1,585 – while a four-wheel drive B-450 (55hp) was just £1,543-9-0. A BTD-6 had a list price of £1,917-12-0. It is hard to deny that the BTD-5 was expensive, but that was not the only nail in its coffin.

The popularity of crawlers was waning and if the success of IHGB's stalwart, the BTD-6, could not even sustain the status that it once enjoyed, there was little hope for the pint-sized BTD-5. Peak production of the BTD-6 occurred in 1961, with 2,454 models built, but by 1967 (the final and peak year of BTD-5 production at 101

units), just 214 examples of the larger crawler were built.

Crawlers were no longer in vogue, as four-wheel drive conversions, from the likes of County Commercial Cars, Muir-Hill, and Roadless Traction, had proven their worth, and with a Roadless Ploughmaster 46 (46hp) having a list price of £1,509 in 1967, it was clear that the BTD-5 would never be able to compete.

This is a shame, as the concept was good, and the machine was pleasing to the eye – but it wasn't to be. The last BTD-5s rolled off the production line in 1967, leaving the B-275, 434, B-450, B-614, BTD-6, TD-8, and BTD-20 to fly the flag for IHGB's agricultural division.

The cost of the BTD-5 had obviously contributed to its failure, but the wheeled tractor ruled supreme in this power class, and that meant that the little crawler sadly never stood a chance. ■



A PTO further increased the BTD-5's versatility, but it sadly never fulfilled its potential. Photo: Richard Dunning.



Wheels, or tracks? Under the bonnets you'll find a lot of similarities! Photo: David Fenton.

TAMAR VINTAGE TRACTORS



TAVISTOCK, DEVON
Call Matt on 07966 881985



Ford 7000 - £25,000
Original, excellent tinwork. Dual Power, load monitor, pick-up hitch. Runs and drives well.



Marshall Crawler- £4250
An older restoration. Perkins Four 270D, 55hp, 6-speed gearbox with high/low range. 4K hours. Steering brake & clutch working well, good tracks.



International B275 - £3250
A smart, older restoration. Live Drive, starts, runs and pulls well through the gears. PTO & hydraulics in working order. A very useful tractor.



Ford 2000 - £4750
European build. Fully serviced, new tyres & battery. Starts, runs, drives well. Straight tinwork with original patina. A very collectable



MF MK2 65- £5995
Lovely example, Perkins AD203 engine, starts well. Good brakes, hydraulics & PTO. Straight tinwork. Pulls well, positive steering. V5.



MF135 - £7250
Genuine example, with just 2000 hours on the clock! Soft-clad cab, trip loader, bucket, rear weight and pick-up hitch. Working lights & wipers.

Many more tractors available. Please get in touch or visit
www.tamervintagetractors.co.uk
Nationwide delivery available.



DAVID BROWN CASE SPARES

We specialise solely in DB, Case, and carry a comprehensive range of spares and assemblies either new, used or reconditioned. Service exchange units available including Hydrashift Gearboxes, Hydraulic Control Valves, Engine Oil Pumps, Steering Rams, Short Engines etc., etc. We also specialise in Hydrashift Gearbox repairs.

All units are run up and tested in our Hydrashift test bed.

All major Credit and Debit Cards welcomed

BARCLEY WILLIAMS

**For further enquiries or advice please contact
Stuart Edwards or Barclay Williams on 01386 833694**

Fax: 01386 830469 Web: www.barclaywilliams.co.uk

Next Day Nationwide Delivery

Serving the Nation with 45 years of David Brown experience

NICK YOUNG TRACTOR PARTS



**Flexi Beacon
£33+ VAT**

**Suppliers of new and used parts
for John Deere tractors**
We supply to UK & Overseas

VISIT OUR WEB SHOP

Always breaking JD tractors for used parts - most models

STOCKISTS FOR:

Tel: 01673 828883 Fax: 01673 828892
www.nytractorparts.co.uk email: info@nytractorparts.co.uk
Unit 2, The Forge, Moor Road, North Owersby, Market Rasen, Lincs LN8 3PR



Specialists in Tractor Parts & Manuals



**WE STOCK 1,000S OF GENUINE
PARTS & MANUALS**

WE SUPPLY PARTS FOR:

- **Vintage & Classic Tractors • JCB • Case/IH**
- **New Holland • Votex • MF/Fendt • Amazone**
- **Maschio • Case/Gem Sprayers**

We specialise in hard to find and obsolete parts so please get in touch as we have new stock arriving weekly - huge savings on RRP

Looking for a manual? - if so please get in touch

Tel: 07789 793721 Email: simon@sps-parts.co.uk
Visit: www.sps-parts.co.uk



CLASSIC TRACTOR INSURANCE

£5,000.00 Indemnity for Public Liability and Third Party Cover including use on the road from £49.00 (with no hidden fees)

Cover as standard:

- Social Domestic & Pleasure use including your own agricultural use
- Cover for Shows including working events and road runs
- Any driver aged 21+ (Cover can be extended for under 21)
- Uninsured Loss Recovery including Legal Expenses up to £100,000



2022/23 rates starting from:

	Third Party Only	Third Party Fire & Theft	Comprehensive
1 tractor	£49.00	£54.00	£63.00
2 tractors	£74.00	£84.00	£102.00

****Further discounts apply for three or more**



01252 713148
enquiries@ccins.co.uk

Policies underwritten by KGM Underwriting Services Limited.
Uninsured Loss Recovery Services (legal costs up to £100,000) are provided by DAS Legal Expenses
Authorised and regulated by the Financial Conduct Authority

MF 575

What you should consider when buying a Massey Ferguson 575.

Launched in 1976, the Massey Ferguson 550, 565, 575, and 590 replaced the brilliant 100 Series models, ushering in the era of 'Q' cabs for tractors built at Banner Lane.

The 148, 165, 168, and 188 were just what MF needed to be competitive, but a change in UK noise legislation meant that from 1 June 1976 all new tractors had to be fitted with a safety cab that did not exceed 90dB(A) at the driver's ear.

Massey Ferguson's existing cab, available with flexible or rigid cladding,

met rollover requirements, but there was no way that it could meet the noise legislation that was coming into force. The solution was the Supercab – designed, the company said, to “provide the operator with the best possible working conditions – the best visibility, the best in noise level, the best temperature control, and the best in ergonomics.”

The first of the new 500 Series tractors to be launched was the French-built 595 – the largest model in the range and the replacement for the 1080. It arrived in 1974, two years

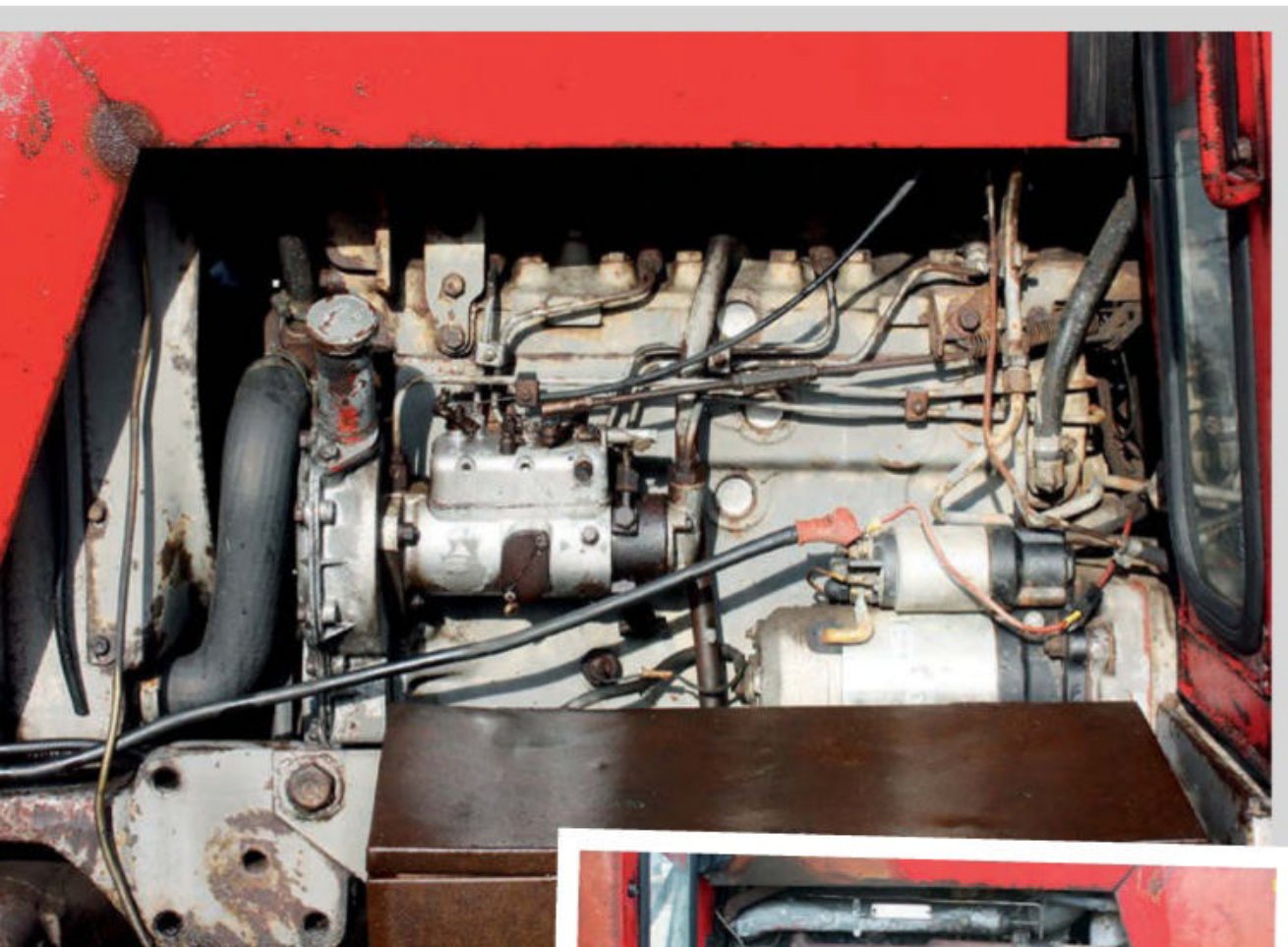
ahead of the others, that made their debut at the Royal Show at Stoneleigh.

It was clear that the MF 575 was derived from the MF 168, as the major mechanical elements remained predominantly unchanged, but there were several improvements, both inside and outside, that set the newcomer apart from its predecessor.

Of the new range, just the 575 and 590 would be assembled at both Banner Lane and Beauvais, with the 550 and 565 exclusive to UK production, and the 560, 592, and 595 solely produced in France. ➤

Built from 1976-82, in Britain and France, the Massey Ferguson 575 has a lot to offer.





ENGINE

The Perkins A4.236, that was first seen as the power source for the 175 at the launch of the Red Giants, was chosen as the engine for the 575. It had already gained a reputation for performance and reliability when it found its way under the bonnet of the new 500 Series model, but it would go on to become one of the best-liked Perkins engines ever built.

In production for more than 30 years, the 4.236 was the four-cylinder equivalent of the 6.354, with more than 70,000 built in the first three years. This ramped up to more than 60,000 per year in the UK between the late 1960s and mid-1980s, and gave Perkins an enviable position in the agricultural market.

Derived from the solid P Series engines, the 4.236 has a bore of 98.4mm (3.875in) and a long 127mm (5in) stroke, enabling it to develop an impressive 255Nm (188lb/ft) of torque at just 1,250rpm.

The engine, rated at 66hp (DIN), does not have any specific issues and, providing routine maintenance instructions are adhered to, should be good for at least 7,000 hours before a major rebuild is required. This, naturally, depends on the type of work undertaken. An engine that has spent much of its life in a tractor at low revs, hoeing root crops or spraying, will never last as long as one



The Perkins A4.236 is a fantastic engine, with great starting characteristics and brilliant torque. It is reliable and doesn't suffer from serious issues.

that has been subjected to more meaningful operations – such as sustained draft work.

Diesel engines do not respond well to prolonged periods of light work, and the 4.236 is no exception.

Check that all the fluids are in the right places, as milky oil can point to a head gasket issue, or something more sinister, but this engine is not prone to such defects.

Like all Perkins models of this period, starting should not be a problem provided the battery and starter are in fine fettle. See the engine starting from cold, wherever possible, and expect it to start readily at the first attempt unless the temperature is below freezing.

The engine oil and filter should be changed every 250 hours, and the fuel filter should be changed every 500 hours.

TRANSMISSION

An eight-speed gearbox, with synchromesh on third and fourth gear in each of the two ranges, was the standard fitment on two- and four-wheel drive MF 575s.

Some tractors suffer from reliability issues relating to the synchromesh aspect, but most perform without fault. When assessing an eight-speed MF 575, be sure to engage all gears and pay attention when changing from third to fourth on the move. Anything untoward will certainly require attention.

By this stage, Multi-Power (a 12-speed option) was generally reliable and provided the operator with a clutch-less change in any of the three forward gears (and one reverse) in each range. Those that have experience of Multi-Power will be aware of its quirks, but if it's new to you then you will need to know that you cannot tow-start a tractor equipped with this transmission, and there is no engine braking when the Multi-Power lever is in the 'Tortoise' position.

You can check the operation of Multi-Power by driving the tractor and operating the lever, mounted on the

CLUTCH

The 575 could be specified with one of two clutch arrangements – a familiar dual clutch arrangement as found on the 100 Series tractors and earlier, or the 'Split torque' unit for tractors fitted with independent power take-off (iPTO), as well as four-wheel drive versions.

If the dual-plate system is fitted, the operator must partially depress the clutch pedal to stop forward (or reverse) motion of the tractor, while depressing it fully stops drive to the PTO too. The Split torque unit means that depressing

BRAKES

All tractors in the 500 Series, except for the 550, used a five-plate, oil-immersed brake arrangement, with the 575 inheriting its rear axle from the MF 168.

The brakes are hydraulically actuated and therefore self-adjusting in terms of balance, so if the tractor does not stop in a straight line with the brake pedals locked together, there's an issue. This could be due to worn brake discs on one side, or a slave cylinder problem, but



Where fitted, check that the Multi-Power function operates as expected. See text for details.

dash panel. A 'split' should be easily noticeable, and virtually instantaneous – so anything different could point to problems in this department.

One of its other features is a 'hill hold' and you can check this by driving up a slope with the Multi-Power lever in the 'Hare' position. When the clutch pedal is depressed, the tractor should not roll back, but make sure to perform this procedure well away from others in case it does not operate as it should.

Die-hard Massey Ferguson fans will also know that a third transmission was fitted to the 575 – but it only appeared on some of the last examples produced in the early 1980s. The three-lever 'Synchro 12' unit was more commonly found on the MF 600 Series and comprised 12 forward and four reverse gears with a manual 'split' via a third floor-mounted lever, rather than Multi-Power's dash-mounted lever.

This gearbox became a firm favourite of MF operators and offered good reliability and a decent spread of ratios, but it will be difficult to find a tractor fitted with Synchro 12.

Irrespective of the transmission type, make sure that it performs as expected, as a fix will not be quick, or cheap.



The gear lever arrangement. Note the transmission oil filler cap next to the gear lever. Photo: AGCO.

the clutch pedal does not affect the PTO, and it is engaged/disengaged by a hydraulically actuated clutch instead.

To determine which clutch is fitted, depress the clutch pedal, and engage the PTO via the lever to the left of the seat. If the tractor has a dual clutch, the PTO won't rotate until the clutch pedal is released. If it's a Split torque type, then the PTO will start rotating immediately.

If the tractor has a dual clutch and the power take-off proves difficult to engage, with grating occurring, then it

is likely that the 254mm (10in) secondary plate requires adjustment or is worn out.

Secondary plate slip is unusual, but the best way of ascertaining if this is the case, or if there's an issue with the iPTO clutch, is to attach an implement that takes a considerable amount of power to drive – such as a rotavator.

The secondary plate can be inspected via the plate under the bell housing, but the tractor will need to be split if replacement is required, while a

problem with the clutch of an iPTO-equipped tractor is much more involved, necessitating removal of the cab and hydraulic cover. See 'PTO' section for further details.

You can check for slip on the transmission clutch plate slip by driving in first gear (high range) and applying the brakes. If the engine dies quickly, all is well.

Noise emanating from the bell housing can point to a failed release bearing.

either way it will require further investigation.

If the brakes make a 'chattering' noise when applied, this can point to worn discs, while a 'squawk' may indicate contamination of the oil, or the wrong type of oil in the rear casing.

The wet brakes on the 575 are good, but listen out for strange noises – which will point to a problem. Trailer brakes were an optional extra. Photo: AGCO.



PTO

When buying an MF 575, those looking for extra versatility could specify a two-speed power take-off. Switching from 540rpm to 1,000rpm meant that it was necessary to swap shafts from a six-spline shaft to a 21-spline shaft, by removing a circlip (featuring 'prongs') adjacent to the casting and withdrawing the shaft. Tractors without this type of circlip are 540rpm-only machines.

Several PTO combination options were available, but tractors with the standard eight-speed transmission were typically fitted with a dual clutch and 540rpm/ground speed, whereas 575s equipped with a Multi-Power transmission are likely to have a Split torque clutch with iPTO, and either a 540rpm PTO or 540/1,000rpm PTO.

Having said this, it is possible that some 575s fitted with a dual clutch assembly were also fitted with 540/1,000rpm PTOs, but ground speed PTO was not available in combination

with the 540/1,000rpm option.

Depending on the PTO option installed, the PTO lever, which is positioned to the left-hand side (low down in front of the seat), has either two or three positions – with three positions showing that the tractor has a 540rpm/ground speed PTO.

Ground speed PTO allows the shaft to turn in relation to the revolution of the tractor rear wheels and was often used to power a land-drive axle on a trailed lime or fertiliser spreader.

If the tractor you're viewing has iPTO, make sure that the shaft isn't rotating when disengaged. If it is, then the likelihood is that the brake on the hydraulic clutch pack has failed. This means stripping the rear end to replace the brake, or the entire clutch assembly – which is time consuming and costly.

Also ensure smooth engagement of the iPTO. Where possible, check this with a PTO-powered implement attached. Problems will point to the clutch pack.

HYDRAULICS

The 575 incorporated Ferguson System hydraulics, with draft, position, pressure, and response control, fed by a four-cylinder, Scotch yoke pump in the rear casting.

On live PTO models, output of this linkage pump is 15 litres per minute (3.35gpm), while on iPTO models it's 26.5 litres per minute (5.85gpm) at 207 bar (3,000psi). The pressure exceeds that of many other manufacturers' tractors from the time and can prove to be a real plus point.

On tractors equipped with Multi-Power, the linkage pump is complemented by an auxiliary pump. This provides priority services for Multi-Power and iPTO, if fitted, and has a flow rate of 36 litres per min (7.9gpm) at a maximum pressure of 172 bar (2,500psi).

This can be used independently or combined with the linkage pump to provide a hydraulic flow of 62.5 litres per

FRONT AXLE & STEERING

Most 575s advertised for sale are two-wheel drive models, but a four-wheel drive configuration was produced at Beauvais. At 66hp, this was not as popular as the four-wheel drive 590, so you'll have to search long and hard if a four-wheel drive 575 is what you're after.

The front axle on two-wheel drive variants is the same, heavy-duty version as that used on the MF 168, and features a gusset between the stub axle and kingpin. It's a robust arrangement, but wear will occur if maintenance has not been regularly undertaken. If you are looking at a tractor fitted with a loader, the wear will be amplified.

Jacking the tractor up will allow the kingpins to be checked, as the wheels can be rocked to ascertain if there's any movement. Doing this will also enable you to check the condition of the wheel bearings at the same time.

Hydrostatic power steering was fitted as standard, and those that have experienced one of these tractors will confirm that the steering is extremely light. Wear in the orbital unit will make it difficult to keep the tractor in a straight line, and wear in the steering shaft, which passes through the axle

support, will increase any steering wander present.

It's wise to check the system for leaks, especially around the hydraulic cylinder that can be found behind the grille, as well as ball joint wear – by operating the steering and observing any play. Incidentally, check that the top catch for the grille is tight. It can become loose, meaning the grille falls out and gets ploughed in!

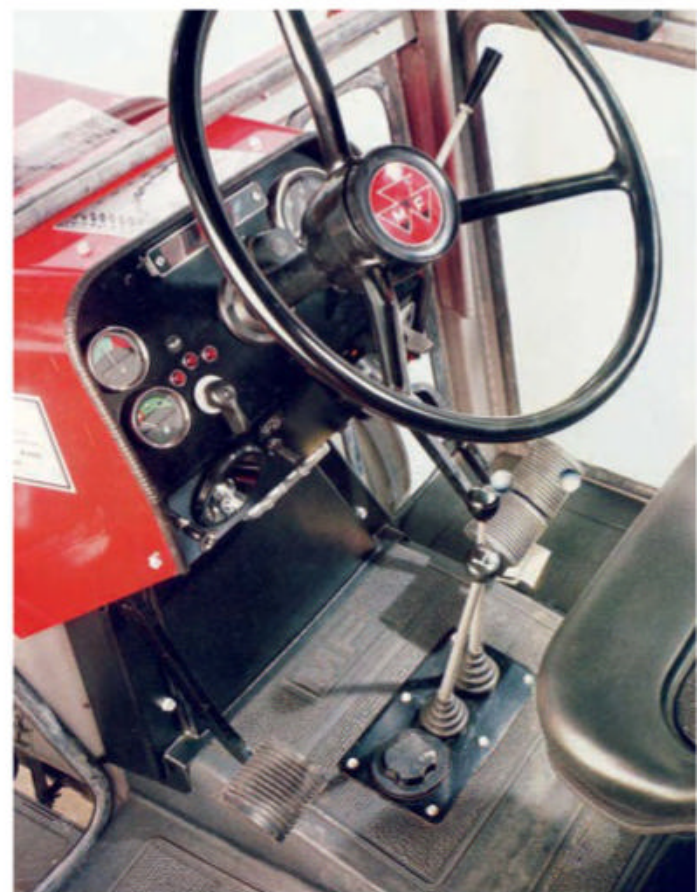


Check for the usual wear and tear on kingpins, as well as wheel bearings and the axle pivot.

CAB

MF's Supercab may not be particularly quiet by today's standards, but it's still got plenty going for it. The single door on the early examples doesn't appeal to all, but what a door it is! Access is terrific, and once inside it's pretty good!

The ergonomics aren't amazing, but there's a 'flat' floor, suspension seat



minute (13.75gpm) to up to three double-acting spool valves, via a selector valve. Spool valve levers are found to the lower right of the driver, above the diff lock pedal and adjacent to the parking brake.

Lift capacity is 1,796kg (3,960lb), which is more than adequate for a 66hp tractor, but later examples could be fitted with an assistor ram to increase lift capacity to 2,156kg (4,752lb).

Those using a mixture of category I and II implements will be pleased to hear that the 575 features interchangeable balls, to enable both to be used.

Although fitted with a drawbar as standard, a pick-up hitch was available as an option (most UK-spec tractors will have one). This is operated by rods attached to the rocker arms, and if the pick-up hitch doesn't operate satisfactorily you will have to adjust these rods, as they stretch over time.

The Ferguson System is one of the most reliable mechanical hydraulic systems ever produced, but nothing is without problems. You should check the operation of the linkage by lifting an implement, and if the lower links are slow to raise, or judder, then this may indicate that the transmission casing is low on oil, and/or the strainer (accessed via a plate on the underside of the transmission casing) is blocked. The pump is fed by around 40 litres of oil that are present in the transmission.

It is not unknown for the Scotch yoke pump to experience problems, but it is unlikely.



Look out for seized levelling boxes, welded drop arms and damaged ball ends – all of which this tractor has! Also note the lack of a pick-up hitch. Make enquiries before viewing a tractor if this feature is important to you.

ahead of the rear axle for a better ride, and pendant pedals for starters. Some of the controls may not fall easily to hand, but everything's straightforward and clear – which is pleasing.

There's ventilation and heating, and although air conditioning didn't appear on the 500 Series, it's surprising how

much air is admitted through the right-hand window – which is a top-hinged affair on cabs with a single door, and a sliding unit on two-door models.

There were three cab styles throughout the life of the 500 Series – the single-door unit with a red lower portion and a silver top, a two-door version in the same livery available from July 1979, and a two-door version that was all red with a silver roof – launched mid-1980.

The Supercab fares much better than its successor in terms of corrosion, but inspect the tractor you're considering carefully. With pressed steel elements spot-welded together, there are many

areas that are susceptible to condensation, and subsequently rust.

The roof, and the panel above the windscreen in particular, is a notorious rust spot, so inspect it carefully – especially if the tractor is in original condition and you want to maintain its appearance.

Interior cladding is susceptible to the ravages of time, so if it's not too scruffy it should be okay. Replacement cladding is available from specialists if required.

Check the cab doors for wear too, as they will drop at the hinges, making them difficult to close. This is easily rectified by placing washers on the hinges!



The Supercab is pleasant, with clear controls. If the single-door cab isn't for you, look for two-door tractor available from the latter half of 1979. Photos: AGCO.



Corrosion is common in this area. Other problem areas associated with the cab are bent/ill-fitting doors and poor interior cladding.

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE

ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>

CONCLUSION

It may not have been the most popular model in the range, but the Massey Ferguson 575 has plenty to offer for those looking for a reliable all-rounder, or a road run steed.

The oldest ones are approaching 50 years old, but don't let this put you off. Parts are readily available, and the technology employed was tried and tested before the 500 Series was launched. Think of the 575, in crude terms, as a 168 with a 'Q' cab!

It is the cab that can be the Achilles heel of these tractors, though, as any major issues with the transmission, PTO, or hydraulic system will probably necessitate removal of the cab.

This is okay if you've got a workshop that's large enough to accommodate such an exercise, and you're not afraid to get stuck in yourself, but if someone else is going to do the work for you the price can be considerable. Tractors from the 'Q' cab era are largely the same in this respect, so

it's not a problem that's exclusive to the MF 500 Series!

Prices will vary, depending on the age of the tractor, whether it's two- or four-wheel drive, how many hours it's got under its belt, and the specification, but the integrity of the cab can be a determining factor.

You can pick one up for as little as £4,000, but this is likely to be an off-farm example, complete with battle scars and plenty of remedial work required. At the top end of the scale, a concours example can be as much as £12,000, but the section in between will see you paying around £7,500 for a tidy, ready-for-work tractor. If originality's your thing, the sky is the limit! For a 'mint' original tractor, at auction, you can expect to pay as much as £20,000! Happy hunting!

** Thanks to former MF employee Chris Clack for his valuable insight. ■*

USEFUL CONTACTS

Ben Sergeant Tractors
Portadown, Co. Armagh
028 3833 3946
mftractorsparts.co.uk
MF parts specialist

Carpenter Goodwin Ltd.
Leominster, Herefordshire
Tel: 01568 616266
carpentergoodwin.co.uk
Tractor parts

Dumelow Tractors Ltd.
Dowlais, Merthyr Tydfil
Tel: 01685 637037
dumelow.co.uk
MF specialist

Howard & Sons Exports Ltd.
Marston, Wiltshire
Tel: 01380 723986
howardandsons.co.uk
MF specialist

RVW Pugh Ltd.
Mellington, Powys
Tel: 01588 620545
rvwpugh.co.uk
MF dealer



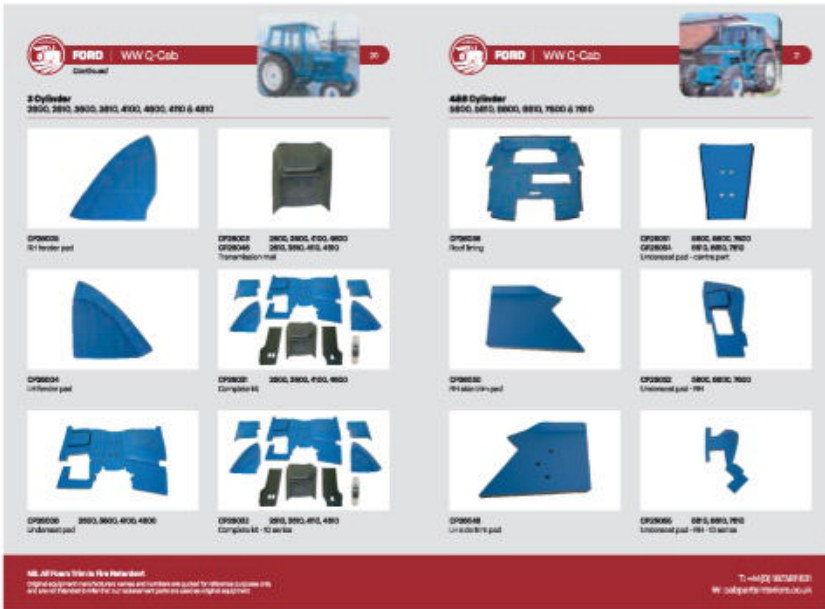
Buy the best tractor you can afford, and remember that a shiny one could be hiding a multitude of sins. This example is not the most attractive, but its problems are evident!



CAB PARTS INTERIORS LTD

DELIVERING QUALITY CAB PARTS

REPLACEMENT INTERIOR TRIM
A FAMILY RUN BUSINESS COMMITTED TO DEVELOPING NEW PRODUCTS TO MATCH THE QUALITY OF OUR SERVICE



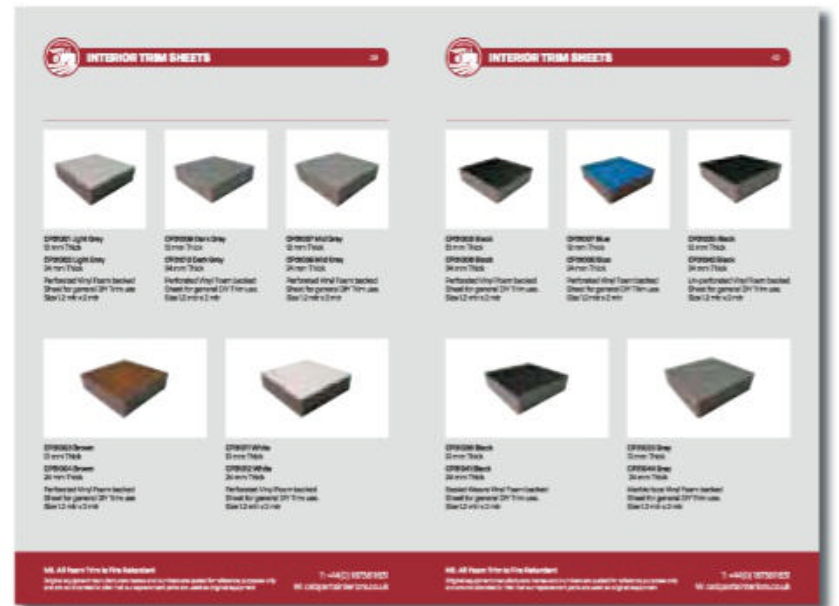
Cab Parts Interiors Ltd offer a large and varied range of trim products produced from original patterns.

CASE / IH
L - Series Cab
XL Cab
Maxxum & Maxxum Pro Series
DAVID BROWN
90 & 94 Series Sekura Deluxe Cab
FORD
Safety Frame Deluxe Cab
Sekura Ap Cab 3 & 4 Cylinder
Sekura Lp Cab 3 & 4 Cylinder
World Wide Q-Cab 3 Cylinder
World Wide Q-Cab 4 & 6 Cylinder
World Wide Q-Cab 4 & 6 Cylinder Flat Deck
Super Q-Cab Series 10 Force II Ultra
30 Series
JOHN DEERE
SG2 Cab
MC1 Cab
MASSEY FERGUSON
MF100 Sirocco Series
MF240 Cab Craft
MF300 Series
MF400 Series
MF600 Series
ACOUSTIC MATERIALS
INTERIOR TRIM SHEETS
RUBBER MATTING
GLAZING RUBBER
DOOR & WINDOW HANDLES
MISCELLANEOUS FITTINGS

PLEASE CONTACT US IF YOU WOULD LIKE A FREE BROCHURE



We can produce trim panels from original patterns - please call for details.
A wide range of acoustic sound proofing materials, matting and interior trim panels are shown in the brochure.



MOULDED FLOOR MATS - SEE OUR FULL RANGE ONLINE



Case IH Maxxum & Maxxum Pro



Case IH XL 4 CYL



Case IH XL 6 CYL



DB 90 & 94 Serie



DB 90 & 94 Serie



Ford WWQ Cab Transmission Mat



MF 550



MF 565



MF 575 590 595



MF 600 Series

ALL MAJOR CREDIT/DEBIT CARDS ACCEPTED

Tel: 01873 811631 • E-mail: sales@cabpartsinteriors.co.uk • Web: www.cabpartsinteriors.co.uk

COUNTY TRACTOR SPARES LTD

**For all your County tractor
spare parts requirements**

Tel: 02380 814340

Email: info@atosborneltd.com

Shelley Lane, Ower, Romsey, Hants, SO51 6ZL





G & M ORIGINALS
Modelling By Design

The Studio, 130 Hucknall Lane,
Bulwell, Nottingham NG6 8AR
TELEPHONE: 0115 8548871
WEBSITE: www.gandmorignals.com

Please call
for a free catalogue to
see our full range of
collectable models in
1/32 and 1/16 scale



NEW

1/16 Scale Oliver 500
Limited Edition of 50
Models £300

ALL MODELS AVAILABLE WITH YOUR OWN NUMBER PLATE
AVAILABLE NOW 1/32 SCALE VAK 1

All of our models are true collectors items that are hand built and finished in the UK using only the best UK sourced materials.
All of our models are limited editions of 50-500 maximum editions are stated with each model.
After these have gone they will NEVER be repeated.

Pocock Tractor Supplies Ltd

SPARES

Suppliers of new and
used parts for British &
American tractors

PARTS

VISIT OUR WEBSITE
TO SEE USED
TRACTORS & PARTS!

www.pocock-tractorsupplies.co.uk



Richard Pocock, Manor Farm, Berwick St John, Shaftesbury, Dorset SP7 0EX

T: 01747 828272 or 07821 184799

E: rjbpcocock@btinternet.com

The
British Rubber Co.

Established 90 years

Sole UK Distributor for Goodyear Vintage Tyres

Agricultural, Plant and Industrial Tyres • Next day Nationwide Delivery Guaranteed

The British Rubber Co now offers a wide range of agricultural trailer wheels and tyres
We offer full assemblies or separate units as tyres wheels alone
New and part worn tyres are available, depending on your needs and budget



AGRICULTURAL TRAILER WHEEL CONVERSATIONS

(Subject to trailer directions and clearance)

215/75R17.5 (twin fitment)	245/70R17.5 (twin fitment)
235/75R17.5 (twin fitment)	245/70R19.5 (twin fitment)

Possible conversion - 435/50R19.5 or 445/45R19.5

On. 6, 8 and 10 stud wheels

11.5/80-15.3	12.5/80-15.3
--------------	--------------

possible conversions - 435/50R19.5 or 445/45R19.5 and 285/70R19.5

On 6 stud wheels

Available in 560 60 22.5 & 560 45 22.5. Other sizes and options are available.



COMMERCIAL - AGRICULTURAL CONVERSATIONS

385/65R22.5

possible conversions - 550/45R22.5 and 560/45R22.5

on 6, 8 and 10 stud

445/65R22.5

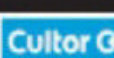
possible conversions - 550/60R22.5 and 560/60R22.5

on 6, 8 and 10 stud

Many other possible conversions - please call the office on
01274 585427 email: sales@britishrubberco.uk

www.britishrubberco.co.uk







County through & through

Like a stick of proverbial seaside rock, if you broke Martyn Nicholls open he would have County written right through him, says Anne Bates and Peter Love.

It's an obsession that Martyn Nicholls' wife, Rachel, and his daughters, Mia, and Amy, tolerate, although they do occasionally help him move the tractors around the yard.

The Radnorshire man's fascination with the marque began in his 20s, working in the forestry industry, wielding a chainsaw as part of a felling crew. Martyn would look on in awe at the power and traction displayed by the Countys, which were then the machines of choice for timber extraction. He would jump at the chance to put the chainsaw down and take to the driving seat of one of them.

This kick-started his desire to own a County and this

eventually came to fruition in 2006, when he purchased his first 974. This was the start of his five-County collection, which comes out as a whole when enough drivers are available – for local road runs and working events, but he's also not afraid to travel to indulge in his obsession.

He flew to Dublin to attend the Irish County Tractor Club's celebration of 90

years and took a low-loader of kit to participate in the Roadless 100 and County 90 Working Weekend near Rugby, Warwickshire, in 2019.

Not one to sit still, only a week after the working weekend, Martyn displayed four of his collection at the Nantmel Show alongside 21 other County tractors to mark the company's 90th anniversary. This was the largest display of the marque in Wales.

As an HGV driver, Martyn's used to covering considerable distances, and has been known to drive his tractors for many hours to participate in events. He took his County 1174 on a four-and-a-half-hour journey, covering almost 100 miles, to attend ➤

Martyn took his County 1174 on the 2022 National Vintage Tractor Road Run. All photos: Anne Bates.





Martyn with his 1164 at the Leominster Vintage Club's working event.



The County 974 is a clean machine.

the 2011 National Vintage Tractor Road Run at Haverfordwest. He slept in the Hara cab, enjoyed taking part in the run, and then drove home – arriving by 9pm!

He undertook a similar journey in 2019 for the Welsh National Tractor Road Run but, older and wiser, he towed a pick-up on a trailer behind the tractor and booked overnight accommodation.

Last year he drove the 80 miles to Llanilid for the National Vintage Tractor Road Run, taking a little over three hours to get there.

The first County in Martyn's stable was a 974, built in 1979. The 97bhp tractor was bought from a collective auction in Cheshire and is believed to have been owned by a drainage contractor, who

fitted a loader to it at one time. The tractor was originally supplied by Ernest Doe, before latterly being traded through Warrington Tractors.

MATCHING PAIR

His latest acquisition, which joined the fleet in 2021, is the sister to his 974, with the pair featuring consecutive registration numbers. Martyn first saw the tractor, when it was about four years old, on the back of lorry belonging to Dave Gittins – a Shropshire dealer and former owner of County Tractors.

It worked in agricultural specification while in Shropshire, before being converted by forestry engineering firm Cee Gee Ltd. of Builth Wells. It went to

work in the woods around Newbridge-on-Wye until 14 years ago, when it was sold to the Aberystwyth area. It was a dream come true for Martyn to bring these two tractors together.

Despite his affection for the 974 pairing, his favourite County in the collection is an 1174, which joined the fleet in 2010 from Llangynidr, in the Usk Valley, Breconshire, where it was used in the production of firewood. Originally a Lincolnshire-registered County, it was used on two farms before heading west. The 1174 is used every year topping grass, but gets most of its exercise on road runs and at working days.

Martyn's County 1164 was purchased off farm in Cwmdauddwr, Rhayader, in

He is keen to keep the County flag flying





Martyn's fleet at the recent Hundred House Tractor Run, with the restored 944 leading the way and the latest addition to the collection close behind.

Martyn Nicholls with his collection of County tractors.



2018, complete with a front blade that, coincidentally, came off an 1174 owned by Martyn's cousin, Roger Jones.

The purchase came just in time for the National Vintage Tractor Road Run in Knighton, Powys, where Martyn was instrumental in getting a record number of 56 Countys together, from all over Britain and Ireland, at the later County factory owned by Bensons – now home to Robb Morgan's County Tractors, Spares & Repairs.

The 1164 is thought to be a Kent-registered tractor, but it had worked in Herefordshire prior to residing in Rhayader. Like the 1174, it is used for topping grass, but mainly on road runs and at working events.

With four of his Countys in their working clothes, but in good order mechanically, Martyn embarked on restoring a 944 that he bought in 2008. It came from the Glynneath area, and Martyn, with the help of two friends, drove it home on a Sunday.

He set about a two-year restoration, with the aim to get the 944 to a useable condition. It's not necessarily one for the purists, as some cosmetic details are not correct, but it's a vast improvement on its rough and ready, as found, state.

Firstly, Martyn removed the blade and stripped the tractor down to the skid unit before reconditioning the engine and brakes. The skid unit was then tested and painted before attention turned to the tin work – replacing the mudguards and grille, prior to paint and the finishing touches, including a new wiring loom.

Martyn had some difficulty getting spares, as some were not readily available. The County-specific parts are more challenging to get, and he usually picks up spares, new and old, for the models that he owns from specialist dealers, dispersal sales, and the Internet.

The bulk of the mechanical parts are relatively easy to purchase, as the Ford skid units mean engine and transmission parts are in stock at most aftermarket suppliers.

Martyn says he will keep the other Countys in their work-worn state until the tinwork reaches the stage where it becomes necessary to restore them.

He is keen to keep the County flag flying, having become interested in them when they were not really in fashion. Now that's all changed, and he is reaping the benefits in terms of value, but prices are starting to get out of hand, he says. ■

Inbox

Letters, e-mails,
tweets & posts

STAR LETTER

Teagle Matchless



Dear T&M,

I thought that I had better get these pictures of my Teagle Matchless rotary mower to you after I had the July magazine this weekend and saw the mower section.

The wheels and guards featured in one photograph show the new, old stock parts that I was able to obtain from Teagle, whereas the pieces of mild steel are some that Teagle cut and formed for me for the rear wheel of the mower.

I have taken it to a few rallies this year and so many people want to stop and talk about it, telling me that it's nice to see implements at such events. I have heard so many anecdotes about broken cab glass, holes in tyres, and holes in sumps from flying stones or blades, that I could write a book!

At a rally in Holsworthy, Devon, a few weeks ago, one person told me that the

mower was not finished in the correct shade of green, but I politely informed him that Teagle supplied me with the RAL code.

I hope to make it the Yesterday's Farming event in Somerset, in August, as it features a haymaking section, but in the meantime, I have a lead on another Teagle Matchless mower – an early one that does not fold up – not far from me.

Martin Motton, Cornwall

SL: *It's great to see a Teagle Matchless restored to its former glory – and even better that it features new parts from the 1960s that came straight from Teagle's parts department! I'm pleased that you are exhibiting it for others to enjoy, and please keep us informed of any activity concerning the other Matchless mower.*



MF 200 Series



Photo: AGCO.

Dear T&M,

I'd just like to say there was an excellent read in the July magazine – the *Four-wheel drive on a budget* feature was very interesting.

I've had two MF 290s over the years – one was a 1981, two-wheel drive model with eight-speed transmission, and Duncan cab, while the other, which I still have and works every day, is a 1983, two-wheel drive tractor with 12-speed transmission, twin-flow hydraulics, and GKN cab. It had its first clutch in June 2020, with 7,000 hours on the clock.

I also had a four-wheel drive 265 with a Duncan cab and MF 80 front loader with electric trip and power grab. It was a good model, but under-powered. All the tractors were very reliable.

The first 290 and 265 were sold in the 1990s. I hope this is of interest to you.

Gareth Lloyd, Pembrokeshire

SL: *It's always interesting to hear others' experiences of the tractors we feature in the magazine. I find it particularly enjoyable when owners praise their machines, having owned more than one, as it can make people consider purchasing one, having not considered it before.*

WIN!

In each issue the Editor will select a star letter and the sender will receive a 14W COB LED rechargeable pocket floodlight with magnet, courtesy of Jack Sealey Ltd.
www.sealey.co.uk



WRITE TO THE EDITOR: Scott Lambert, The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL **E-MAIL:** tm.ed@kelsey.co.uk

UH UNIVERSAL HOBBIES

We are pleased to announce the release of this stunning 1:16 **County Super-4** from **Universal Hobbies**

This version is the last incarnation of the **Fordson Major** based **County** in the “**New Performance**” colour scheme which was only in production for a short time in **1963/64**.

This model will be available around late **August 2023**



J2781 | 1:16 scale
County Super-4 (1963)
£99.00



J2640 | 1:16 scale
Fordson Power Major (1958)

£72.00 (Available late August)



J2705 | 1:16 scale
Ford 5000 (1964)

£74.00 (In-Stock)



J2900 | 1:16 scale
Ford Super Dexta New Performance (1963)

£72.00 (In-Stock)

These models are available now so contact your local stockist without delay.
Alternatively you can order by phone on **01903 875978** or email info@accuratediecast.com

Want to add something else to your collection?

Visit www.accuratediecast.com to see everything we have to offer, including the full range of Universal Hobbies models and other die-cast ranges, plush toys and much more.

Postage costs

UK/NI: £6.00

Europe: £15.00 Worldwide: £25.00

Don't forget! Orders over
£100 receive FREE UK
postage!

Classic grass action

Saturday 27 May saw a group of classic tractors gather to cut silage in Co. Down. James Connolly has the story.

It's always special when a group of like-minded individuals get together to enjoy their tractors by putting them to work.

This small gathering was no different – kindly hosted on John and Aidan Doyle's farm between Chapeltown and Bishopscourt, Co. Down – assembling an enthusiastic bunch of Ford owners to cut silage with classic machinery.

Stephen Crawford supplied the forage harvester, as well as the power source, offering his restored duo of 1960 Taarup single-chop forage harvester and 1965 Ford 5000.

The Taarup S 1500 has a cutting width of five feet and requires at least 40hp to drive it. An offset machine, the harvester features 30 flails and can deliver grass to

BASIC SPECIFICATION: Taarup S 1500

Type	Offset
Flails	30
Cutting width	60in (1,500mm)
Height of cut	1-14in (25-350mm)
Cylinder speed	1,400-1,600rpm
Tyres	6.00x16
Tread width	Adjustable
Drive	V belt (x4)
Power required	40hp
Length	8ft 4½in (2,550mm)
Height with spout	11ft 3in (3,430mm)
Height without spout	8ft 4½in (2,550mm)
Width	9ft (2,730mm)
Weight	2,100lb (950kg)



the rear or side. It was marketed in the late 1950s and early '60s alongside the B 1100 and S 1100 – machines with 22 flails, capable of a 43-inch cut, rear and side delivery, and a power requirement of 25hp. The latter was an offset machine, while the former was trailed directly behind the tractor.

Although often seen in grass, lucerne, and clover, the S 1500 could be used to harvest peas, kale, beat tops, beans, and maize (with an attachment), as well as shred potato tops, straw, and cotton. It could also be used for more generic work, such as pasture improvement, and clearing scrub and bracken.

It was an extremely versatile machine, but also one that met Stephen's requirements when searching for such a

harvester to satisfy his passion for a piece of classic machinery to take on as a restoration project. He purchased a tired example, missing the spout and chute, from David Ward's farm at Hillsborough, Co. Down, a donor machine from Tom Kirk, and a chute and spout from Francis Dickson, before entrusting Spratt & Co., an engineering and fabrication company from Moneyreagh in Co. Down, with the complete restoration of the machine (see *T&M* January 2021).

The project was finished in August 2020 and the harvester has been seen at several events since – always attracting a lot of attention, due to the quality of the finish and the green and yellow livery. Most would associate Taarup with red machines, but the Danish company used

green in the early years before switching to red around 1962.

Stephen's machine isn't finished to standard specification, as it features a trailer pick-up hitch operated by a single-acting hydraulic ram – but this was deemed to be a safer proposition than the screw-type hook that was an option on Taarup harvesters at the time.

DRIVING FORCE

The S 1500 was towed on the day by Stephen's lovely 6X 5000 – a tractor that is well up to the job, thanks to its power output. Developing 65bhp, the four-cylinder Ford 5000 Super Major was the largest model in the 6X range, launched in December 1964 at the Smithfield Show. Stephen's tractor is fitted with ➤



Stephen Crawford, owner of both these tractors and the Taarup single-chop harvester, side filling to Eddie Henry.

David Maxwell with his 1974 Ford Force 5000, drawing in silage with an NC trailer.



It was great to see Aidan Doyle's Ford 7600, complete with Dual Power and Load Monitor, at work.



the eight-speed manual transmission, but the 10-speed Select-O-Speed transmission was available as an option across the range (except for the three-cylinder 2000).

Collecting the grass were NC silage trailers, kindly provided by the Doyle family, pulled by Stephen's original 1965 Ford 5000, David Maxwell's 1974 Ford 5000, and Aidan Doyle's Ford 7600 (7A1).

Aside from different bonnet styling, the 6Y 5000 differed from the 6X 5000 in several ways – the first of which was the engine. Ford bored out the four-cylinder engine to 256cu in and fitted a new cylinder head, camshaft, pistons, conrods, and fuel injection equipment, enabling it to produce a heady 75bhp.

Improvements also occurred in the clutch, transmission, PTO, and

hydraulic departments, before the range was launched in April 1968.

The Ford 7600 (7A1) was essentially a restyled 7000, fitted with the same safety cab as used on the later 6Y models. Launched at the end of 1975, the 7A line has become known as the 600 Series and was two distinct groups of tractors – the first coming along in late '75, and the second a few months later, in May '76.

Developed to comply with the impending noise legislation changes, 7A was supposed to feature the new Sankey-built 'Q' cab, but its introduction was delayed and so the existing cab was retained for the launch of the new range. The tractors that were introduced as part of the second phase (7A2) looked very different with the new 'bubble' cab.

As part of the 7A1 range, the 7600 featured several improvements to the

engine to improve efficiency and meet new requirements regarding emissions.

Amongst these changes were new pistons, a new intake manifold, a new cylinder head with revised porting, upgrades to the fuel injection system, and, perhaps most exciting, a new, Schwitzer turbo with dual inlet. These changes pushed power output to 97bhp.

These tractors represent an important period in Ford's production, and it was great to see them at work, recreating a scene from yesteryear. The Taarup S 1500 did a great job of harvesting the grass, and it was pleasing to see the operators sharing roles, enjoying the other machines.

Thanks go to the Doyle family for hosting the event and supplying the trailers. It was an enjoyable day for all involved. ■

Eddie Henry on the 1965 6X 5000, with David Maxwell on his 1974 6Y 5000.



It's the only engine additive I've ever found to work.

QUENTIN WILLSON

The World's Leading Engine Restore Oil

from
AMETECH

Special Offer

METAL-TEC₁₀

Advanced Technology

Anti-Friction Metal Treatment
Treats the Metal – NOT the oil



Anti-wear additive for

- Engines
- Transmissions
- Differentials
- Power Steering
- Hydraulics

Many other Auto & Industrial applications

- Enhances engine performance
- Improves fuel mileage
- Decreases friction & wear
- Lowers operating temperatures
- Keeps oil-ways clean
- Frees valve bodies
- Ensures proper gear shift

Use 5% by volume to oil. 250ml bottle shown treats 5 litres of oil for £21.99 (plus P&P)



£65.00 UK



Dissolve sludge & carbon, clean engine, free up sticking valves



Rejuvenate oil seals & o-rings to prevent & stop leaks



**RESTORE engine compression, power & performance
REDUCE oil burn, blow-by & blue smoke**



Quieten noisy tappets (HLAs) and valves

1 Litre can of RESTORE,
250ml Motor Cleaner/Flush,
250ml Oil Anti-Leak
Price includes UK mainland delivery

Ametech Restore Oil & Fuel Treatments just £7.99 per 250ml (plus p&p)



www.americantechnology.co.uk ☎ **01728 726620**

Collecting grass

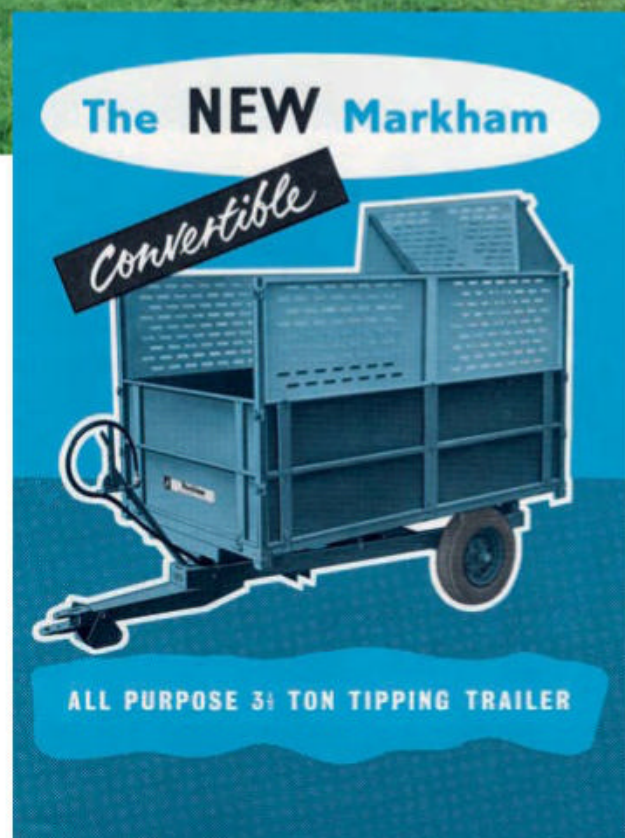
T&M looks at some of the trailer designs used to transport grass from the field to the clamp during the 1960s, '70s and '80s.

The humble trailer is one of the unsung heroes of farming operations. During today's silage season it is still common to see models that are conversions of standard trailers, fitted with extensions, as well as those

specifically designed for the sole purpose of moving grass.

Forage harvesting took off in the '60s and trailer manufacturers had to respond quickly to provide would-be purchasers with models to suit the job, at the right price. We look back to the 1960s, '70s, and '80s, at some of those available to buy.

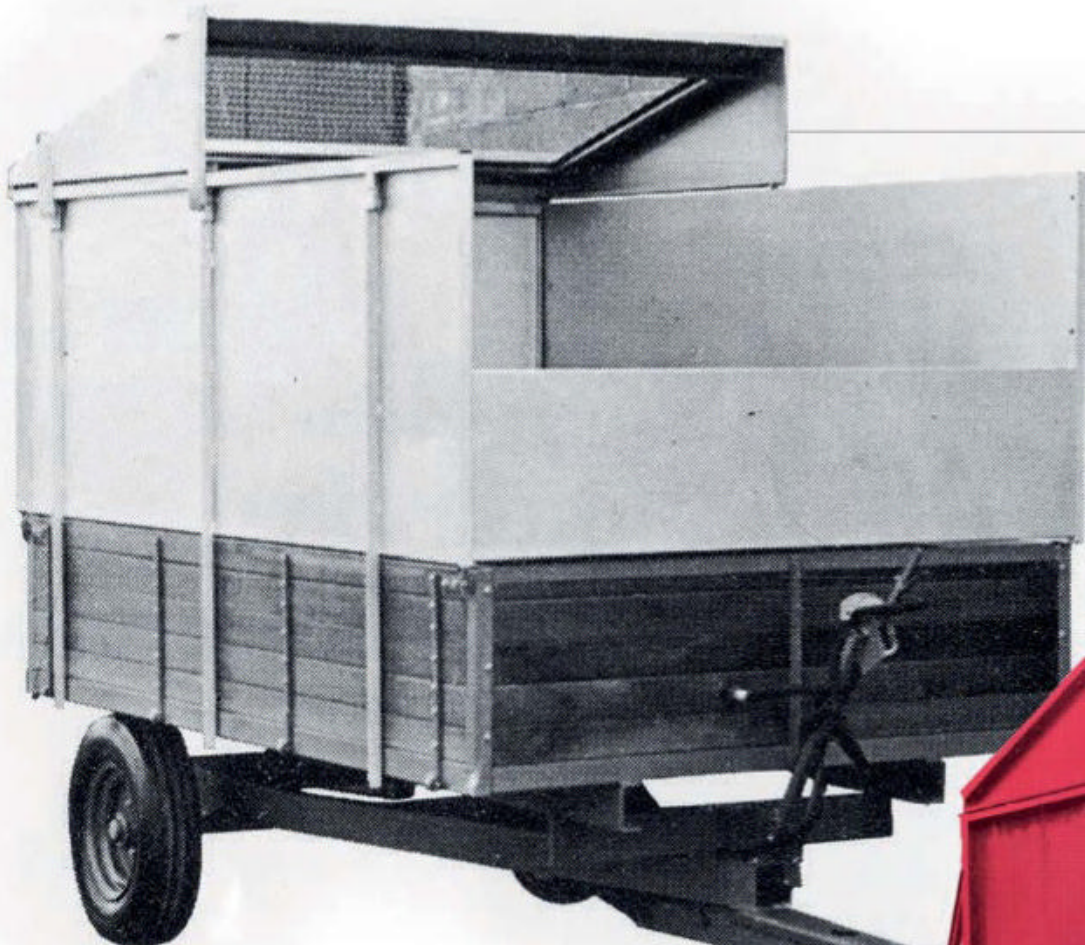
In this guise, Wheatley's Crusader 9/10-tonne grain-silage trailer had an unladen weight of 2.65 tonnes and a capacity of 700cu ft. The list price was £3,373 in November 1977, with an automatic 'up and over' rear door adding £195. All images from promotional literature (unless stated).



Martin-Markham's 3.5-ton 'Convertible' tipping trailer was marketed as the world's most versatile trailer. The general-purpose version featured 18in sides, whilst fitting additional 18in sides created a trailer suitable for grain and root crops. 2ft 6in silage sides could be added above the grain/root sides to make a silage trailer that could be loaded from the front, left, or right.



The B9-11 3-ton trailer, marketed by International Harvester, was available in non-tipping and tipping guises and could be fitted with silage sides for front loading or side loading. In December 1964, the basic tipping trailer, with drop sides, cost £185-13-0.



▼ Marshall's T3/10 had been in production for more than 20 years when it was described by the company as "still representing by far the best value available, resulting in total sales in excess of 15,000 units now in use." The basic 3.5-ton trailer had a capacity of 90cu ft, while grain extensions added a further 30cu ft. With the silage sides shown, capacity was 330cu ft.

▲ F W Wheatley (Trailers) Ltd., of Peterborough, produced two 4-ton trailers that were available in various configurations. The Universal, pictured, featured hardwood standard sides and floor, and sheet steel extensions for silage. The silage sides cost £52-10-0 in December 1964, while ordering a trailer already in silage configuration would set you back £213-10-0.



The Bamford No.42 was a four-ton trailer with 22-inch hardwood sides as standard. Silage sides and an automatic door could be fitted to create a silage trailer, but other options included a bale extension platform, harvest ladders, larger tyres, a grain chute, drawbar skid, over-run brakes, sprung axle, and mudguards.



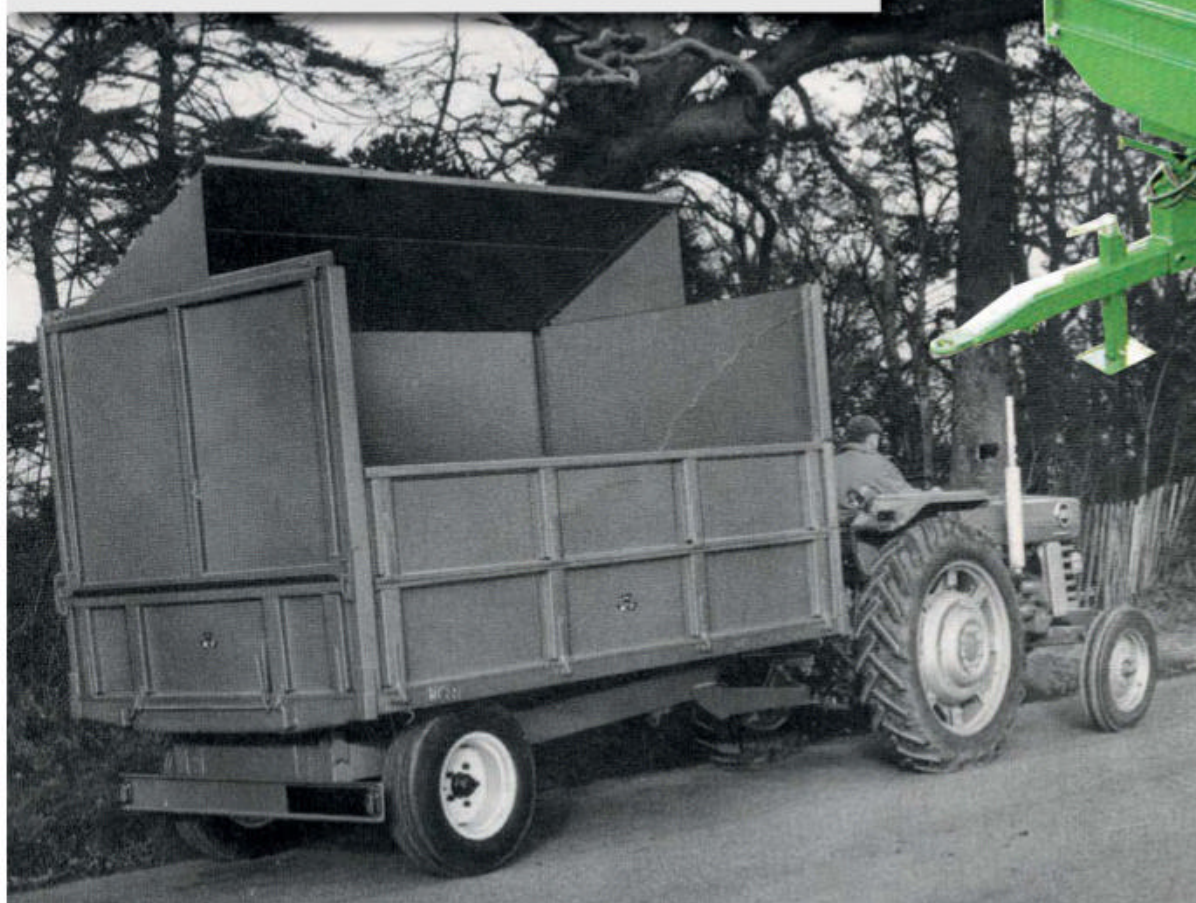
The Super Standard was available in 3.75- and 4.5-ton sizes from F W Pettit's Moulton works in Lincolnshire. It could be configured with 18in sides or 22in sides (both with 18in extensions), or with a 5ft 4in silage kit to take capacity to 333cu ft (3.75-ton model). Tyre sizes were 7.50x16 and 10.5x15 respectively.



Kidd's 8-ton model was claimed to be "the trailer that outdates them all!" in company literature. Built to suit the demands of farmers in the 1970s, the basic trailer featured 18-inch sides and cost £1,595 at the end of 1975, with 22-inch grain extensions adding a further £128. To create a silage-spec trailer, additional 44-inch extensions and an automatic rear door were required – costing £416.

With capacities of 6.5 and 7 tonnes respectively, the F84 and F86 models were more robust versions of the smaller trailers built by Fraser Agricultural (Rothienorman) Ltd. With a choice of hardwood or pressed steel sides, these popular trailers were available in Standard Silage and Silage Extension configurations. Cubic capacity was 434/563cu ft and 468/605cu ft respectively.

Built by Weeks for Massey Ferguson, the MF 22 was a 4.5-ton, all-steel tipping trailer that could be fitted with optional extensions to make it suitable for silage, with a capacity of 351cu ft. The sides could be arranged for front or side loading (as shown). The basic trailer cost £281 in December 1972, but equipping it for silage use required an additional £36 for the bulk grain kit and £70 for the silage conversion. Photo: AGCO.





Foster (Farm Equipment) Ltd.'s 4- and 5-tonne models featured 1ft 6in sides as standard, with 1ft 6in grain extensions available. The 5-tonne 'ST' model shown also features the additional 2ft 8in silage sides. The capacity in this configuration was 381cu ft. Note: ST denotes steel sides, timber floor – where the timber was tongue and grooved Keruing, treated with linseed oil.



Warwick Bros. (Alresford) Ltd. produced the 10-tonne, all-steel Centurion in the '70s, and it could be fitted with a silage kit, as shown.



MF's 200 range followed the Weeks-built 20 to 26 models and comprised numerous models from 3 to 10 tonnes. The smallest of the dropside trailers able to be fitted with silage sides was the 4-tonne model, with a capacity of 296.7cu ft, while the largest was the 8.5-tonne mode – able to hold 621cu ft. The monocoque models ranged from 6.5-10 tonnes and could hold 620.4-815.7cu ft of grass. The 5-tonne dropside model, in basic silage configuration, cost £1,567 in July 1979. Photo: AGCO.

The Marshall-Wheatley Budget range of monocoque trailers was produced for users that wanted the features of the company's premium trailers without the price tag. Using a simpler design permitted the use of lighter materials for construction of the body, therefore reducing the capital investment required. EM/6-EM/10 models were available (6 to 10 tons), with silage capacities of 500-665cu ft.



Junior's picture gallery

SHOW OFF YOUR SKILLS

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



PICK OF THE CROP



CUTTING CREW

I don't get many pictures of Claas machines. Thank you!

Dear Junior,

This is my picture of a Claas out in the field working hard. It's Granda Thomas driving.

Arthur Dodsworth (aged 5)



PLOUGHING POWER

I love the coloured paper – it makes the drawing really stand out!

Dear Junior,

My daddy let me use his Internet letterbox to send you this. This my daddy's tractor and I would like to show off my picture of it in the tractor magazine. She can plough!

Johnny (aged 5), Lanarkshire



FINE FORD

Now that's a tidy tractor!

Dear Junior,

I hope you like my drawing of a Ford with a trailer.

Tom Gleave (aged 7), Cheshire



THUMBS UP

I can see why it's getting a thumbs up!

Dear Junior,

Here's my drawing of a John Deere forage harvester getting a thumbs up!

George Gleave (aged 5), Cheshire

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

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

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



A different type of tractor

The MB-trac 1800 intercooler was the most powerful of its type ever built and an instant icon, says Jonathan Whitlam. This is why it's the worthy subject of the penultimate in our series of articles on these unique German tractors that dared to be different.

The power output of tractors has been on the rise almost since the first internal combustion engine-powered machines appeared. Once farmers realised the benefits of the farm tractor, it was inevitable that soon they would require larger and more powerful examples, and the manufacturers were only happy to oblige.

Daimler-Benz was amongst those that took the requirement for more powerful tractors seriously and even though its machine, the MB-trac, was something of a niche product – due to its non-standard design – the company was wise enough to keep up with what the tractor market demanded.

The original MB-trac of 1972 was a modest-sized machine, but even as this

tractor was being launched much larger designs were on the drawing board, and soon farmers could buy the much larger MB-trac 1300 with 125hp six-cylinder engine and plenty of power. This, and the slightly smaller 1100, were launched in 1976, followed by the 150hp MB-trac 1500 in 1980.

The 1500 reigned supreme as the largest in the range throughout the majority of the '80s and was then a very large machine, not the largest however, because many manufacturers were getting closer to the 200hp barrier with their more conventional-type tractors, but these were not as versatile as the MB-trac and were designed for pulling heavy ploughs and cultivators efficiently.

The MB-trac 1500, in comparison, offered much more versatility and

flexibility, and yet could also perform almost as well as these more powerful machines, thanks to its excellent weight distribution, integral front linkage and those large, equal-size wheels giving superb traction.

The 1500 was discontinued in 1987 and replaced by the MB-Trac 1400 turbo and 1600 turbo. The latter, rated at 156hp and thus six horsepower more than the 1500, was now the flagship of the MB-trac range. It took over the mantle very successfully and with its turbocharged six-cylinder Mercedes engine was more than capable of living up to its predecessor in every way.

As is usual though, the world around it was changing and within three years a new more powerful flagship model would be required. ➤

Power in action – the MB-trac flagship was, and still is, a very impressive looking machine and was a fitting model to top out the range. All photos: Sascha Jussen.



With cab and bonnet protection, as well as front-mounted winch, this 1800 intercooler is just one of many MB-trac models still used for forestry work in Germany, its design proving ideal for such work. With high ground clearance, plenty of power and traction, and the in-built features of ruggedness and reliability, these tractors give modern machines a real run for their money!



As with the other large MB-trac machines, the 1800 intercooler was also able to work in reverse drive mode. An example is seen here with a forage harvester mounted on the rear linkage to harvest a maize crop.



ENTER THE INTERCOOLER

To understand the genesis of the new monster flagship, we must look at the modern history of Germany at that time. In 1990 the country was in the beginnings of a complicated, but exciting reunification following the collapse of the Berlin Wall at the end of the previous decade.

This, according to the company marketing experts, was going to lead to a huge sales opportunity for high-performance, high-power tractors that were needed for the more efficient cultivation of the gigantic fields that were so typical in the now former GDR, and that were being farmed using much inferior tractors with a very basic specification compared to those being produced in The West.

Daimler-Benz wanted in on this potentially huge new market and to do so believed that its MB-trac range needed a more powerful model to meet the goals now being presented to it. To do so the company came up with a simple solution that would produce the larger model required, but with very little development cost or time needed to achieve it.

It took the existing flagship MB-trac 1600 turbo with its Mercedes-Benz OM 366A engine and added an intercooler, the result being a new giant MB-trac with 180hp available at a rated speed of 2,400rpm.

The use of an intercooler in conjunction with turbocharging was

nothing new, as Ford had done something very similar with its flagship TW-30 model of 1979, using the same turbocharged engine as the smaller 153hp TW-20 model, but fitted with an intercooler to produce the 188hp of the Ford TW-30. And it worked spectacularly well.

When it came to the MB-trac 1800 intercooler, the increase this gave over the 1600 turbo was considerable and in that very moment an icon of the tractor world was born.

The new 1800 intercooler was thus launched at the Nordagrar Trade Fair in June 1990, held in Hanover, and was one of the first products of a joint venture between Daimler-Benz and Klöckner-Humboldt-Deutz, known as Trac-Technic-Vertriebsgesellschaft.

This was founded in 1987 and was an attempt to make the Deutz-Fahr Intrac and the MB-trac part of an integrated range of tractors to increase sales volume for both companies.

The 1800 intercooler was therefore presented in a 1990 advertising film produced by this jointly owned company as an example of the benefits offered by the MB-trac design with the following comment: "In combination with the fully synchronised reversing gearbox and the unsurpassed swivel seat, the MB-trac is an economical self-drive alternative."

As the 1800 was based squarely on the 1600 turbo model, it inevitably looked the same, but by putting the word

'intercooler' down either side of the bonnet in large, red script, the new model was sure to stand out amongst the rest of the MB-trac family as something different.

The use of the 1600 turbo as the base unit also allowed for the same choice of transmission options as on the smaller models, with purchasers

Taking the MB-trac concept to new heights but still suitable for row crop work, such as topping and lifting sugar beet.





being able to choose between either a 14-, 16-, 21-, or 24-speed gearbox, all featuring the same number of forward and reverse speeds, thus allowing for the famous reverse drive feature of these tractors.

All of this was possible with only a meagre 30kg increase in unladen weight over the 1600 model.

DIFFERENT FACTORY

After testing of the prototype 1800 models was finished at the Gaggenau factory, series production of the big MB-trac began at the Kraft company in Lübeck in June 1990, just four months before the reunification of Germany proper. The Behrens company, based in Karlsruhe, later took over production of the model.

The 1800 intercooler was successful at breaking into the former East German market and sold in The West to larger farmers and contractors that appreciated the extra power output. There was no doubt that this was an impressive machine with amazing capabilities; the extra power making optimum use of the strong design characteristics of the larger type of MB-trac design and proving to be unstoppable in almost every circumstance.

As such, and simply because a top flagship model usually gets all the glory, the 1800 intercooler soon gained an army of fans that admired the big MB-trac as simply the best thing ever produced. It is still seen by many enthusiasts as the ultimate of the MB-trac family and is a highly sought after model in Germany to this very day – and that is made even more important by the fact only about 190 examples were ever built!

LAST OF A DYNASTY

The MB-trac 1800 intercooler was the most powerful, youngest, and the most expensive member of the exclusive family of MB-trac machines and was seen as an important model when introduced. That importance would only grow when Daimler-Benz decided to stop production of the whole MB-trac range by the end of 1991.

This meant that not only did the 1800 intercooler have the shortest production run of any MB-trac variant, but it would also remain forever as the most powerful and strongest – and this would only enhance the cult status it had already begun to gain when it was introduced to the farming public in the summer of 1990.

Due to this, the very last MB-trac 1800 Intercooler ever built is retained by the company, after it was produced as a ‘Black Edition’ with a special metallic paint finish and showcased as part of a permanent display at the Unimog Museum at Gaggenau.

In the final part of this series of articles we shall see what happened after the end of MB-trac production. Would the design be taken on by other manufacturers and brought into the 21st century, or would the dynasty that began in 1972 finally come to an end nearly 30 years after providing a tractor with a difference to the farmers of the world? ■



BASIC SPECIFICATION: MB-trac 1800 intercooler	
Engine	OM 366A (6-litre)
Cylinders	6TI
Power	180hp
Transmission	14x14, 16x16, 21x21 or 24x24
Lift capacity	7,001kg
Weight	6,350kg

Reviews

Products of interest for tractor enthusiasts.

TREADFAST CHELSEA BOOTS

£135

Ariat

Tel: 01367 242818

ariat.com/gb/en

We love a Chelsea boot at T&M and are always pleased to try out a new pair! The latest to be brought to our attention is Ariat's Treadfast – a dark brown, waterproof boot with steel toe.

Features include '4LR™' technology to provide lightweight support during long days, 'Waterproof PRO' construction to keep your feet dry, full-grain leather, a removable cushioning insole, oil- and slip-resistant 'Duratread™', and protective 'ExGuards™' on the toe and heel.

The boots are available in sizes 7-12, with half sizes from 7-11, and the width is medium (D). The heel is 1.5in (38mm), while the overall height is 6in (152mm).



Although we've only had the boots for a short period, the consensus is that they are true to size, very comfortable straight out the box and easy to get on – with the dual pull-on loops a nice feature. Plus, they're not too chunky!

A session pressure washing resulted in dry feet, but they have yet to be subjected to sustained periods of wetness! The grip is good, particularly on

cab steps and footplates, so it's a thumbs up so far.

The Treadfast is not a cheap boot, but the quality and comfort are evident, and so we'll leave it up to you whether you opt for several pairs of cheaper boots or a single pair of more expensive ones over the same period!

Visit the website to or order online or find your nearest retailer.

CS FREE 4-IN-1 CHARGER

£280

CTEK

Tel: 0333 880 4175

ctek.com/uk

Second in our reviews this month is another premium product – CTEK's CS FREE – which the company claims is the world's first multi-functional, 4-in-1 portable battery charger, maintainer, adaptive booster, and power bank.

It enables you to charge and maintain any 12V lead acid or lithium battery anywhere, using mains, solar, or leisure battery power. Plus, if your battery's flat, the product's 'Adaptive Boost' technology will work out the safest and quickest way to power up your battery to get you going within 15 minutes. It's 'intelligent', meaning that it will avoid damaging your battery or your vehicle's electronics by only giving it the charge it needs to get you going.



If you're using it as a battery charger, you can connect to mains power, or if you do not have access to mains power you can connect to a solar panel or 12V battery for charging.

We liked it as a smart maintainer – keeping a battery topped up in the workshop – but you can also use it if your tractor's stored in a remote location.

Although not small, it's useful as a power bank for charging laptops, phones, tablets, cameras, and the like. It provides you with the ability to charge and maintain any 12V lead acid or lithium battery wherever you are.

Amongst the features we liked are the fact that you can recharge it with a 12V

accessory socket, it can be left safely connected to any power source for smart maintenance charging, it has USB-C and USB-A outputs for charging tech, there are no modes to select (simply connect and the CS FREE will do the rest), and the countdown function shows you how long there is left before your battery is fully charged.

The quality of the CS FREE is great, and it's extremely versatile, due to its multi-functionality, but there's no substitute for the products that are designed for each of the jobs that this product does – specifically the 'jump starter' models that can start a diesel engine with a completely flat battery.



**NORTHWEST
FARM MODELS**

contact@northwestfarmmodels.co.uk
07834 536907 • northwestfarmmodels.co.uk
Unit 29, Jubilee Road, Lillyhall, Workington, CA14 4HA

£6 STANDARD POSTAGE, ORDERS OVER £150 FREE POSTAGE!



ROS 1:32 SCALE FORD 5640 SLE
£50.00



BRITAINS 43363 1:32 SCALE CASE IH
FARMALL 1206£40.00



ERTL 43249 1:32 SCALE JOHN DEERE 8RX
410 TRACTOR£70.00



BRITAINS 43322 1:32 SCALE FORD
TW20 4WD£22.00



MARGE MODELS 1:32 SCALE CLAAS LEXION 8800TT
WITH CONVIO 1380 GRAIN HEADER AND TRAILER
£200.00



UNIVERSAL HOBBIES 1:32 SCALE BAUER RAINSTAR
E21 IRRIGATION SYSTEM.....£40.00



UNIVERSAL HOBBIES 2785 1:32 SCALE
MASSEY FERGUSON 135.....£30.00



UNIVERSAL HOBBIES 6449 1:32 SCALE
CASE IH 165 CVX DRIVE£52.00



UNIVERSAL HOBBIES 6342 1:32 SCALE MASSEY
FERGUSON TH8043 TELEHANDLER.....£60.00



MARGE MODELS 1:32 SCALE NEW HOLLAND
1290 HIGH DENSITY BALER£115.00



WIKING 1:32 SCALE FENDT 1050 VARIO
(2023 VERSION)£78.00



WIKING 1:32 SCALE FENDT 942 VARIO
(2023 EDITION).....£75.00



UNIVERSAL HOBBIES 6289 1:32 SCALE
LEMKEN SMARAGD 9/600K CULTIVATOR...£38.00



ROS 1:32 SCALE LEMKEN JUWEL 10 7
FURROW REVERSIBLE PLOUGH£52.00



UNIVERSAL HOBBIES 2715 1:16 SCALE
NUFFIELD UNIVERSAL FOUR£65.00



AT COLLECTIONS 1:32 SCALE JCB 435S AGRI
WHEELED LOADALL WITH FOLDING BUCK RAKE
(BLACK EDITION).....£135.00



BRITAINS 1:32 SCALE 43254 KANE LOW LOADER
TRAILER YELLOW£22.00



BRITAINS 43231 1:32 SCALE JCB TM420
LOADER WITH ATTACHMENTS£24.00



BRITAINS 42701 1:32 SCALE KANE GRAIN
TRAILER£22.00



BRITAINS 1:32 SCALE 43315 VALTRA T254 VERSU
70TH ANNIVERSARY LIMITED EDITION ...£26.00

Farmer photographer

PART
TEN

2000s

Jonathan Whitlam has the concluding part of Kim Parks' story.

Kim Parks is a farmer and photographer from Ninfield in East Sussex. During the last nine articles that make up this story, we have seen how the farm at Rotherfield was his home growing up, and how he drove Fordson and then Ford tractors on that farm before branching out to become an agricultural contractor, with his own tractors and machinery – as well as helping on the farm, when possible.

In that time, he also managed to begin a new hobby, that of photography. Beginning with a very simple camera, he took quite a few shots of the farming

activities in his area, and his family's own equipment in action.

Following an illness at the end of the 1980s, he gave up contracting in his own right and eventually went to work for another contractor for a season, before the stress of working for a large operation took its toll on a not-fully-recovered Kim, and he decided to stick to farming and doing various landscaping and gardening jobs instead.

In the September of 1999 he moved with his immediate family to a new farm at Ninfield, where he and his father started farming from scratch on their

own, leaving Kim's uncle to carry on at the original 100-acre-plus holding in Rotherfield, the new farm being slightly less at around 60 acres in size.

Naturally, Ford tractors remained part of day-to-day operations – with a 4600 with 'Q' cab and a Ford 5610 Force II with AP cab being inherited from the family farm and moved to the new farmstead.

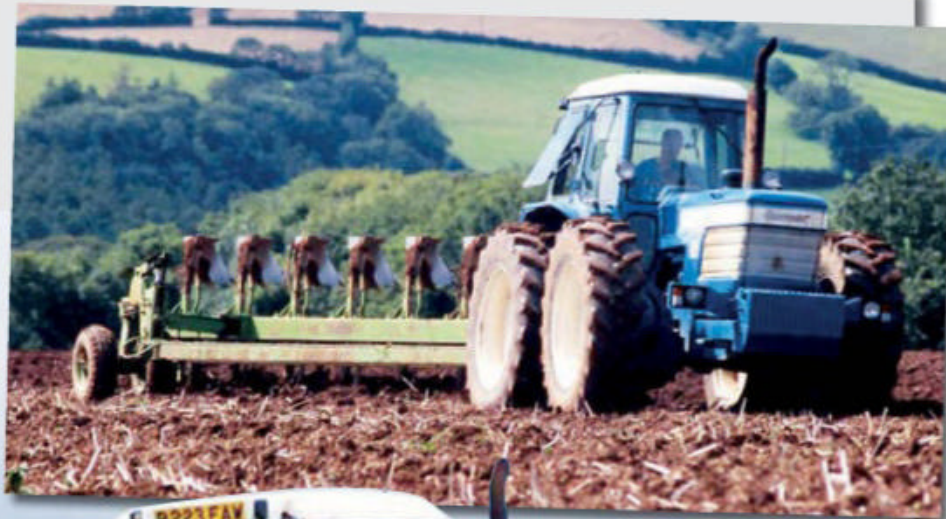
By this time Kim had become more and more interested in photography, with a particular emphasis on wildlife, not only around the farm, but also much further afield.

These stunning photographs, taken at a Devon working day, show a rare, long-nosed County 1474TW at work with a Dowdeswell eight-furrow plough. This was a combination that made a big impression on Kim, as he had never seen these large tractors at work before.

"It took us quite a while to get down to Devon and, despite leaving Sussex early in the morning, it was after dinner before we managed to find the event, having got rather lost!"

"On arrival it was obvious it had been raining hard as the entrance to the working field was flooded! Despite dark clouds, we decided that we had come all this way so we might as well get out and walk over. I am glad we did as the sun then came out and I was able to not only watch some very impressive tractors at work, but also photograph them amongst the wonderful scenery."

"The large tractors with big ploughs, such as the 1474TW, really did make a huge impression on me, especially as they were working on wet fields and often up steep banks, but the powerful machines just kept on going – what amazing tractors!"



This new interest resulted in a major upgrade to a Nikon camera, this being the first of many of this brand that Kim would use, soon switching to a Nikon F4S and then using exclusively slide film.

In the early 2000s, Kim made the journey to Devon to visit a County tractor working day – an event that soon inspired him to take more tractor photographs from then on – and he has not stopped since!

The result is a huge collection of images that charts the changing face of tractors and farm machinery used by local farmers and contractors over the decades, as well as classic, vintage, and modern tractors working at various events around the country.

Having recently changed to Nikon digital cameras, after slide film got more and more difficult to come by and expensive, Kim also presents regular talks utilising his wildlife photography, as well as that of farm machinery, using his ever-increasing stock of images – all while still running the farm.



This Ford 5610 Force II had been purchased by the family farm in Rotherfield and when Kim and his father moved away it went with them, along with a 'Q' cab 4600. The latter soon developed engine problems and saw little use, but the 5610 was a different story: "As the 5610 did not have a loader on it originally, we bought a Quicke new from Sussex Tractors, which was going cheap thanks to being part of a cancelled order, and they even fitted it for us.

"The 5610 was then our main tractor and we used it for everything: mowing, turning, rowing up, square baling and getting the bales collected for our stock of mainly sheep and cattle. This was a good tractor and I often thought that the AP cab was just as nice as the 'Q' cab, plus the front window could be opened in hot weather.

"The trouble was that, at 72hp, it was just not big enough. It coped with the forage harvester, but it was at the top of its game doing so and it really needed just a little extra, which is why we bought a Ford 7840 to fill the gap and the 5610 went into a supporting role as well as carrying on as the loader tractor."



About a year later, Kim visited another County-based working day, this time in Shropshire. "Once again it was really nice to see all the different ages and types of machines working together, and also some really dramatic scenery," he said. These two pictures show one of the oldest County tractors, a CFT crawler based on a Fordson E27N Major, cultivating surrounded by rolling hills, while nearby a County Super-4, the first of the equal-sized wheel tractors from Fleet, can be seen with a Ransomes plough.

This County 1174 with Dowdeswell front- and rear-mounted ploughs was also at work in Shropshire, but this was not the first time Kim had encountered this amazing type of ploughing outfit: "Back in the mid-1980s I remember a demonstration unit from our local dealers, Sussex Tractors, being put through its paces. This rig consisted of a new Ford 7610 and Ransomes 300 Series ploughs on the front and the back.

"I had a ride up in the cab beside the demonstrator, Michael Slaughter, and was very impressed with the outfit, although I do remember considering just how much thinking the operator had to do, keeping an eye on both ploughs, lifting, and lowering them separately on the headland and having twice the amount of work to do while driving. I guess once you got used to it, it would be fine, and it could certainly cover some ground – but it was next to useless when doing the headlands!

"The County 1174 at the Shropshire event was certainly a more fitting proposition for this type of outfit, with more weight, power and of course traction, than the 7610."



The main tractor on the farm for several years, and still to this day, is this late 1998 New Holland 7840 – one of the very last built at Basildon. This was not the first Series 40 tractor to arrive on the farm at Ninfield though: "After a year or two on the new farm we needed to get something bigger than the 5610 and that is why we bought an L-registered Ford 7840, with the white roof, second-hand from dealers Sussex Tractors, complete with a New Holland 644 round baler.

"This tractor was a revelation to us, even though it was the more basic SL version, but it was our first four-wheel drive tractor, and it did 40kph on the road, as I soon found out when driving it home from the dealers! Soon this tractor did almost everything alongside the 5610.

"After several years things began to go wrong with the 7840; such as the hydraulics not working properly. After talking to sales rep Trevor Slaughter at the Uckfield branch of Sussex Tractors, we decided to buy the New Holland 7840 we have today and chop the old one in for it."

The 'new' second-hand tractor was a top-spec model with the full SLE specification, including semi-powershift transmission and electronically controlled hydraulics, making this a real step up for the Parks family into the modern age. "The New Holland 7840 is a real 'Old Boys' tractor, as you only have to press a button to go faster or slower!" remarks Kim. "I really like it, it was so easy to drive, although it is now beginning to get a few little issues after nearly 10,000 hours of use, but it is still our main machine."



The 5610 Force II saw long service at Ninfield, but the back axle and clutch seized up and so the family sold it to a dealer in Kent, which enabled Kim to get his dream tractor – well a close second anyway, as he could not actually afford a 7000 – a Ford 7610.

“The 7610 was found near Maidstone in Kent and it was up for more than we really wanted to spend, but it did come with a front loader and so we did a deal and brought it home. The Steelfab loader is nowhere as good as the Quicke we had on the 5610, but it works and does all the loader work on the farm adequately enough.

“It certainly brought back memories of my contracting days with my Ford 7610 and ‘Q’ cab, despite being fitted with the AP cab, and that also meant that it has the centrally floor mounted gear levers just like my old tractors. I am very pleased with it, and it is still on the farm.”



Kim has recently begun extending his tractor fleet a little and there is a blue pattern to his thinking. The original 1970 Ford Force 4000, complete with Lambourn safety cab, was the first extra tractor to arrive on the farm: “I had a look at this tractor when it was for sale and really liked it, resulting in it soon coming home. It is used for hay turning, rowing up and on the bale carrier. Not only does it remind me of the 4000 tractors we used to have at Rotherfield, but it is also a very nice, odd-job machine around the farm.”



The very latest addition is this Ford 5000, seen here on the potato planter. “That came from Robert Wraight’s, down at Ashford, and did not come with any history, although I guess it is an import from Europe.

“We are not sure on its age, and it had originally been fitted with a cab, but this had been removed before I bought it. I really like this machine, which was cheap compared to what 5000s are now making, and although it needs a bit of tidying up it is a very nice machine to use. I have done various jobs with it, including cultivating and planting potatoes.”



To finish we go right back to one of the oldest pictures in Kim’s photo album. This image shows his father, Ron Parks, mowing grass with a Bamford trailed mower behind a Fordson Diesel Major, this being an early version of the E1A type, complete with downswept exhaust. “That was before my time, but I remember the tractor as a little kid – by which time a conventional upright exhaust had been fitted. I never drove it though, as it was replaced on the family farm at Rotherfield by a brand-new Ford 4000 as soon as they became available in the mid-1960s.”

We finish with this as a tribute to Ron, who passed away in December 2017: “I would never have achieved what I did in life without father – it was him that instilled in me a love for farming and machinery and for that I will be forever grateful.” said Kim.



apukonline.com
tractor parts & accessories



FREE* UK Delivery

Exc orders over 2kg to Highlands, Islands & NI.



30 Day Returns

Send items back within 30 days for full refund.



12 Month Warranty

On all tractor parts to give peace of mind.

Shop by Tractor Make & Model



CASE INTERNATIONAL IH



COUNTY



DAVID BROWN



FERGUSON



FORD / NEW HOLLAND



FORDSON



JOHN DEERE



MASSEY FERGUSON

Shop by Parts Category



BODY PARTS



BRAKES



CAB PARTS & ACCESSORIES



COOLING PARTS



ELECTRICS & INSTRUMENTS



ENGINE & FILTERS



FRONT AXLE & STEERING



LINKAGE

PLEASE VISIT www.apukonline.com

sales@apukonline.com



+44 (0) 1544 350396

Agri Parts UK Ltd, Maesmelan Farm, New Radnor, Presteigne, Powys, LD8 2TN, UK

All parts are APUK parts and are not manufactured by the Original Equipment Manufacturer (OEM) unless stated otherwise.

OEM part numbers, names and descriptions are quoted for reference purposes only and are not meant to indicate or suggest that the parts are made by the OEM.

MF 35 hydraulic system

Andrew Hall explains the workings of the popular MF 35's hydraulic system.

The MF 35 tractor is a very popular tractor due to its sophisticated, but simple to operate, hydraulic system.

As many readers will know, it was the efforts of Harry Ferguson that brought us the Ferguson System of mounted implements, using three-point linkage and automatic depth control. The Ferguson TE-20 range of tractors was launched in the summer of 1946 and became very popular, until the arrival of the Ferguson 35 tractor in late 1956.

The 35 brought more sophistication and was the result of a fresh design developed after the 'merger' of Ferguson with the Canadian Massey-Harris company in 1953. It featured a six-speed gearbox, the option of a dual clutch providing live hydraulics and power take-off, and more powerful engines too!

The 35 was manufactured from late 1956 until late 1964, becoming the Massey Ferguson 35 in 1958, ending with the 35X model from 1962-64.

HYDRAULIC SYSTEM

The original TE-20 featured automatic draft (depth) control, but not position (height) control, which restricted its versatility. This was overcome with the 35 system, as it featured the draft control as before, but also position control for non-soil-engaging implements.

The 35 system features two hydraulic levers on the control quadrant. The larger of the two levers is the position control lever, which controls the height of a mounted implement in the upper section of its quadrant, whilst the second smaller lever is the draft (depth) control lever.

The lower section of the position control lever is used to vary the rate of drop (descent) of a soil-engaging implement according to the weight of the implement and soil conditions at the time of use.

There are external hydraulic service points available, with a tipper pipe location at the front left-hand side of the hydraulic top cover, and a removable transfer cap to add extra external hydraulic valves on the front right-hand side of the cover.



HOW IT WORKS

The 35 tractor features a four-cylinder hydraulic pump located in the centre of the transmission housing, driven from a dedicated shaft from the rear of the gearbox. Unlike the earlier TE-20, the PTO shaft engagement was behind the pump drive, allowing the hydraulics to work independently of the PTO – making it more 'user friendly'!

The pump unit contains the control valve and pressure relief valve. When either the position lever or draft lever are moved to a raise position, oil is admitted into the hydraulic pump via the control valve. The pump contains four pistons that draw oil from the control valve and pump it through a series of non-return valves to an output point at the front right-hand side of the pump unit.

At this point a transfer pipe is located and oil is fed under high pressure through the transfer pipe to the transfer cap, or external selector valves (if fitted), in the top cover and to the internal lift cylinder to raise an implement.

POSITION CONTROL

When using position control, oil is fed to the internal lift cylinder via the

aforementioned route and the required height of an implement is selected using the control lever. The hydraulic cross-shaft features a cam, which contacts the control linkage of the position control lever and stops the lift at the desired height by moving the control valve into a central, neutral position.

Oil is trapped in the lift cylinder and the implement remains in the desired position until the lever is moved either up or down. When moved into the lowering position, the control lever moves the control valve into the drop position, which allows oil to drain from the lift cylinder and the implement to lower.

If the position lever isn't moved fully into the drop position, the cam on the cross-shaft will contact the linkage and move the control valve into its central, neutral position and the implement will hold at that height.

DRAFT CONTROL

The draft lever is used to select and control the depth of a soil-engaging implement. If the draft lever is moved to its fully raised position, the oil pressure relief valve will blow once the internal lift cylinder reaches full height. It is

desirable to do this now and again to allow the relief valve to 'blow' and do its job, but the draft lever shouldn't be left for long in the fully raised position unless oil for external services is being used and circulated around the system.

To use the draft lever for depth control it can be placed near to its fully raised position and the implement is lowered into work using the position lever, moving it downwards into the quadrant's response section. The desired depth is then selected as the tractor moves forward by lowering the draft lever until the desired working depth is reached.

DRAFT FORCES

When a soil-engaging implement enters the ground, the resistance of the soil creates tensile forces on the lower link arms of the tractor. Without the top link

present, the implement would tend to rotate around the lower link pins. The top link prevents this, and compressive forces act on the top link, which is connected via the control spring to the internal linkage and control valve.

When the forces reach a point matching the setting of the draft lever, the control valve is moved into the neutral position, trapping oil in the lift cylinder, and holding the implement at the set depth.

If soil conditions get harder, the forces increase on the top link and the linkage moves the control valve into the raise position. The implement will rise slightly, cancelling out the forces, which effectively transfers weight from the implement to the drive wheels of the tractor to improve traction.

When soil conditions change, the implement will lower automatically to

the pre-set position set by the draft lever. The speed at which it will lower is determined by the setting of the position lever in the response section of the quadrant. If the response setting is too fast for the size and weight of an implement, it may cause it to bounce and bob in the ground. If this happens, the response setting should be altered to a slower setting!

If an immovable object is encountered in the ground, the forces increase in the top link – moving the control linkage beyond the draft setting, which moves the control valve into the drop position. The draft forces are cancelled, and oil is ejected from the lift cylinder. The tractor wheels will spin, and no damage should occur to the hydraulic system.

The tractor can then be reversed, the implement lifted and lowered into work beyond the obstruction.

CONTROL LEVERS

The following six figures show the various setting of the control levers depending upon the implement being used.

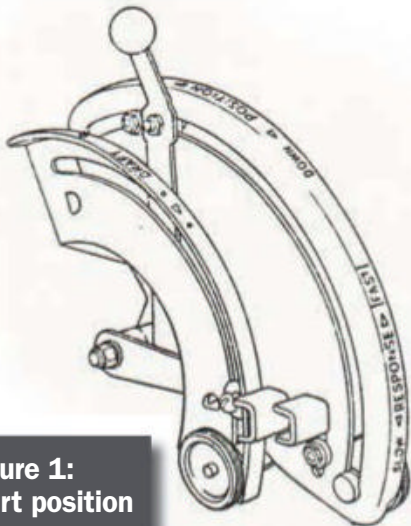


Figure 1:
Transport position

Operational lever raised to top of quadrant. When transporting implements for a distance, draft control lever should be at bottom of quadrant. To lift plough at end of furrow, leave draft control lever at chosen setting!

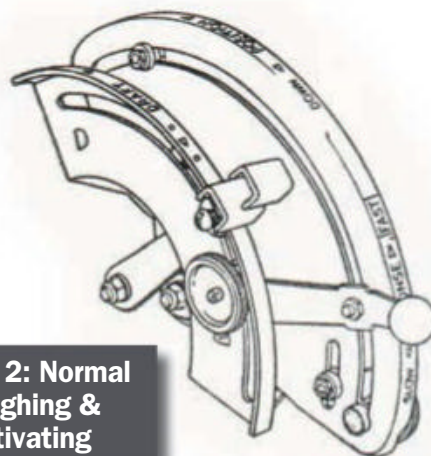


Figure 2: Normal
ploughing &
cultivating

Operational lever in response sector according to response required. Draft control lever below sector marks in bottom half of its quadrant according to depth required.

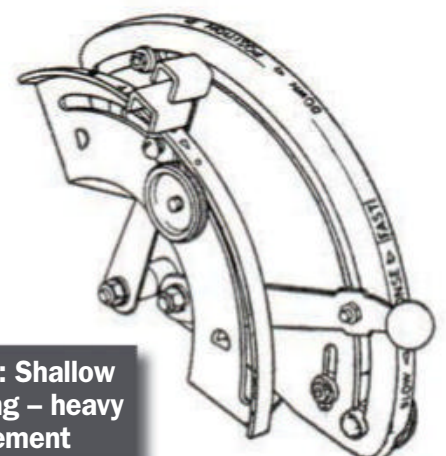


Figure 3: Shallow
cultivating – heavy
implement

Operational lever in response sector according to response required. Draft control lever above sector marks, in upper half of quadrant, according to depth required.

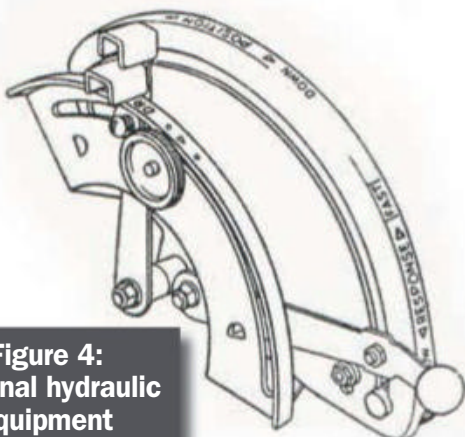


Figure 4:
External hydraulic
equipment

Operational lever in response sector as required. Draft control lever above sector marks will blow relief valve or provide oil flow for external equipment. Movement of lever below sector marks will allow oil return.

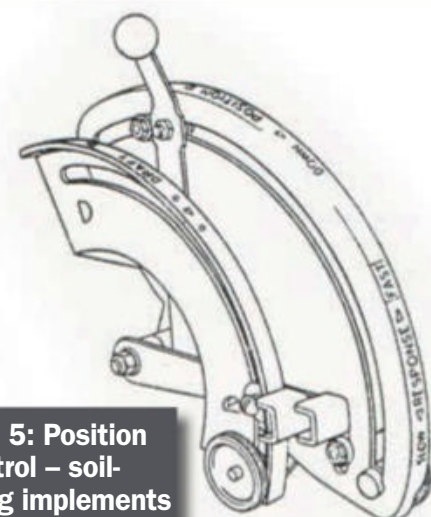


Figure 5: Position
control – soil-
engaging implements

Operational lever in position control range according to depth at which implement is required to operate. Draft control lever at bottom of its quadrant in maximum draft position.

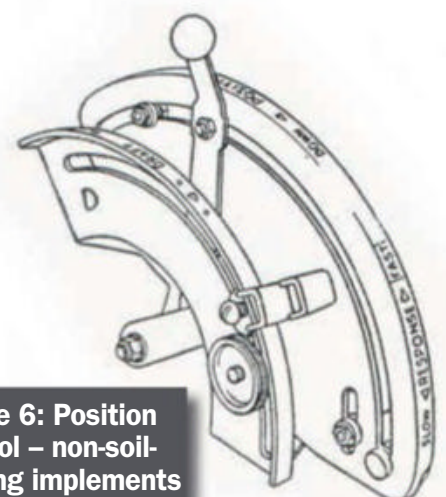
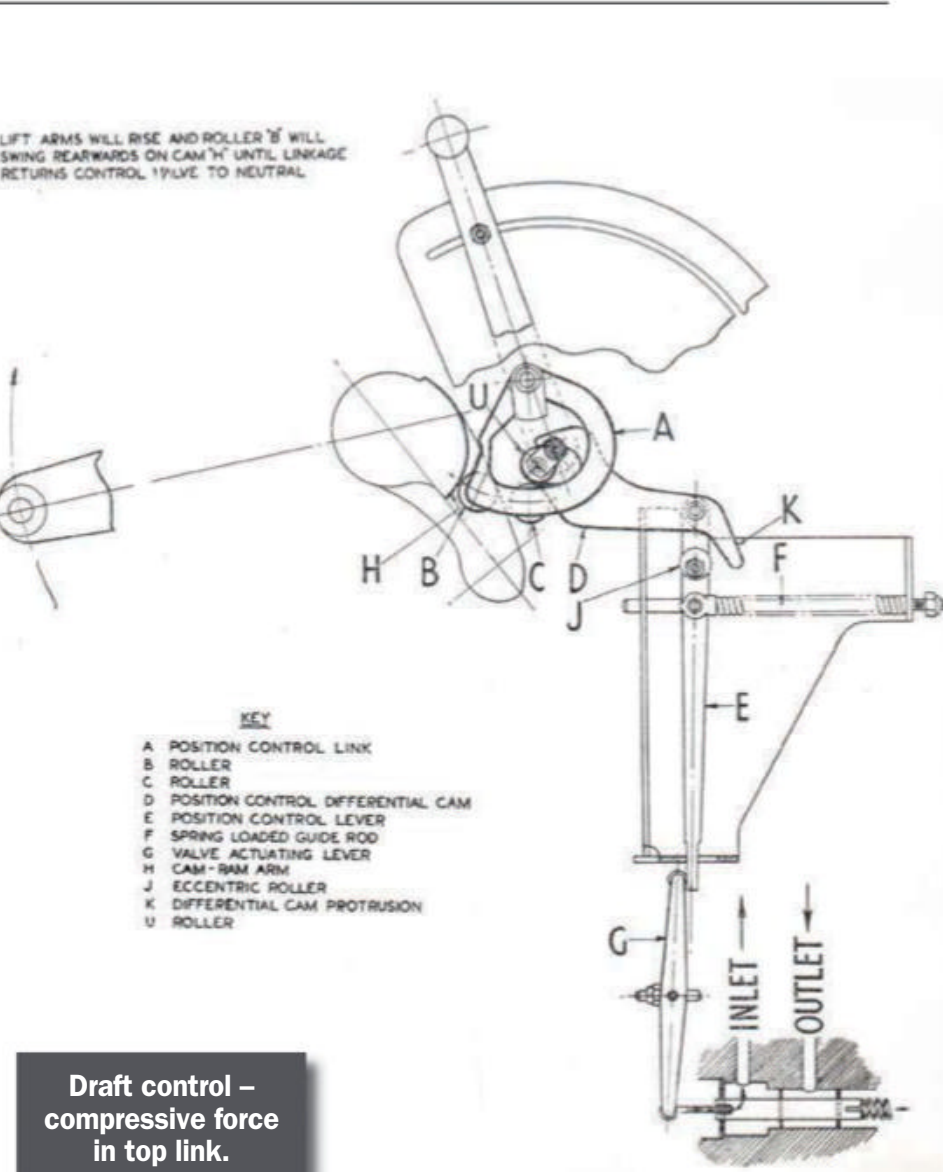
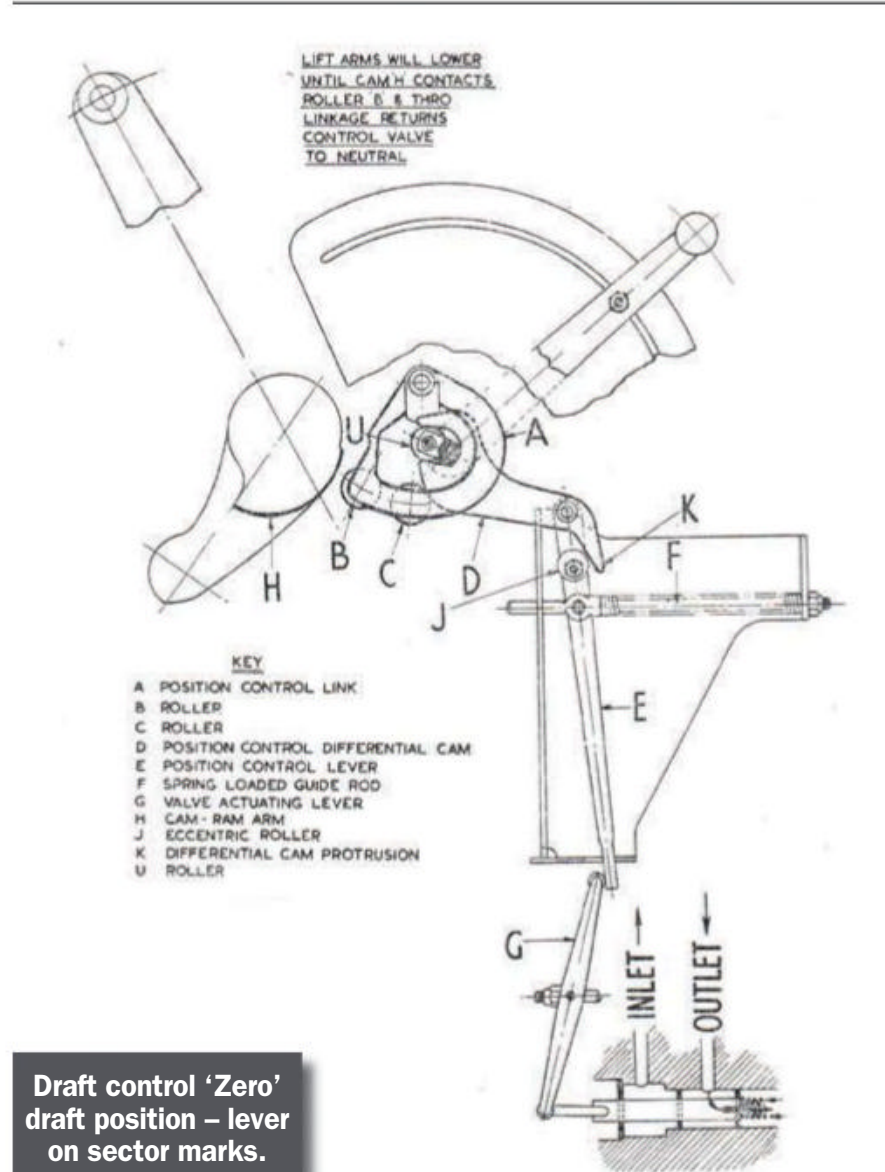
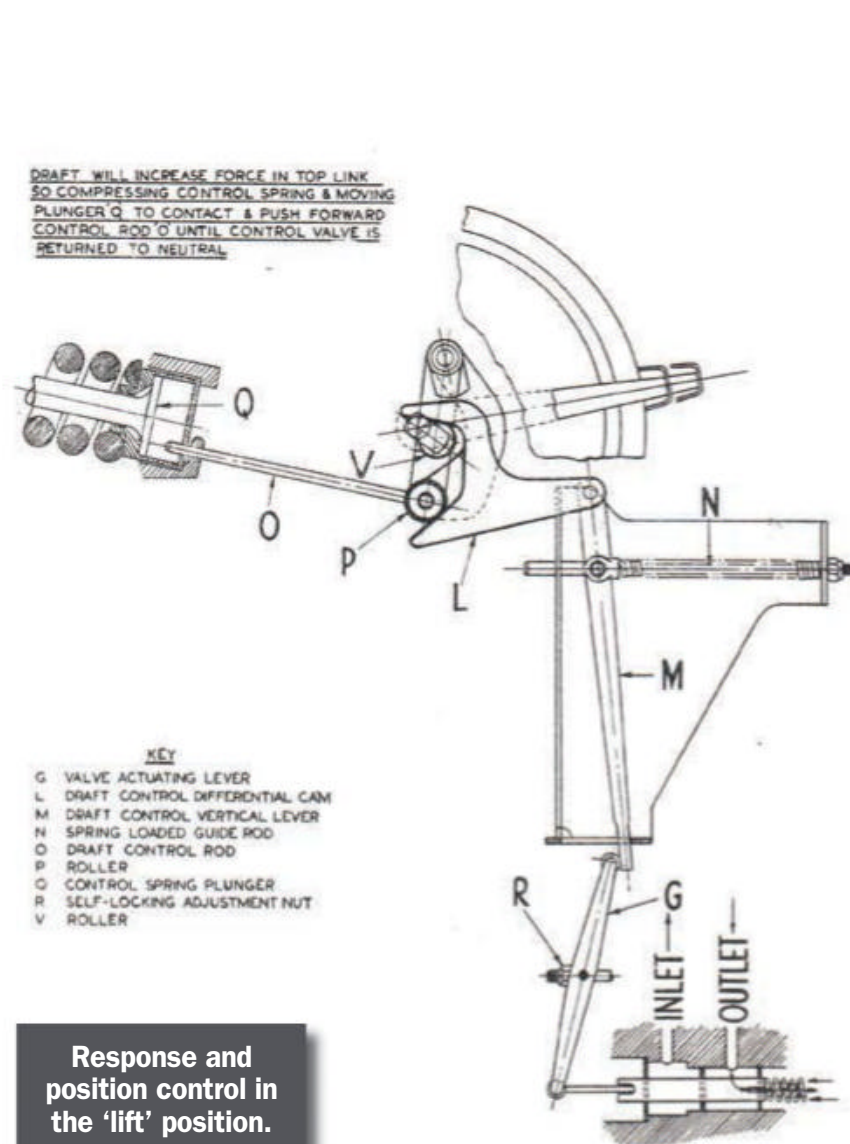
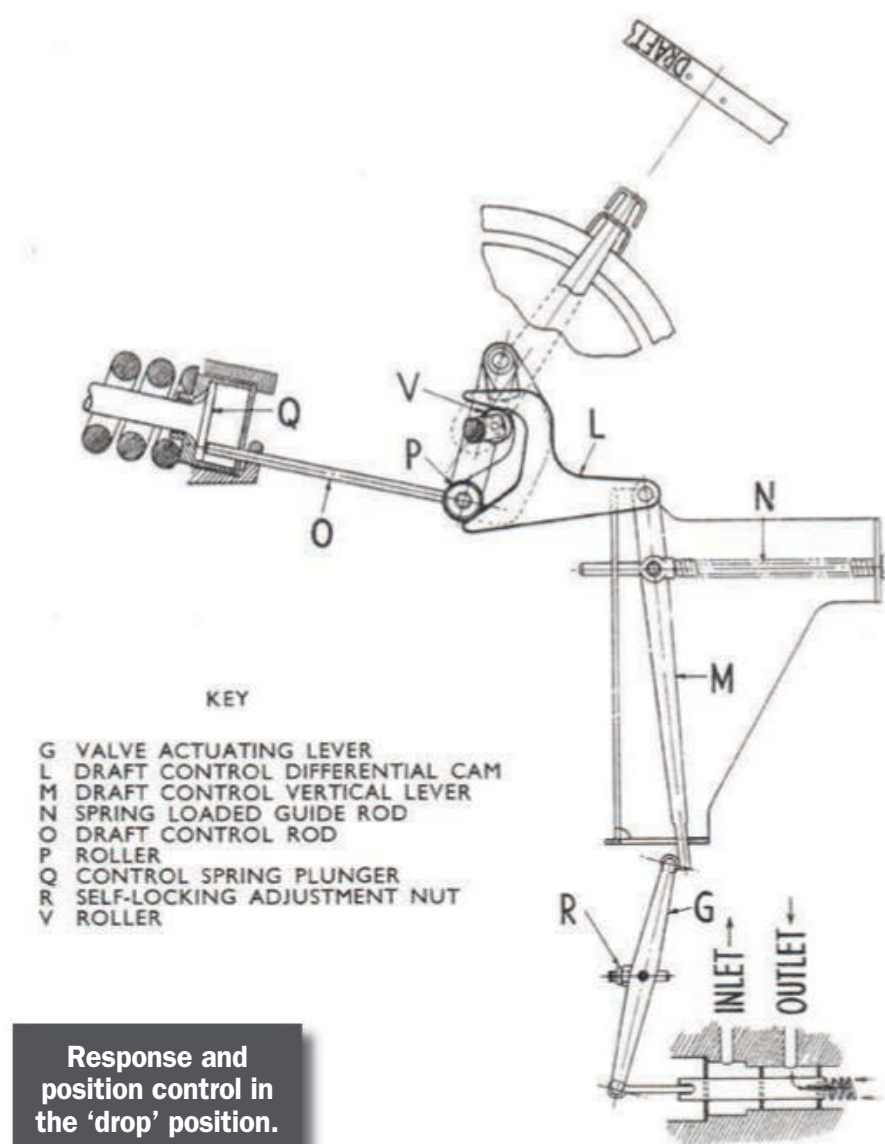


Figure 6: Position
control – non-soil-
engaging implements

Operational lever in position control range according to height at which implement is required to operate. Draft control lever at or anywhere below sector marks.

INTERNAL LINKAGES

The following figures show the disposition of the internal control linkages for both position control and draft control.





This view shows the control quadrant, with the operational lever and draft lever close to hand for easy operation.



Oil for external hydraulic use can be tapped from this point, or external selector valves fitted to the transfer cap shown here.

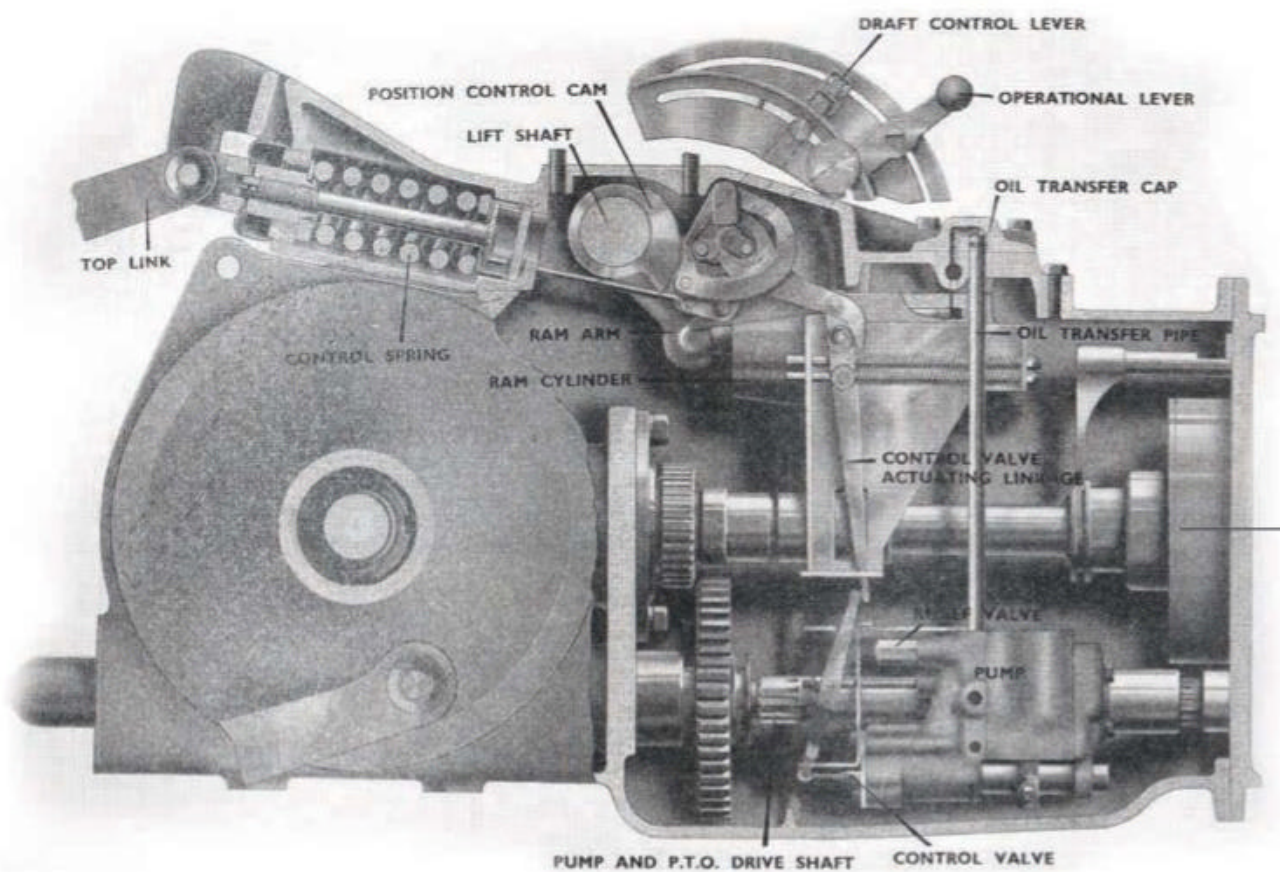


The trailer tipper pipe and a further tapping point are located on the left-hand side of the hydraulic top cover.

BASIC SPECIFICATION: MF 35 hydraulic system

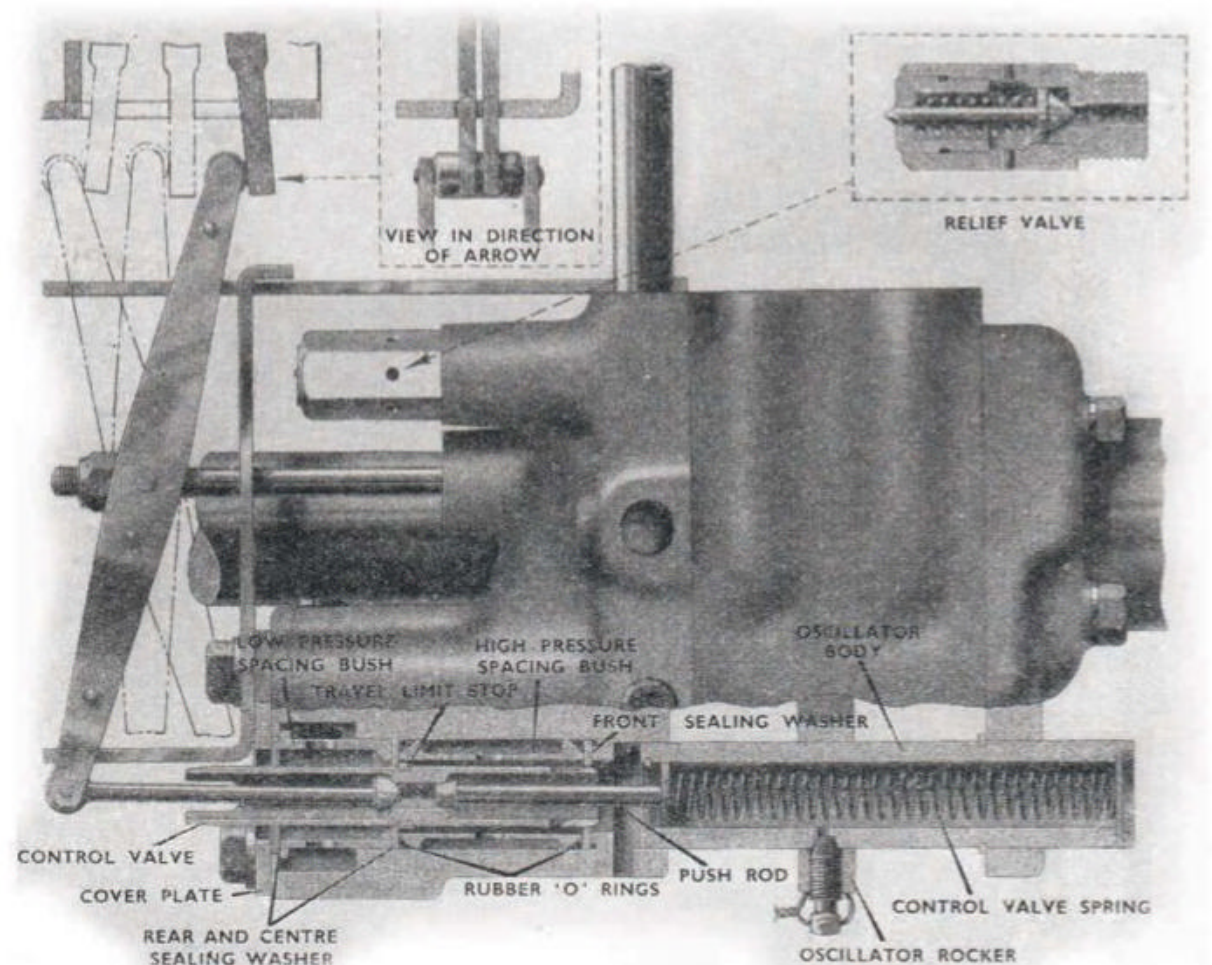
Hydraulic pump	Four-cylinder with oscillating control valve
Maximum pressure	2,500psi (172 bar)
Lift capacity	2,600lb (1,179kg) Maximum recommended weight for road work: 1,800lb (817kg)
Three-point linkage	Category I
Oil capacity	6.6 gallons (30.28 litres)

Note: All figures and specifications obtained from MF 35 handbook and workshop manual.



General layout of hydraulic components of the Massey Ferguson 35 hydraulic system.

The 35 brought more sophistication and was the result of a fresh design



Hydraulic pump showing a cut-away view of the control valve assembly.

Case IH 95 Series

Some say that the Case IH 95 Series is the pinnacle of International's World Wide Series skid unit. We'll let you decide!

So-called modern classics are extremely popular now – making huge sums at auction and on dealer forecourts. They are exceptional, as they are collectible, whilst being capable of regular use.

The Case IH 95 Series is an obvious example – a seven-model range built during the 1990s that has the charm of the red and off-white 85 Series, coupled with a few tweaks to give it a modern feel.

The 95 Series' lineage can be traced back to the early 1970s, and although what you'll find under the red and black panels won't be radically different to the World Wide Series tractors, introduced in 1970, the technology is proven and dependable.

What follows is a brief guide to the specification of these tractors, and our likes and dislikes.

** Thanks to former Case IH employee Philip Ponton for his valuable insight.*

The 895 was the most popular model in Case IH's 95 Series.
Photo: Scott Lambert.

395

Powered by the same engine as the IH 533, the smallest model in the 95 Series produces 45hp and 159Nm of torque at 1,600rpm. Its short stroke will disappoint those used to the D-179 engine of the 523, 454, 484, and 485, but it suits the tractor's 'economy runabout' characteristics.

An eight-by-four synchromesh transmission was standard, but it's possible to find a 395 fitted with a 16-by-eight synchro with 'Powershift', and eight-by-eight shuttle, or a 12-by-eight synchro with 'Creep'.

A six-spline, 540rpm power take-off was fitted to the 395, with 37.9hp available at the shaft and the luxury of hydraulic engagement with automatic feathering to eliminate shock loading.

Lift capacity at the hitch points may only be 1,680kg, but it's ample for a tractor of this size, which will need to operate with both category I and II implements. Up to three double-acting spools could be fitted, but you're likely to find one on a 395.

The 395 will only be found in 'L' configuration, with a low-profile cab, but this features clear, logical controls, and easy access - thanks to a single step and rear-hinged doors (see photograph of 495 on opposite page).

T&M likes: Accessibility

T&M dislikes: Short-stroke engine



495

A three-cylinder brother to the 395, the 495 is powered by an engine that fans of IH/Case IH cherish - the D-179. With a longer, 128.5mm stroke compared to the 395, the 495's engine has more torque at lower revs (182Nm at 1,400rpm) and generates 52hp.

With the same transmission options as its smaller sibling, the 495 is also the smallest model in the range available with a driven front axle. Engaged electro-hydraulically, by a dash-mounted switch, the centre-drive axle features a limited-slip differential and a turning radius of just 3.89m.

Like the 395, the 495 has a six-spline, 540rpm PTO, generating 41hp. The major gripe in this area is the position of the engagement lever, but it could be worse!

The same hydraulic system, generating 2,500psi (172 bar) and with a flow rate of 10.2gpm (46.2 litres per minute) is fitted to both these three-cylinder tractors and there was no factory-fitted option of an assistor ram, so lift capacity was 3,700lb (1,680kg).

As well as being the smallest four-wheel drive model, the 495 was also the smallest to have the option of an XL Control Centre, but this did not appear in the UK. Inside the XL was an attractive grey interior, optional air conditioning, and a digital display.

T&M likes: Compact in four-wheel drive form
T&M dislikes: Proportions of two-wheel drive XL

595

With a short, 111.1mm stroke, the 595 is the four-cylinder equivalent of the 395. The D-206 was first seen in 1965 and was used to power the IH 474, 584, and 585. Some liked it in the 474, but some didn't, and the model was replaced by the Perkins 4.212-powered 475. Power in this instance is 58.9hp, with 220Nm of torque generated at 1,400rpm.

Transmission choices remained the same, with special mention going to the 'Creep' option, as the smooth-running 595 proved popular with specialist growers that did not require copious amounts of torque. This provided an additional four gears below the lowest standard gear, with speeds down to 300 metres per hour at rated engine speed.

Hydraulic oil pressure was, once more, 2,500psi (172 bar), but flow was increased to 10.7gpm (48.5 litres per minute). Standard lift capacity is 4,410lb (2,000kg), but an assistor could be added to boost lift by a further 840lb (380kg). The linkage is category II.

Although available in L or XL configuration, you're more likely to find the 595 with the 'Economy Cab' - as the XL tended to be an arable farmer's unit, but this tractor did not have the power output that most arable enterprises required.

T&M likes: Rarity of model
T&M dislikes: Short-stroke engine

695

The 695 is powered by the popular D-239 engine (3,917cc), generating 69hp and 237Nm of torque at 1,600rpm. This was the smallest of the models to be fitted with a 12in (304mm) engine clutch.

Like the other models, the eight forward, four reverse synchromesh transmission was standard, but the 695 was also one of two models in the Stockman Special Series - where this gearbox was the only one available, to suit the no-nonsense specification of these tractors.

The 695 Stockman Special was first launched as a two-wheel drive tractor, with 7.50x16 and 13.6 R36 tyres, but it was later available in four-wheel drive guise too.

In normal guise, the 695 had the same standard and optional lift capacities as the 595, but the Stockman Special was only available without the factory-fitted assistor (some were retrofitted), enabling it to lift 4,410lb (2,000kg) at the hitch points, with the lower links horizontal.

Cab choices were also the same as the 595, but the Stockman Special was fitted solely with the L cab, keeping height to the top of the cab to a manageable 92in (2.33m) for working in and around low buildings.

T&M likes: Plenty of choice
T&M dislikes: Spec of Stockman Special too basic



The 'L' cab was great in and around low buildings. Photo: from promotional literature.

LIST PRICES: Doncaster-built Case IH 95 Series

Model		395	495	595	695	795	895	995
Price*	2WD	£12,375	£13,236	£15,172	£15,900	£19,022	£19,992	-
	4WD	-	£16,525	£18,460	£19,506	£22,806	£24,333	£27,300
Notes		L	L	L	L	XL	XL	XL

* Prices for Powershift models at launch in December 1990.

795

The 795 is the smallest of 'the big three' and features the D-246 naturally aspirated, four-cylinder engine. This has a larger 100mm bore, along with the 128.5mm stroke, and produces 77.4hp and 256Nm of torque at 1,600rpm. This engine was first seen in the 784 and Hydro 84, but also powered the 785 and Hydro 85.

Of the optional transmissions available, it is worth mentioning Power Shift. This enables the number of speeds in the standard transmission to be doubled by a dash-mounted switch. You can shift under full power and achieve a speed reduction of 17 per cent, as well as increase in torque of 20 per cent.

All models from the 595 upwards are fitted with two PTO shafts (except Stockman Special models), and the 795 produces 61.2hp at 540rpm and 63.6hp at 1,000rpm. Engine revolutions at PTO speed are 2,140rpm and 2,190rpm respectively.

The 795XL is the smallest of the four-wheel drive models to have the option of twin assistor rams - increasing lift capacity to 6,240lb (2,830kg).

Cab options are the same, but the 795XL's appearance is different, as it's the smallest of the range to be fitted with 13.6 R38 rear tyres as standard - which alters the gap between the tyre and the mudguard.

T&M likes: Twin assistor ram option

T&M dislikes: Power Shift reputation. It's not bad!

895

Cited as the best in the range, the 895 usually takes the plaudits due to its D-268 engine. First seen in 1974, the 4,392cc unit produces 82.3hp and 284Nm of torque at 1,400rpm. It has a long, 140mm stroke, giving it excellent lugging ability.

In Stockman Special guise, the 895 was solely fitted with the Power Shift transmission, but because of its diversity and subsequent popularity, you can find a standard 895 fitted with any of the optional gearboxes. The eight forward, eight reverse Shuttle is particularly nice, as changing course simply requires the clutch to be depressed and the dash-mounted lever moved in the desired direction.

It was available to specify on both two- and four-wheel drive tractors, and speeds up cycle times significantly, thanks to reverse speeds being 26 per cent faster than the corresponding forward gear. An 895 with shuttle transmission can reach 33.1kph in reverse!

Those looking for a loader tractor often chose this configuration, and so it is unusual that Case IH did not offer it as an option on Stockman Special tractors.

With a maximum of 72.8hp available at the shaft, the 895 is great for PTO work too, and in its heyday would have been seen with a power harrow or small bed former, but it's a real Swiss Army Knife - capable of many jobs.

Look out for Duo models with a red skid unit. The standard spec is better than the initial 895XL.

T&M likes: Lugging engine

T&M dislikes: Trailer brakes only an option (except Duo)

995

The 995 used a turbocharged version of the 895's four-cylinder unit to produce 90hp and 300Nm of torque at 1,400rpm. The DT-268 was unusual in that it was only used for Doncaster-built models.

As the top-of-the-range model, the 995 was only available with the 16-by-eight Power Shift transmission and four-wheel drive - as it was felt that this best met the needs of those utilising this much power.

Power loss was less than 10hp between the engine and the PTO shaft, with 80.6hp and 83hp the power at rated 540rpm and 1,000rpm speeds.

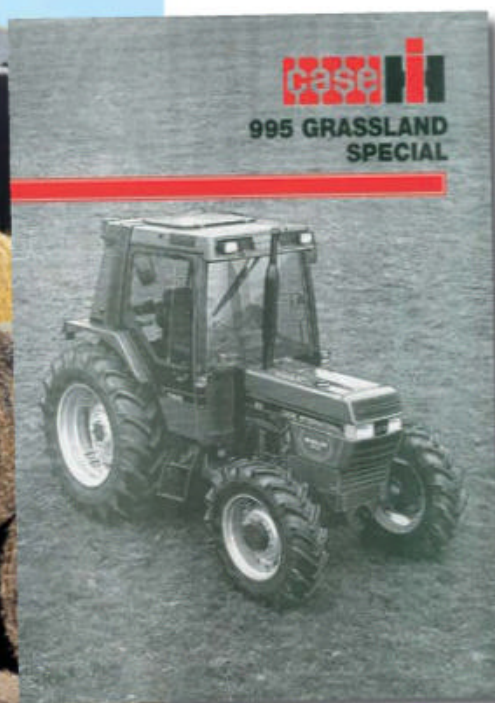
Unusually, just one assistor ram was fitted as standard, with no option for two, so lift capacity was 5,250lb (2,380kg). Due to its output, you're more likely to find a 995 with the maximum of three spool valves fitted too, but this is not a given.

The XL cab was the only fitment available and, unlike most of the other models in the 95 Series (the 895 Stockman Special being the exception), the 995 was the only tractor to have 16.9 R34 rear tyres as standard.

Prior to the introduction of the 4200 Series, those looking for a special edition had the opportunity to purchase a 995 Grassland Special. This featured special bonnet decals, two double-acting spool valves, trailer braking as standard, a price tag of £23,000 (in May 1993, with zero per cent finance as an option) and £600 worth of extras free!

T&M likes: Grassland Special

T&M dislikes: Lack of options on standard 995XL



SPECIALISTS

Intatrac
New/used parts & tractors
Brockton, Shropshire
01588 680217
intatracuk.com

Poole Farm Services Ltd.
New/used parts
Scunthorpe, North Lincolnshire
07734 130505
[Facebook.com/pfslimited](https://www.facebook.com/pfslimited)

Tractor Parts.co.uk Ltd.
New parts
Earl Shilton, Leicestershire
01455 843955
tractorparts.co.uk

Above: The 995 Grassland Special had a list price of £23,000 in May 1993, which included more than £600-worth of extras.

Left: An 895 Stockman Special in its natural habitat! Photo: Alan Barnes.

REPLACEMENT PANELS & PARTS FOR FORD TRACTORS



Super Q mudguards, mudguard trim & fiberglass panels for deluxe Cab all to fill Ford 4000, 5000 & 7000

REPLACEMENT STEEL PANELS FOR FORD AP/LP CAB

Inc mudguard, inner guard skin, to panel & roof



Original style Ford 7000 exhaust pipes

Original style bonnet decals available for Ford Tractors

New Ford Safety Cab doors available for 3, 4, 5 & 7000 tractors

We accept all major credit cards

All prices + VAT

Mobile: 0788 5077168

Tractor Cab Specialist, N. Ireland

tractorcabspecialists.com



INTERNATIONAL PARTS

For Early Agricultural, Industrial & Construction models including



Farmall Cub A-H-M. SBMD – SBWD – B450 – 614 – 634. B250, 275, etc. 2275/6 – 3434 – 500 Pay Loader. T6 – BTD6/8 – B100/125 – 100/125B. Plus many more.



Fuel Filter for SBMD, SBWD, B450 and BTD6



Reflectors for B250, 275, 414



Badges available



Track rod ends are available for early and late B250-275-414 B2275/6,3434 and 500 payloaders.



BD264/281 Glow Plug Conversion kits



Farmall H&M Starter Motor

New and used BTD-6/8 engine parts, clutches, gearboxes, steering clutch parts & final drives

Repair & Maintenance Services

MOBILE: 07836 539138 LANDLINE: 01384350136

EMAIL: j.sambrook@vintagetractorparts.com

Tractor

Parts.co.uk LTD

Tel 01455 843955

Prestolite electric

CARRARO GROUP MAHLE

We stock many of these brands below...



STARTER MOTORS
ALTERNATORS
CLUTCH KITS
ZF AXLE PARTS
CARRARO AXLE PARTS
FLYWHEELS
CAB GLASS
FILTERS
OILS AND LUBRICANTS
RADIATORS
BRAKE PARTS
ENGINE PARTS
HYDRAULIC PUMPS
STEERING PARTS
WATER PUMPS
CHASSIS PARTS AND GRILLES
CAB INTERIORS

We supply parts for many different makes and models

Please ring us on 01455 843955 or 0345 0095600

Or Email us at Sales@TractorParts.co.uk

ADVERT REF - 170423

Located At
1 High Street,
Earl Shilton,
Leicestershire,
LE9 7DH



Tractor Fest

Newby Hall was the place to be on 10-11 June, as Tractor Fest was staged at the eighteenth-century country house and estate, says *David Reed*.

Billed as the biggest tractor event in the north, almost 2,000 exhibits were on display for visitors to enjoy, including cars, lorries, and motorbikes, as well as stationary engines and other working machinery, with many club stands in attendance. There was also the opportunity to take a tour of the impressive building itself, or wander round the beautiful gardens.

It was, as you might expect, the tractors on show that were the main attraction, with the blue of Ford the largest contingent present. The Ford & Fordson Association had a strong presence, with tractors of all ages to excite the crowds. Two that stood out were Rob Richardson's 1963 Ford 5000

Super Major and Alan Baren's 1958 Fordson Major with Selene four-wheel drive conversion.

The latter had originally worked in Italy, where it had been used on pipe-laying work, while Rob's tractor is fitted with a Perkins engine, one of the show's special features, and was built for export to the USA. It spent most of its life in Colorado and has received a full nut and bolt restoration since returning to the UK.

There were plenty of Dextas to be seen, including Brian Sutcliffe's 1963 example that did the Land's End to John O'Groats road run some 20 years ago, while newer still was a number of superbly restored tractors from the 1970s.

David Critchley's 1979 County 1184TW was with H R Smith of Lincolnshire before going to the Isle of Man – while having an industrial feel was Peter Bainbridge's 1975 Ford 3000 that was new to Ryedale Council.

Those with an interest in Massey Ferguson tractors wouldn't have been disappointed either. Representing the numerous Fergusons on site was James Hodgson's 1954 TE-F 20 with 'banana' loader. This example came from a farm at Scampston in a rough condition during the mid-1990s, with a full restoration following, while also of note was Z Alderson's 1957 Ferguson 35 industrial.

Getting a lot of attention was John Plowright's petrol-powered 1970 MF 135, that was built in the USA and is fitted with a Perkins AG3.152 three-cylinder engine. It had been used on a small, intensive livestock farm on Wolfe Island, Ontario, and was brought to the UK with around 1,000 working hours recorded.

Somewhat newer was Duncan McColl's 1983 Massey Ferguson 698. This tractor was supplied by Stirling Tractors of Muirpark, Bannockburn, to A Anderson of Lower Whiteston Farm, Dunblane, and was driven by Duncan

There was a great line-up of John Deere Model Ds on the Ripon Farm Services stand, with this year's Tractor Fest celebrating 100 years of the model.





Alan Baren's 1958 Fordson Major with Selene four-wheel drive conversion was used in Italy on pipe-laying work.



R Houseman's 1989 Case International 785XL was in great shape.

McColl, who managed to buy it in 2015, with restoration being completed in 2021 after more than six years of work.

Another special feature at this year's Tractor Fest was 100 years of the John Deere Model D, with a great selection of examples on site, all centred around the Ripon Farm Services stand.

Jack Miller's 1948 D spent its entire working life in Suffolk and was found in a chalk pit by a previous owner and restored in the early 1970s. Richard Henderson's 1945 Model D was in original condition and came from Canada. "It still does some little bits of work on the farm," he said.

The highlight of the line-up, however, was one of Richard's other John Deeres. This was his 1925 Spoker D that was bought from US Tractors in 2008 with a full restoration taking place, including a replacement cylinder block bought from Jim Erdle in the United States. With its JD counterparts, it paraded around the ring, and really looked the part, considering that it is almost 100 years old.

It wasn't all Model Ds though, as Jim Lofthouse was to be seen with his 1944 John Deere AW that came to the UK as part of the Lend-Lease scheme in 1944

and was used on a farm in Scotland before moving to Lincolnshire. It passed to Jim in 1975 and was used on his farm, being restored in 1976, and then freshened up again around eight years ago.

When it came to a series of David Brown tractors, Malcolm Norris' 1946 Thresherman caught the eye. It was bought by R T Gowling and used in his threshing business on farms around Harrogate and Ripon. It was later bought by Malcolm's father in 1964 and used in his timber business at Beckwith Head Sawmill, powering a rack saw-bench cutting timber for pit chocks in the Yorkshire coal mines, remaining with the family in restoration.

Continuing the DB theme, a 900 J type from 1957 spent its working life in the Republic of Ireland after being the 28th example off the production line. It is owned by Peter Williams of Ross-on-Wye, while to round things off was a 1975 David Brown 995 that had been owned by W&M Birkley & Sons, of

Acaster Selby, and was used regularly on a mixed 300-acre farm before being demoted to a scraper tractor.

There was a good line-up of Leylands on view, including two from the Weighell family. The first was a 154 that dated from 1975 and was a scraper tractor on a farm at Lincoln, before being bought around 10 years ago for

full restoration, while a 1974 Leyland 245 was bought from a farm near Scarborough, where it had also been used as a scraper.

There is no doubt that this year's Tractor Fest was a huge

success. With 11,000 coming through the gates, after the small crowds of the early years, things have been turned around – which is good to see. Unfortunately, space limits the number of tractors that can be mentioned, so apologies to those that have been missed out.

What is for sure is that this event is one that cannot be missed by any tractor enthusiast. It is well worth a trip to North Yorkshire for next year's event! ■

There is no doubt that this year's Tractor Fest was a huge success



A sea of Ferguson and MF models!



Econ's Ford 7810 Silver Jubilee looked the part.



This 1968 Leyland 154 was entered by P Jackson.



Oxdale Products Ltd



Manufactures & Suppliers of Agricultural & Forestry Machinery

Log Splitters designed, manufactured and tested in the UK

Heavy Duty Hydraulic Log Splitters —Tractor Mounted, PTO, Electric and Petrol Driven



TM400 Big Base—10 ton ram. Splits 18" in height. 14l/m oil flow required. Suitable for all tractors with CAT 1 & CAT 2 linkages.



SE400—10 ton ram. Splits 18" in height. Engine driven, powered by a Honda GX200 engine. Also available with an electric motor.



E400—10 ton ram. Splits logs up to 18" in height. Designed to plug into a single phase electricity supply and can be used with extension leads.



3" PTO Chipper — Supplied with category 1 PTO shaft. Quality steel frame, high strength, anti-vibration, 5mm thickness laser cut, machine bent and welded by robot. It chips logs up to 3" in diameter.



3" Petrol Chipper — This bio shredder is both reliable and safe. It passed all tests to assure the safety of the operator and assure the chipping performance. Supplied with 13hp Honda GX390 engine.



Argo 4.5" Chipper — A professional chipper with gravity-feed and high-level discharge. High resistant steel frame, cut, bent, and welded by robot. Material discharge 1.5m (5 foot) high and 360° adjustable.

ALL DELMORINO PRODUCTS COME WITH A 2 YEAR MONEY BACK GUARANTEE

Come and see us at our shows this year.

The Great Yorkshire Show: 11th - 14th July 2023

The Royal Welsh Show: 24th - 27th July 2023

The Welsh Winter Fair: 27th - 28th November 2023



Chain Harrows—Harrowing removes dead thatch, lifts vegetation up and levels mole hills. 3 way matt. Available in mounted or trailed form. 4ft, 6ft, 8ft & 12ft sizes available. 12mm tine thickness.



Tipping Trailer—Suitable for use with 20hp and above tractors. The trailers have drop down sides and suitable for off road use only. Available in 1.5 ton and 2 ton models.



Saw Bench —Available as PTO and electric models. They feature a tungsten tip saw blade which provides fast and efficient cutting. Electric model -16amp power supply.



Compact Grader — An essential tool for levelling ground. The compact grader is ideal for use on hardcore tracks, spreading soil and rubble. Available in 4ft, 5ft & 6ft models.



Medium duty Grader—This grader was developed for users with medium HP tractors. It will stand higher than the standard with 10mm thick steel sides. Available in 6ft and 8ft models.



Heavy Duty Grader — Heavy duty design. Ideal for use on farm tracks and drives. Durable tines easily break up the ground surface. Available in 6ft, 8ft and 10ft models.

ALL OXDALE PRODUCTS HAVE A 12 MONTH MONEY BACK GUARENTEE

Alan Gregg with his International WK-40, which looks and runs so well.



Innishannon magic

Set in the beautiful countryside of south-west Cork, the Innishannon Steam Rally is the major early season event in the Republic of Ireland calendar and was staged for the 26th time, in aid of the Irish Cancer Society, on 4-5 June, writes Peter Love.

Over the years the event has raised more than €1.4 million, and today this is Ireland's largest all-round preservation rally of the season – enjoying perfect weather, for a change, this year.

The show is led by farmer Martin Desmond, P J Ryan as his vice-chairman, and Martin's wife Mary as the secretary and bedrock of this event for many years.

It is a diverse event, with farm animals, crafts, stationary engines,

commercial vehicles, cars, and tractors, as well as catering and trade stands, and a working area. Sadly, there were many familiar faces missing from this section, including Martin O'Leary, Paddy O'Connell, Benny O'Gorman, Michael Collins, and David Glynn.

There were so many tractors that parading was difficult to organise, but many made the effort to show their tractor to the crowds, particularly the owners of the classic tractors – starting

Amongst the classics was this nice John Deere 2130.



James Connolly's MF 1805 is for sale.





Tony Doyle, from Co. Cork, was exhibiting his Fordson E1A Major.



Attracting a good deal of interest was this Marshall 904XL.

with the many Fords. Michael Angland's 7000, Mike Deasy's 5000, Jim De Courcey's 4000, and James Keohane's 1972 County 754 all caught the eye, but there were many others – including County and Roadless models.

Barry Lordan's 1986 Fiat 180-90 Turbo DT was another that people liked, but there were other Fiat's present, including Michael Daly's 1977 Fiat 640, and Alex Kingston's 1992 Fiat 110-90, but the classic that seemed to attract the most interest was Kevin McCarthy's Marshall 904XL.

Classic Internationals are very strong in this part of Ireland, particularly as Martin O'Sullivan has a significant collection, but Alan Robinson's IH 1566, Phillip O'Conner's IH 784, and Matt

Murphy's IH 685XL could also be seen. One of the oldest IH tractors at the show was Alan Gregg's brilliant WK-40. The tractor, powered by a six-cylinder side-valve engine, was bought from an H J Pugh & Co. auction and was running well and looking good.

James Connolly, from Bandon, was showing his Massey Ferguson 1805, which is for sale. It was the largest classic tractor on site and James believes that eight were originally sold in Ireland during the latter half of the 1970s, but that number seems high. If you think you have the definitive answer, please get in touch with the editor (tm.ed@kelsey.co.uk).

There were plenty of lovely Massey Fergusons at the event, but Ford and

Fordson models were certainly number one. Despite the popularity of the blue tractors built in Cork, Dagenham, and Basildon, Ireland was once a strong market for Lanz in the first half of the last century.

Several 'Irish' Lanz tractors were on display, including the Linehams' 1935 35hp and 1950 models, Charles Dineen's 1936 25hp example, and James Behan's 1953 model.

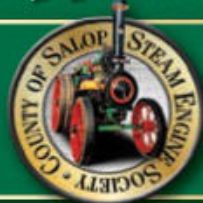
Nuffield, DB, Ferguson, and JD models made up the bulk of the other entries, but I spotted a Case C and a very late L, as well as James Barrett's 1956 Fendt, and a 1938 styled Massey-Harris 25 on steels.

It was a great show to be at, and if you haven't been, I thoroughly recommend going. ■



This 1938 Massey-Harris 25 is a straight, original tractor.

Enjoy the Sights, Sounds & Smell of Steam



SHREWSBURY STEAM RALLY

ONslow PARK SY3 5EE

**Sun 27th ~ Mon 28th
AUGUST BANK HOLIDAY**

**TICKETS &
CAMPING
AVAILABLE
ONLINE NOW**

**WEEKEND
CAMPING**
(Pre-Book Only)

*A Great Day Out
For All The Family*



Over 1,000 Exhibits and Something for Everyone

Adults: £17.00 - Senior Citizens: £16.00 - Children: £1.00

www.ShrewsburySteamRally.co.uk

Email: info@shrewsburysteamrally.co.uk Tel: 01938 570874

EARLS BARTON TRANSPORT SHOW

26th, 27th & 28th August 2023

MOLLEN MAGNETS FLYBALL

★ Collection of Transport Through The Ages

- ★ Steam and Stationary Engines
 - ★ Family Amusements
 - ★ Awning Displays
 - ★ Model Boats
 - ★ Craft Marquee
 - ★ Trade & Side Stalls
 - ★ The Vikings
 - ★ Beer Tent, Hot & Cold Food And Refreshments
 - ★ Bernese Carters
- ★ Auction (Saturday Only) Viewing from 09:00 for 10:00 Start

Admission: Adults £8 - OAP's £6

Children £6 - Family £25

(Family: 2 Adults + 2 Children)

Open 10am - 5pm each day

WHITES NURSERIES EARLS BARTON

Sat nav postcode NN6 OEP — Just off Junction 10 A45

Phone 01604 811633

Website www.earlsbartontransportshow.co.uk

www.facebook.com/earlsbartontransportshow

Email info@earlsbartontransportshow.co.uk

All attractions subject to availability & weather



Quality Parts for New & Old Tractors

- ✓ 12 Months Warranty On All Parts
- ✓ Express Delivery
- ✓ Free UK Postage On Orders Over £125 Ex VAT

Buy Online

Order By Phone

Visit Our Shop

TRACTOR PARTS FOR:

- Allis Chalmers
- David Brown
- Ferguson
- Fordson
- Ford
- International Harvester
- John Deere
- Massey Ferguson



**RING FOR YOUR
2022 PRICELIST**

VISIT OUR
WEBSITE



T: 01455 556784 E: sales@vintagetractorspares.co.uk

vintagetractorspares.co.uk

Shop Opening Times: Mon - Fri 9.00 - 17.00, Sat 9.00 - 12.00

Manor Farm, Park Lane, Walton, Lutterworth, Leics, LE17 5RQ

In the next issue...

**SEPT
2023**
**ISSUE ON
SALE
FRIDAY
25 AUGUST**

DOWN IN THE WOODS



Former County Commercial Cars area sales manager Mike Gormley heads to the woods to admire a forestry contractor's refurbished 1174 in its natural habitat.



TRAILER TIPS

Buying a used tipping trailer? Our guide tells you what to look for when inspecting a prospective purchase.



ORIGINALITY MATTERS

Dan Gunn's 1967 Roadless 95 has a lovely patina and is a fine, original example of the 214 produced by the company from 1966-74. Peter Love finds out more.

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



DIFFICULTY RATING **ONE SPANNER** Easy **TWO SPANNERS** Straightforward
THREE SPANNER Moderate **FOUR SPANNERS** Challenging **FIVE SPANNERS** Nigh on impossible

Workshop

Projects, expert advice
& product news



70 A NEW CHALLENGE

The rebuild of the MF 35's three-cylinder engine is underway, with Ben Phillips not taking any chances with existing parts.

73 NEW PRODUCTS

More new items to suit your workshop from some of the big names in tools.

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

One problem is solved and another rears its ugly head – as the ravages of time increase the challenges of this project.

80 BRAKE REPAIR

Overhauling the brakes on a Fordson Dexta is a relatively simple task – but this one is a little different!

BRIAN'S BAD BACK BETTER WITH BIOFLOW.

60 year old Brian Peters of Kent had been suffering from arthritis in his back and knees for a number of years. Despite taking painkillers, he was finding his work in heavy engineering increasingly difficult and painful and was unable to enjoy his hobby of restoring old tractors and bikes..

A friend advised him to try a Bioflow Magnetic therapy wristband as it really helped the pain in his wrist and ankles so Brian bought a Bioflow Elite from distributor, Jenny Ryan.

He says, "I was really pleased with the service. I received the Elite the day after I ordered it. Now I've stopped taking painkillers, my back and knees are much better and I no longer get any pain from an old operation scar. My wife is also delighted as she says I'm much better tempered! Several of my friends have commented on how much better I look and now they are also buying Bioflows from Jenny."

FOR INFORMATION ABOUT BIOFLOW
MAGNETIC THERAPY PRODUCTS CONTACT

JENNY RYAN

0114 2307844/07817 671259,
16 DEN BANK CRESCENT,
SHEFFIELD, S YORKS, S10 5PD
jennyryan@magneticpower4u.com
www.magneticpower4u.net

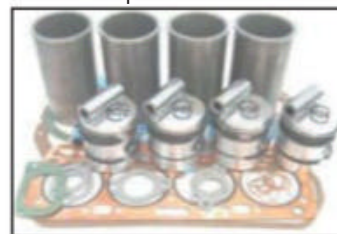


Engine Fix UK

UK Precision Engine Components for
Vintage, Classic & Modern Tractors & Machinery
Tractor, Digger & Commercial Spare Parts, Equipment & Accessories

For the Busy Seasons ahead....

Case, Cummins, David Brown,
Ferguson, Ford, Fordson, IH, JCB,
John Deere, Leyland, Massey Ferguson,
Perkins, Nuffield and Shibaura
Engine Rebuild Kits, Pistons, Rings,
Liners, Bearings, Bushes, Gaskets, Seals,
Valve Train, Con Rods, Fuel/Oil/Water
Pumps & much more



Please note new contact details and address

Tel: **01606 889671** or **0121 502 0101**

Email: poweralleurope@gmail.com or neale.astbury@psep.co.uk

www.poweralleurope.com or

www.power-source-engine-parts.co.uk

www.enginefixuk.com

Freshfield, Cassia Green, Marton, Winsford, Cheshire CW7 2PZ

8:00 am -18:00 pm Monday-Friday/ 9:00 am -12:30 pm Saturdays

All Prices Inclusive of VAT



All Major Cards Accepted

OEM names & numbers are shown for reference purposes only

A new challenge

PART FIVE

DIFFICULTY
RATING

Ben Phillips' latest restoration project rumbles on, with the rebuild of the Massey Ferguson 35's engine commencing.



The MF 35 as it arrived at Ben's premises.

When I left off last time, I was just getting the crank out of the Perkins A3.152 engine in John Speller's MF 35.

I now had the block ready to go to Bromsgrove Engine Services, as it would remove the old liners and fit the new ones. I have done this myself in the past, but it can be very tricky removing the old ones. They must be tight when they're new, and they only get tighter over time.

This three-cylinder block always looks so neat and compact when stripped down, and it's light enough to manoeuvre – two can lift it with relative ease.

Along with the block, the crankshaft was ready to go to be measured and machined, and now it was out of the engine the darker band on the main journals was clear to see. Judging by the wear I'd seen and felt, I imagined that there wasn't a lot that needed to be taken off, and my initial thoughts of 10 thou still seemed reasonable.

The block and crank were away for about a week and upon their return the first thing I noticed was the top of the block, as Keith had faced this up very slightly. Running my hand over the surface I could feel it was lovely and smooth, and as this had been a very fine skim there should be very little to no risk of piston protrusion.

The first job that I wanted to do was to check the piston ring gaps, as even though these were new there is a tolerance range – so I got my feeler gauge and checked each one. Finding the gaps were all correct, I could proceed with building the piston assemblies up.

Not only were the pistons and rings new, but also the conrods. It may seem odd that I am renewing these, but a few years ago (while I was rebuilding another Perkins engine in an MF 65) I had a conrod that was bent. I had no reason to

believe it was bent, and it wasn't visible to the naked eye. This only became apparent when the pistons were in and the rebuild was progressing.

Not wanting to strip this engine again, as I had to with that 65, I decided to renew this important part, to be sure. It doesn't take long to make up a piston assembly, it's just the matter of sliding the gudgeon pin in and then gently fitting each ring in the correct groove.

Getting these in the engine requires a good coating of oil and a piston ring compressor, then a gentle tap with the wooden handle of a two-pound hammer allows them to slip into the bores easily. I fitted all the pistons so they were pretty much level in the engine, until I could turn the engine over and fit the crank.

Clipping one half of the bearings in was the first job and once in place it all looked clean and shiny. I had the crank at hand to fit next. This had been machined by 10 thou, as I envisaged. Even though the crank was heavy, with the engine on its side it was quite easy to fit. I made sure there was plenty of oil all over the new bearings and crank journals – in this instance the more oil the better, to bridge the gap before it got pumped round when starting it up for the first time.

On the rear main cap, a set of thrust washers needed to be fitted. These were in four sections – two of which had a square bit at the bottom. This section was fitted in the cap and needed holding in place while the cap was fitted. The other two that were smooth needed

threading in before the cap was fitted.

If you look closely, you can see two little grooves in all four of these. This grooved side needs to be facing the crank. You can buy different-sized thrust washers – standard or +75 thou. These were standard.

To secure the bolts in the end caps there were some tab washers that I had bought new. These were bent over once the bolts had been torqued up to the correct tightness.

With the crankshaft tightly bolted in place, I could now offer up the big ends of each piston to their corresponding crank journal and fit their caps.

The last items to be fitted on the crankshaft were the balance weights that are located at the front at the rear. ■



Bare block

1 This Perkins A3.152 was now bare, ready to have the old liners removed and the new ones installed.



Ready for machining

2 The crankshaft was also ready to be measured and machined. You can clearly see the dark band on the main journals.



Skimmed block

3 The block came back with the new liners installed and the face of the block very lightly skimmed.



Ring gaps

4 Once back, the first job was to make sure the gaps in the new rings were correct. Here I am using a feeler gauge to do this.



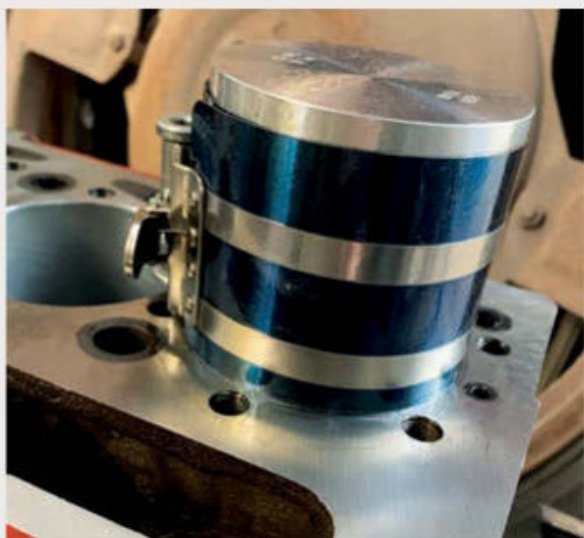
New conrods

5 As a precaution, a new set of conrods was bought. In the past I've taken these out of engines and have subsequently discovered that they were bent.



Piston assembly

6 It's always nice to have a new piston assembly in my hand, ready to fit into a refurbished block.



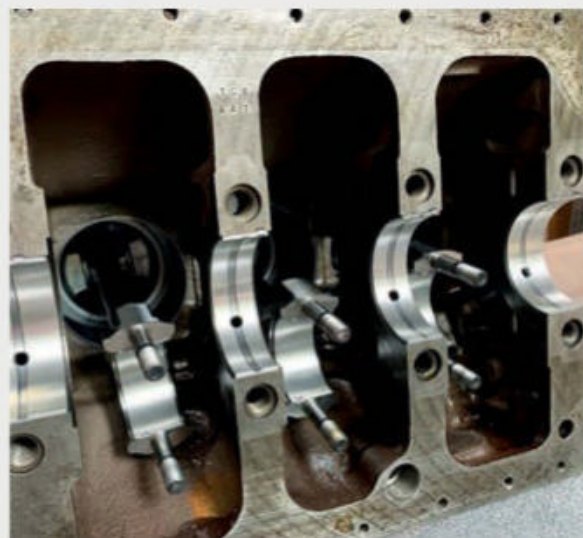
Ring compressor

7 Sliding a piston down and into the bore requires a piston ring compressor, as pictured here.



Pistons in

8 All three pistons have been fitted. They're all pretty level because they haven't been connected to the crank.



Fitting bearings

9 With the engine carefully laying on its side, I could fit the bearings. All new, clean, and shiny!



Crankshaft machined

10 I was now ready to fit the crank, which had been machined by 10 thou.



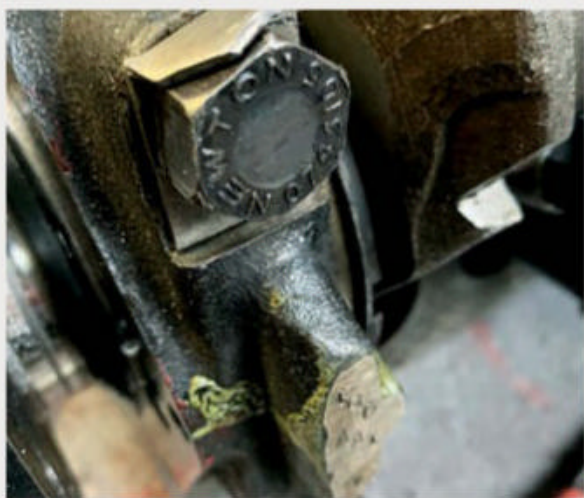
Thrust washers

11 A new set of thrust washers was bought. These were standard in size.



Groove toward crank

12 These thrust washers were slid in-between the last journal sides and the block, making sure the light grooves faced the crank.



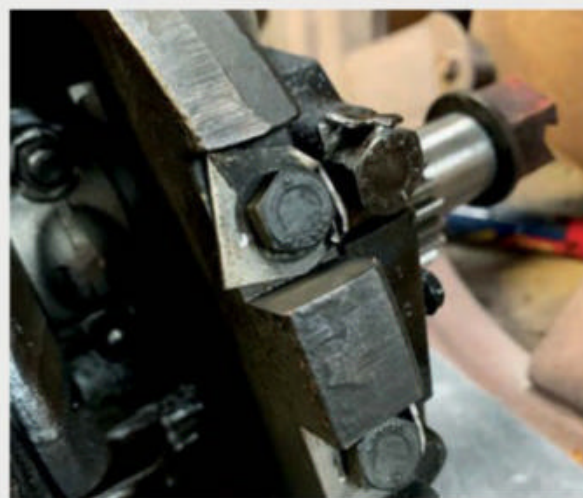
Tab washers

13 The main bearing caps could now be fitted, and the tab washers bent over to secure them.



Big ends

14 Once the crank was in, I could offer up the conrod big ends and bolt on the caps.



Balance weights

15 These crankshaft balance weights were now the last thing to be fitted at this stage of the engine rebuild.

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

New products

Items of interest for your tractor and the workshop.

HYDRAULIC PRESSES

CSA10BB: £346.80 Inc. VAT
CSA20F: £898.80 Inc. VAT
CSA50 FPB: £2,158.80 Inc. VAT
Machine Mart
Tel: 0115 956 5555
machinemart.co.uk

Machine Mart's range of Clarke hydraulic presses is ideal for garage and engineering workshops and can be used for a variety of tasks, including replacing/removing bearings, pressing ball joints, pulleys, pins, plates, or straightening metal work. There are eight different models available, with pressing capacity ranging from just 4 tonnes up to 50 tonnes.

The best-selling CSA10BB 10-tonne hydraulic bench press is perfect for when you just need to tackle smaller pressing jobs, such as removing and installing gears or bearings.

The press is simple to use and very effective, requiring minimum effort from the user to produce fast, accurate presses.

It is supplied with a hydraulic pump, ram with pressure gauge and connecting hose. A seven-piece adaptor kit is sold separately.

The CSA20F 20-tonne press features a heavy-duty welded frame and has a smooth hydraulic action, ensuring the power is applied positively and precisely to the work piece, for greater control and accuracy. Ram travel is 189mm, making it ideal for larger work pieces.

At the top end of the range is the CSA50 FPB 50-tonne press. This standing shop press is ideal for professional garages or workshops and comes fitted with a large pressure gauge, enabling accurate and easy reading when applying pressure.

The model features both hand and foot operation, as well as a ratchet winch for adjusting the bed height. It is supplied complete with a hydraulic pump, ram, hoses, pressure gauge and V blocks. A protective polycarbonate screen is also available to buy separately.



BENCH GRINDER

£118.79 Inc. VAT
Machine Mart
Tel: 0115 956 5555
machinemart.co.uk

The Clarke CBG6SC is a useful bench grinder designed to help keep drills, chisels, shears etc. in top condition, as well as being generally useful for metal shaping, smoothing, and polishing.

This bench grinder also includes a two-inch sanding belt suitable for wood, metal and plastic, a wheel dressing tool, as well as a flexible work light for maximum precision and visibility.

Other useful features include combined eye shield/spark arrestors for safe usage and a base-mounted on/off switch. There are also adjustable tool rests and a coolant tray.



GRINDING WHEEL

Grinding wheel	36 grit
Sanding belt	80 grit
Wheel dimensions	Ø150x20mm
Belt dimensions	50x686mm
Bore	12.7mm (1/2in)
Max wheel speed	2,850rpm
Max belt speed	15.6m/sec

TOOLBOXES

8651: £51.82 Inc VAT
8652: £68.59 Inc VAT
Laser Tools
Tel: 01926 815000
lasertools.co.uk

These stylish and robust, organiser toolboxes are ideal for carrying hand tools, cordless power tools, drill bits, sockets, and consumables. The 380mm-wide example (part number 8651) features a fold-down tool organiser that holds drill bits and screwdrivers, plus a slide-out removable tray for keeping smaller tools, screws, nuts, and bolts.

The larger 500mm box (part number 8652) features a slide-out organiser suitable for drill bits, hex keys, etc., plus the removable tray for keeping your smaller tools, screws, nuts, and bolts, etc.

Both boxes are manufactured from impact-resistant polypropylene and feature non-slip rubber feet. The overall dimensions of the 8651 and 8652 are 380x270x220mm and 500x290x240mm respectively. The lids include a padlock hole for extra security.



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.

Fordson Major Diesel

Q I recently bought a Fordson Major Diesel at a farm sale, and I have set about obtaining some of the parts that were missing at the time of purchase. The tractor didn't have a belt pulley unit fitted, but had the blanking plate in place instead. I subsequently saw and successfully purchased a pulley online, but I have had some difficulty in fitting it to my tractor.

The blanking plate was removed, and a new gasket made using the plate as a guide. When the pulley unit was offered up to the tractor it wouldn't sit flat against the machined flange, and no amount of jiggling it to fit would work.

I've taken a closer look at the pulley and think it's the locknut fouling up and

preventing it from fitting. It is a Fordson pulley, so why would this be the case?
James Smith, via e-mail

A Unfortunately, you have acquired a pulley unit for the earlier Fordson N and E27N models. These feature a locknut to secure the bevel gear to the shaft. The E27N and N tractors only have a three-speed gearbox and more clearance to accommodate the locknut. The E1A Majors have, as you know, a six-speed box.

The primary gearbox that provides the high-low ratios sits very close to the pulley drive gear in the front of the transmission casing and precludes the fitting of the earlier pulley unit. You need to seek out a unit for an E1A Major, which can be identified by the circlip securing the bevel

gear in place on the shaft. The nose of the shaft is shorter, allowing the unit to fit snugly onto the tractor!

Q I have a problem with my old Diesel Major that is becoming a nuisance. It has developed a water leak from the area of the cylinder block where the throttle rod passes through and seems to be getting worse.

It looks like a potentially difficult repair to carry out, as the tube around the rod looks difficult to remove and replace. Do you have any ideas how I can overcome this please? I did try some sealant, but this hasn't worked, so any advice would be much appreciated.

Howard King, Essex

A This is one of the problems associated with the ageing cylinder blocks of the early Diesel Majors. The throttle rod tube has corroded through, allowing coolant to leak, and run down the side of the block.

One way to deal with this issue is to obtain a throttle linkage from the MkII engine onwards. This was fitted to the very late Diesel Majors, just prior to the Power Majors. The linkage passes behind the cylinder block between the block and the battery tray.

A further linkage is bolted to the side of the block below the manifold and links to the throttle flap on the inlet manifold in the same manner as the early linkage. You will need to drill holes to accommodate the hinge flaps of the linkage in the battery tray and shorten the rod from the throttle lever to suit the later linkage.

As for the leaking tube, you can remove the old throttle rod and using some 1/4in- or 6mm-diameter studding you can seal off the corroded tube using some copper washers and sealant at each end. This should cure your leaking issue!



David Brown Cropmaster

Q My 1949 David Brown Cropmaster has oil leaking from the right-hand rear wheel hub. Can you give me some guidance as to how to replace the failed seal, please? I think the whole reduction gear unit must come off the tractor to do the job.

Neil Stuart, via e-mail

A If it's only the oil seal of the final drive shaft, you can access it without removing the complete reduction unit. Jack up the tractor, support it safely, and remove the rear wheel. Drain down the oil (SAE-140) from the reduction unit, and then remove the inspection plate on the rear of the reduction unit.

The final drive shaft is secured to the large final drive gear by means of a locking nut. A 'C' spanner is needed to slacken the locknut.

A wedge should be used to support the large gear before removing the oil seal housing retaining bolts through the holes in the final drive shaft flange, after which the shaft can be withdrawn from the casing.

Using ½in BSF extraction bolts, the oil seal housing can be pressed off the shaft, complete with the wheel bearing's inner race.

When replacing the seal, the lip should face outwards

towards the wheel, as the purpose of the seal is to prevent ingress of dirt onto the rear wheel bearing.

The inside of the seal cavity should be pre-packed with grease, after placing the housing over the shaft, followed by the inner bearing race and spacer tube.

The shaft can be reinserted through the large gear, taking care to line up with the inner

bearing, and the locknut tightened. Shaft end float is controlled by shims between the bearing housing flange and the final drive casing. End float should be between 0.001-0.004in and is set by adding or removing shims as required.

When refitting the casing cover, ensure that the breather is replaced in the upper mounting hole before refilling with oil.



Massey Ferguson 135



Q My MF 135 has sat idle since the winter months, and on starting the tractor it ran for about five minutes before packing

up. It was starved of fuel, so I turned the fuel tap off, changed the fuel filters, and attempted to bleed the system of air without any success!

I found the old filters to be blocked with a slimy sludge deposit, and fuel didn't flow from the tank. I then removed the tank and gave it a thorough clean internally and blew the fuel pipes through to clear further slime in those.

I've had the tractor for some years and never experienced this before, so I wonder why it should have occurred now. Any advice would be welcome.

David Braithwaite, East Yorkshire

A It sounds like your 135 has had a dose of the fuel bug! Diesel fuel used to have a percentage of sulphur in it, which acted as a lubricant within the fuel, and prevented

any unwanted bugs breeding in the fuel.

To improve exhaust emissions, the sulphur has been reduced to a minimum, making it less effective. Your tractor has been idle, possibly with a partially filled tank, which has allowed moisture to form inside the tank, resulting in the slimy sludge you have experienced.

It's a good idea to keep your diesel tank full to the brim when the tractor is left idle, to prevent any ingress of moisture, but there is also an additive that can be used to prevent this occurring.

If you buy your fuel in bulk, it is worth enquiring about the additive, as it prevents the problem from returning!

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
THREE

Andrew Hall continues to work on the Howard Rotavator project.

Summertime brings better weather for furthering repair and restoration projects, but with it come many other distractions – like jobs that also require good weather conditions to complete.

However, despite these other jobs I have been able to make some progress on the Howard Rotavator. In part two I removed the PTO shaft and dismantled the slip clutch to enable it to be cleaned and reset. Whilst doing this I was able to access the

oil seal on the input shaft of the gearbox, which had leaked out most of the gearbox oil onto the slip clutch, which in turn had attracted a lot of dirt and dust, which had set hard on all the components.

Oil seal removal

The oil seal was my first target and the idea was to remove it without causing any distortion to the seal, to allow me to measure it to obtain a suitable replacement.

The splined input shaft has a smooth collar, which passes through the oil seal

location, and this was withdrawn and put aside to obtain an internal measurement later.

The seal itself is housed in a square, cast plate secured by four setscrews. The top two screws showed evidence of securing a PTO shaft guard that had departed many moons ago, as two flat pieces of steel were under each head of them.

With the screw removed, a tap from a mallet and broad chisel released the plate from the front of the gearbox, bringing the old seal with it. The plate was placed flat on the open jaws of the vice and the seal could be driven out through the plate using a suitable drift and mallet, without causing any damage to the seal.

Measuring

There were no marking or identification numbers on the seal, so it was a case of measuring the outer diameter, the inner diameter, and the width of the seal. To do this I used a vernier caliper, which confirmed the outer diameter to be 3in.



The partially stripped Rotavator awaits further attention to the gearbox input shaft oil seal, and removal of the corroded flap hinge support on the rear of the machine.

The inner diameter was confirmed by measuring the collar to obtain an accurate measurement of 2½in, whilst the width was ½in. A call to my local bearing and seal stockist should provide a suitable seal, which is a double-lip seal to keep oil in the gearbox and dirt from entering!

Gaskets

When the plate was removed it was noted that there were two gaskets provided, the outer one tearing slightly as the plate came away. A replacement for this will be made up using some gasket paper that I have in the shed.

The leaking seal must have been bad, as there was no evidence of any oil at all in the gearbox when the machine was

tilted forward to access the rear of it to undertake the next stage of the refurb.

Corrosion

Whilst awaiting the arrival of the new oil seal, I turned my attention to the rear of the Rotavator cover and the support for the flap hinges. Corrosion had taken a serious hold in this area, and the hinges were corroded so badly that they had fallen away completely, allowing the rear flap to fall off. This had been removed in a previous issue and put aside for further attention, after the main cover has been repaired.

The hinge support consists of a folded angle iron-shaped pressing, drilled to accept the hinge bolts. This is welded onto

the cover and the inner steel skin that runs over the rotors. As well as corrosion of the hinge support, the rear portion of the inner skin was also badly corroded.

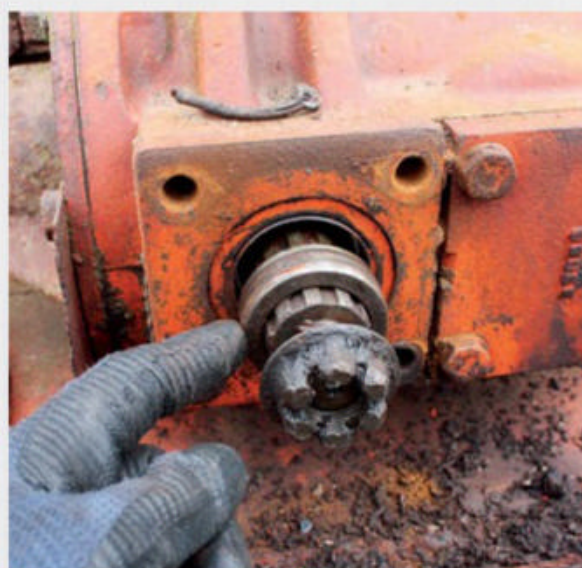
An examination of the region around the edges of the hinge support showed where to make cuts with a cutting disc on the mini grinder to remove the support as a complete assembly.

Two vertical cuts were made each side to separate the metal from the sides of the cover and a second horizontal cut made along the lower edge of the cover to release the support across the rear of the machine. The support was still attached to the inner skin, so the cutter was run underneath the skin to cut remaining uncorroded steel and allow ➤



Leaking oil seal

1 The input shaft oil seal had been leaking badly. Before removal, the collar on the splined shaft will have to be withdrawn.



Collar removed

2 A couple of screwdrivers each side of the collar was enough to grip it and withdraw it far enough to pull it off the splined shaft.



Off with the plate

3 The oil seal retaining plate is now removed, after removing the four setscrews. There are two gaskets, one of which was damaged during removal!



Seal removal

4 The plate was placed flat on open vice jaws and a drift and mallet used to remove the old seal without causing any damage to it.



Easy job

5 The seal could be tapped right through the plate, as there is no machined flange retaining it. No damage meant it could be measured to match it up.



Vernier caliper

6 A vernier caliper was used to measure the outside diameter of the seal, which measures 3in.

WORKSHOP

the support to come away completely. The idea of keeping the support as intact as possible was to enable measurements to be taken to make the replacement.

At this stage I'm not sure whether to use some heavy angle iron to replace the support, or whether to make it in two pieces and weld it together along the whole width of the machine.

The thickness of the steel is too much for my hand folder. There used to be a local engineering company that could have folded the steel in a press brake, but unfortunately it no longer exists, which is quite typical of small companies in my area! ■



Inner diameter

7 The collar was used to get an accurate measurement of the inner diameter required for the replacement seal.



Seal vital statistics

8 A note was taken of the measurements of the seal to obtain a suitable replacement from my local seal stockist.



Corroded hinge support

9 Most of the corrosion is in the flap hinge support, which is welded onto the top cover and the inner skin of the machine.



Hinge holes

10 There are four sets of hinge holes where the flap hinges were attached. The remains of the hinges have been removed and the support is to be cut off and replaced.



Removed complete

11 A slim cutting disc was used in the mini grinder to remove the support as one unit, to enable it to be measured accurately to make a replacement.



Inner skin

12 Corrosion had taken hold on the inner skin towards the rear, so a cut was made to liberate the support just forward. Further cutting will be required to neaten up the edge.



Stress fracture

13 A stress fracture had caused the upper panel to lift and distort, so this will need to be straightened up during the repair.



Welded join

14 The flap support is welded to the outer edge of the inner skin at each side. Some cleaning up will be needed before attaching the new support.

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

BLAST AWAY RUST!

With over 25 years experience in producing and supplying abrasives, equipment and spares to the SAND BLASTING, SHOT BLASTING and BLAST CLEANING industries throughout the UK.



£145+VAT per ton.

We strive to deliver a personal service offering advice on products and equipment and have been awarded the prestigious quality award ISO 9001.

Haulage from 1 pallet to full loads can be arranged for delivery throughout the UK.

LAKELAND GRIT BLAST

Telephone 017684 83726

Mobile 07748 816969 Fax 017684 83610

Flusco Works, Newbiggin, Penrith, Cumbria CA11 0JA

Email: info@lakelandcarbons.co.uk

www.lakelandgritblast.co.uk

Vehicle Wiring Products



Free catalogue

Visit our website, phone or email for a free catalogue

www.vehicleproducts.co.uk

TelNo: 0115 9305454 and email: sales@vehicleproducts.co.uk

Vehicle Wiring Products 9 Buxton Court, Manners Ind Est, Ilkeston, Derbyshire, DE7 8EF



THE TOOL COMPANY

www.sealey.co.uk

[f](#) [i](#) [v](#) [in](#) @sealeytools



VIEW THE RANGE

CONFIDENCE IN EVERY TURN

The Ultimate Torque Wrench Solution with Dual Scales, Precision Calibration, and a Range of 300-1000Nm with Breakback Design.

Brake repair

Andrew Hall and Barrie Everson begin the task of changing the slave cylinders on an early industrial Dexta.

PART ONE

DIFFICULTY
★★★★★
RATING



The industrial Dexta, having been partially dismantled, awaits our attention to restore the hydraulic brakes.

A friend in a nearby village has owned an industrial Dexta for several years and used it to keep the grass down in his paddocks. The tractor is fully equipped with PTO and three-point linkage, and features the full-width mudguards associated with the variant.

As you may know, these tractors also feature a double set of brakes, the main set being hydraulic, whilst the second set is used for parking purposes and operated by a car-type handbrake lever.

The tractor has spent a lot of time idle, and in the fullness of time the hydraulic brakes have ceased to function as they should. Just like cars

with hydraulic brakes, they need to be in regular use to survive! As a result, the owner laid the tractor up with a view to repairing the brakes, which had leaked brake fluid from the wheel (slave) cylinders.

The tractor had been stored under cover and the brakes dismantled to change the seal in the cylinders. This is as far as the work progressed, and the tractor has remained partially dismantled for several years.

The owner had revisited the tractor and fitted a replacement master cylinder and attempted to replace the leaking slave cylinder seals, but had not had any success, as the replacement master cylinder wouldn't build any pressure. It was at this stage that Barrie and I got involved with the task.

Work begins

We visited the partially stripped tractor and inspected the slave cylinders, which had their pistons and seals removed. A feel inside each cylinder revealed some corrosion in the cylinders, where they had been exposed to damp conditions, and one had been broken around the retaining groove that secures the rubber boot (gaiter).

At this point I advised that the broken cylinder should be replaced, as the boot wouldn't remain in place and the piston was likely to come out of the cylinder too!

An assessment of the work required was done and we set about removing the brake units completely, as they are quite complicated, and easier to attend to on a workshop bench. The hydraulic pipes

were disconnected and the half shafts both removed to allow the brake units to come away from the axle shafts.

Dismantling

The brake units have a pressed steel back plate, which dictated the removal of the half shafts before each brake could be liberated, and once on the bench further dismantling was undertaken. The parking brake shoes are on the inside, with a heavy steel plate between them and the hydraulically operated shoes on the outside of each unit.

The idea was to remove all the slave cylinders and hone the bores to remove any roughness and corrosion, before rebuilding them with the new seal and

boot kits! A replacement for the broken cylinder was ordered from County Tractor Spares, which has a stock of unused old-stock cylinders, and with the other three cylinders accessible we attempted to hone the bores out with a home-made tool.

From the beginning we were sceptical about any success, but after some attention the surfaces of each cylinder did improve.

Much rust

The brake units proved to be very rusty, having languished in damp conditions for some time, and with the shoes removed everything was cleaned up before any reassembly took place.

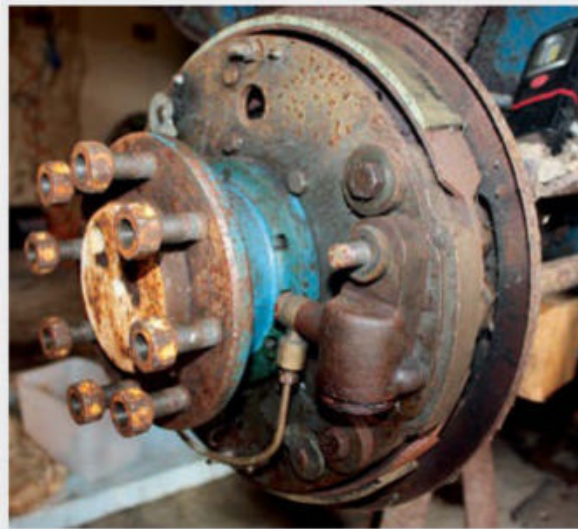
The brake adjusters were seized up and required plenty of penetrating oil on them and working to and fro to free them off. With the parts looking much cleaner, each unit was reassembled – ready to fit back onto the tractor axle. The brake drums were cleaned up, paying particular attention to the brake surfaces, and whilst the axle half shafts were removed it provided a good opportunity to replace the old oil seals in the axle too.

Seals for the axle were obtained from Agriline Products, as they are standard seals, but the brake parts for the industrial brakes aren't. During reassembly, the pistons, new seals, and boots were assembled into each cylinder using DOT 4 brake fluid to ease them ➤



Partly stripped

1 The owner had removed the brake drums, attempted to replace the seals, and unsuccessfully bleed the system some time ago. He then consulted us to further the task.



Corrosion

2 Unfortunately, corrosion had taken hold whilst the slave cylinders were unattended and vulnerable, so we had to do what we could to rectify them!



Dual system

3 The industrial Dexta's braking system is a dual one, with the parking brake shoes inside, and the main, hydraulically operated shoes outside, with a steel plate between.



Master cylinder

4 This is located to the rear of the right-hand footplate and had been replaced with a new one by the owner before we got involved.



Brake units removed

5 The half shafts had to come out to access the brakes, so some new axle oil seals are to be fitted whilst they are off the tractor.



Pressed steel back plates

6 The back plates are pressed steel and are coated with rust, which needed to be removed to improve matters as we stripped each unit.

WORKSHOP

in without causing any damage to the rubbers, and the replacement cylinder was fitted too.

New pipework

The rigid copper pipework had been replaced with new before Barrie and I got involved and was in good order, together with the replacement master cylinder that the owner had fitted, so with the brake units back on the tractor it was to be full steam ahead with the priming and bleeding of the system.

The story, however, didn't end there. Things didn't go to plan, so there'll be more to come in part two of this series. ■



Ready for dismantling

7 This shot shows how the brakes are laid out on the industrial model. They are like those used on Massey Ferguson industrial tractors.



Brake shoes removed

8 The hydraulic shoes have been removed, showing the snail cam adjusters, which were seized and had to be soaked with oil and worked to and fro.



Home-made honing tool

9 Not having a suitable tool to undertake the honing, we improvised by making our own. We were, however, sceptical about success!



Honing underway

10 A battery-operated drill was used to 'attempt' to hone each of the original cylinders, to 'improve' the surface of each bore!



Ready for reassembly

11 The pistons and new seals, with new rubber boots, are seen here ready to refit. DOT 4 brake fluid was used to soak them, before refitting.



Ready to fit

12 One of the brake units, having been rebuilt, is now ready to fit back onto the tractor axle, followed by the half shaft.



Brake drums

13 Both brake drums required cleaning up, as they had languished in the damp for quite a while. We hoped that our efforts would pay off, but there's more to come!



Broken slave cylinder

14 This is the broken slave cylinder that needed replacing. The damage was likely to allow the piston to either leak or drop out under pressure.

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!

Well, we are at half-way through the year, and it's been difficult to keep up with the sales that have been going on. The market is very buoyant indeed, with good prices all-round.

The highlight for me so far is Mike Mitchell's Roadless 9804, which set a record for one of these tractors at H J Pugh & Co.'s auction on Saturday 24 June, reaching £92,000!

The late Brian Lock's Ferguson collection also set a very high average price for restored examples of these tractors.

People are certainly willing to pay more for original-style tractors than restored examples, as was illustrated at the Boundary Farm sale in Ingham, Norfolk, on Thursday 8 June, when a rather rusty Sirocco-cabbed 1975 Massey Ferguson 135 sold for £5,400 +VAT. It had 5,813 hours on the clock but will be hard to keep in original condition because of the rust.

Contrasting prices for Fordson N Allcrop tractors have been seen – with a well-known example from the Great Dorset Steam Fair, featuring French and Hecht wheels, selling for £6,300 on 13 May, while the late John Simpson's example, in similar condition, was sold by Cheffins for £14,800.

At the same sale, a new record was set for a straight 1947 Field-Marshall Series 1 at £15,000.

Muir-Hills continue to please, with Cheffins selling an example in Warwickshire on Saturday 24 June for

£25,500, and Euro Auctions also sold a couple of examples at good money for what they were on Wednesday 14 June.

Recently, the blue has been outshining the red and grey, but that could have all changed by the time you read this!

**Mike Mitchell's
Roadless 9804 sold
on 24 June for
£92,000.**



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

Perkins P6 E27N stars

On Saturday 13 May, Southern Counties Auctioneers held a dispersal sale near Sherborne, Dorset, for the late Alec Maurice and Les Evans.

A good crowd was present, and the top tractor lot was a grade 4 Fordson E27N with factory-fitted Perkins P6. The tractor had been on the farm all its life and was classed as an older restoration. It was running and sold for £12,200.

The Fordson Standard N Allcrop was a bargain at £6,300, compared to the similar example that Cheffins sold on 17 June for £14,800.



Top price on the day went to this E27N with factory-fitted Perkins P6, at £12,200.



1968 Massey Ferguson 165, with Perkins AD4.203 engine, sold for £5,200.



The Fordson N Allcrop was a regular at GDSF over the years and sold for £6,300.



The best in this line-up was the 1988 Ford 7610 with Quicke 560 loader at £10,400.

Results (abridged)

1940 Fordson Standard Allcrop N, restored, 4, £6,300
1942 Fordson Standard N, older rest, good, 4, £2,100
1949 Fordson E27N Major, Perkins P6, older rest, 4, £12,200
Avery Minneapolis-Moline BG, Hercules IXB, restored 2006, 57900394, 4.7, £3,000
Massey Ferguson 35, SNM267944, supplied by MST, no V5, 2/3, £2,500
1959 Massey Ferguson 35, 23C engine, roll frame, LPR 719, SDM96294, 2/3, £1,800

Massey Ferguson 35X, 4652 HC, SNMY367189, restored, 2/4, £3,000
1959 Fordson E1A Power Major, TAW 998, V5C, 1488890, older rest, 4, £3,400
1963 Fordson E1A Super Major, front weights, rear forklift, 4, £3,100
1968 Roadless, Duncan cab, Cameron Gardner loader, 9.1, £4,600
1979 David Brown 996, front loader, HYD 747T, £3,000
1985 Ford 5610, AP cab, Grays loader, 5,479 hours, C438 EYC, off farm, £5,800

1986 Case 1594, loader, 7,203 hours, D909 DRV, 2, £6,700
1986 Ford 4610, 2WD, AP Cab, 5,917 hours, D515 YRT, front weights, V5, 9.1, £5,300
1988 Ford 7610, Quicke 560 loader, 6,071 hours, F491 KTL, rust in cab, 9.1, £10,400

1956 IH B-250, wide rear tyres, 1.2, £700
1963 Fordson E1A New Performance Super Major, 284 BAM, older rest, 4, £4,050
1968 MF 165, 7,380 hours, original, £5,200
1980 Ford 4100, 5,823 hours, rough, £2,800

Muir-Hill 101 top at Euro Auctions

On 14 June, at the latest Euro Auctions sale, it was the lower end of the market that interested us. The 'old bangers' paraded on the selling ramp in front of the prospective bidders, looking for a new home and, as in all Euro Auctions' auctions, everything was sold.

Coming out on top was a pair of Muir-Hills in clean, straight condition. They featured consecutive registration

numbers, suggesting that they had possibly been together for their working life. The first was a tidy 121 from 1973 that sold for £8,000. Doing somewhat better was a 1972 M-H 101, without a cab, that went on to sell for £13,000.

Then came a handful of Countys, the first being a Super-4 that was fitted with a twin-drum winch, along with a loader and bucket. This example looked to have been well-used during its life and ➤

Results (abridged)

County Super-4, twin-drum winch, loader, 2, £5,250
County 944, loader, 2, £4,250
County 754, loader, 2, £5,750
Ford 8340, 2wd, 2, £6,250
1973 Muir-Hill 121, WWE 388L, 2/3, £8,000
1972 Muir-Hill 101, WWE 389L, 2/3, £13,000
Ford 4000, non-runner, 1.7, £1,750
Ford 3600, hydraulic turf lifter, 1.7, £1,750



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

duly sold for £5,250, while cheaper still was a County 944 that also came with a loader and sold for £4,250.

The most expensive County turned out to be a 754, again with the benefit of a loader, selling for £5,750. These



This 1973 Muir-Hill 121 looked to be in very good shape and went on to sell for £8,000.

tractors had been imported to the UK to be sold.

The best of the regular tractors was a two-wheel drive Ford 8340 that had a few cosmetic issues, but otherwise in good shape. It sold for £6,250, while



County Super-4 with a twin-drum winch and loader sold for £5,250.

cheapest of all was a Ford 4000 (described as a non-runner) that sold for £1,750.

It was a similar story for a rather rough-looking Ford 3600 that, despite being offered with a hydraulic turf lifter, also sold for £1,750.



The most expensive County on offer was this 754 at £5,750.

Cheffins at Coventry

There was a good crowd at the Grounds Farm dispersal sale at Wolston, Coventry, on Saturday 24 June. There was a bit of everything amongst the lots, with plant doing well in most cases.

Proceedings started with a 1982 Coventry-Climax TT2.5 rough-terrain forklift, with only 2,720 hours on the clock, selling for a good £4,200 +VAT. Next was a Muir-Hill 121 with 6,540 hours on the clock. It sold for £25,500 (no VAT) after bidding started at £11,000.

A 1989 Massey Ferguson 390 with 880 loader and 2,345 hours on the clock, also

started low, but finally got to £21,000 +VAT.

£5,100 was paid for a 1966 MF 165 with Goodyear diamond pattern tyres. It was an older restoration and was followed by a 1966 Massey Ferguson 135. It appeared to need the rear crankshaft seal replacing and attention to the water pump. It went on to sell for £4,800.

A 1964 Massey Ferguson 35X, registered GBD 236B, was in grade 4 condition and sold for £5,400.

An immaculate Massey Ferguson 2203 was next and sold for £4,400, while two Ferguson TE-D 20s followed – ONX 837,



The 1982 Coventry-Climax TT2.5 rough-terrain forklift was in good condition and sold for £4,200 +VAT.

an older restoration, sold for £1,400, and WBH 328 made £1,050, bringing the sale to a close at 12.12pm.



The top lot was a 1980 Muir-Hill 121 at £25,500, with no VAT to pay.

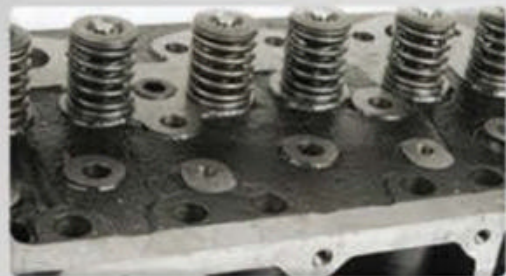


This 1966 MF 165 would clean up well and sold for £5,100.



This Massey Ferguson 35X, an older restoration, sold for £5,400.

MAY HILL TRACTORS



REPLACEMENT PARTS FOR:

MASSEY FERGUSON

FORD

FORDSON

DAVID BROWN

CASE INTERNATIONAL

LEYLAND



WWW.MAYHILLTRACTORS.COM



- NEXT DAY DELIVERY AVAILABLE
- FAMILY OWNED BUSINESS
- THOUSAND'S OF PARTS IN STOCK
- GOODS DESPATCHED DAILY
- FRIENDLY SALES TEAM

SALES@MAYHILLTRACTORS.COM
01452 831820



Strong money for Fordson Allcrop

Cheffins staged an auction for the late John Simpson, on Saturday 17 June, at South Wold Farm, North Willingham, Lincolnshire. John was a keen David Brown collector, and these will remain with the family for the present time, but the 79-plus tractors offered did very well indeed. Most had excellent tyres, good paint jobs, and ran well.

John was a lovely person and did much for many over the years. He was a leading light for the NVTEC Lincolnshire branch for several years and the face of the David Brown Tractor Club at the Newark Vintage Tractor & Heritage Show for many years.

The highlights of the sale were the 15 Fordson Ns offered, starting with lot 320 – an RAF-style 1942 industrial with cab that sold for £12,000 (grade 4). Next was

the hot lot, in the form of a 1944 N Allcrop three-wheeler, in grade 4 condition, selling for a colossal £14,800. Next was a 1943 N industrial with front bull bar and rear winch. This former forestry tractor sold for £7,500.

Around 90 per cent of these tractors were in running condition and looked good.

John's favourite, a 1944 Utility, went on to make £1,800, but the best of the rest was a 1933 Fordson Standard N interim waterwasher, with V5C, selling at £5,900.

Best price on the day went to a very clean, original, 1986 Massey Ferguson 675 with just 1,838 hours on the clock. It was an additional lot and sold for £17,000. It beat the Field-Marshall Series 1 from John's collection, that sold at a very strong £15,000.

Results (abridged)

311 1968 Ransomes Cavalier 2800A combine, SFW 985H, Perkins engine, 3, £950
315 1969 MF 135, KBH 671G, restored, 5, £9,000
316 1965 MF 130, RNU 7E, 4.2, £5,000
317 1962 MF 25, OFU 3,1 4.2, £4,800
318 1947 Field-Marshall Series 1, no.2862, DFW 782, 4.6, £15,000*
319 1957 Lanz Bulldog D2416, no.557865, 5, £5,200
320 1942 Fordson N industrial RAF tug, EMB 275, 4, £12,000*
321 1944 Fordson Allcrop row-crop, no.96683, 4.4, £14,800*
322 1943 Fordson Standard N, FNU 232, industrial, timber configuration, 4, £7,500
323 1944 Fordson Standard N Utility, on steels, belt pulley, John's favourite, 2/3, £1,800
324 1927 Fordson F, no.51210, trembler coils, 2, £1,600

325 1944 Fordson Standard N, CFU 375, 4, £2,000
329 1933 Fordson interim N waterwasher, no.779487, JL 870, 4, £5,900
330 1938 Fordson Standard N, steel wheels, 4, £2,200
331 1936 Fordson Standard N waterwasher, repaired block, CUX 782, 4, £2,200
332 Fordson Standard N, no.942114, 4 £1,800
333 1946 Fordson E27N Major, p/TV0, DFW 482, Darlington winch, 2/4, £4,400
334 1952 Fordson E1ADKN Major, p/TV0, JFW 76, V5C, 5, £3,700
335 1963 Fordson Super Dexta, 4.4, £4,400
340 1946 John Deere styled D, no.175019, 4.6, £2,600
341 1944 John Deere BW row-crop, p/TV0, no.149164, 4, £1,800
342 1938 John Deere AN, p/TV0, JL 6017, no. A478570, row-crop, ex-Leverton, 4.6, £2,000



The 1944 Fordson Allcrop N reached £14,800.



1942 RAF Fordson N at £12,000.

343 1941 John Deere BN row-crop, 4, £2,000
346 1943 Ford-Ferguson 2NAN, p/TV0, no.121513, with starter, lovely, 4.8, £2,800
347 1941 Caterpillar D4, 7J6626, 2, £1,800
348 1940 Caterpillar D2, 3J4391SP, BFU 323, with logbook, 2, £1,600
349 1952 Massey-Harris 744D, no.G12900T, JFU 536, local tractor, 4.7, £5,000
350 1948 Massey-Harris 30GS, no.2287 2/4, £800
352 1948 Renault R3041, no.12113S, front weights, 4, £1,500
353 1936 Case C, p/TV0, on steels, 2/4, £1,500
354 1941 Case DEX, buff logbook, 4, £3,000
355 1947 Case DC4, p/TV0, 4, £2,200
356 1943 Case LA, BFW 890, 1.5, £200
360 1938 A-C U, 4.3, £3,000
362 1954 A-C B, EB11800, lights, LFU 64, 4.4, £1,800
363 1945 A-C C, 31130, p/TV0, 1.4, £700
364 1943 A-C M crawler, p/TV0, 4, £2,200
365 1937 A-C WC, p/TV0, DFT 625T, 4, £1,800
366 Minneapolis-Moline GTB, no.018003362, with lights, excellent tyres, 4.4, £4,000
367 1945 Minneapolis-Moline UTS, p/TV0, DFW 782, steel wheels, 4.4, £4,400
368 1957 Nuffield DM4, no.IDE15592, BFU 117, nearly there, 4.6, £4,200*
369 1950 Nuffield M4, p/TV0, no.NT2603, JFU 270, 4, £2,300
370 1947 Oliver 80, row-crop, no.115318KD, FFU 785, 4, £2,000
371 1942 Oliver 80, row-crop no.1100658KD, V5, 4.2, £2,200
372 1936 Oliver Hart-Parr 18-28, p/TV0, no.803265, 4, £3,200
375 1938 IH 0-14, no.053802, 2/4, £1,800
376 1938 IH W-12, no.WS3810, 4, £2,000
378 1941 IH W-4, p/TV0, no.WBH1376W3, TL 9675, V5C, 4.4, £2,500
379 1942 IH W-6, p/TV0, no.3585W3, FVO 701, 4.2, £2,300
380 1945 IH W-9, WGB14772, 2/4, £1,800
381 1940 IH A Culti-Vision, no.26881, 2, £1,100
382 1951 IH M p/TV0, no.D3510, LFU 324, 4.3, £2,500
384 1937 IH F-12, no.FS107366, 2, £900
386 1944 IH B Culti-Vision, no.103356, with mower, 4, £2,000
387 1952 IH C, 2, £600
388 1946 IH H, BCT 267, buff logbook, 1.8, £700
390 1937 IH F-20, p/TV0, 1.7, £600
391 1940 IH T-6, TBK651617, 4, £1,800
392 1946 IH TD-6, 2/4, £1,800
393 1955 IH LTD-6, with blade, 4, £2,700
394 1954 IH LTD-6, no.923, 1.6, £800
395 Track-Marshall 55, good, 4, £1,800

400 1975 Ford 4000, JVA 855P, good, 4, £4,500
401 1986 MF 675, 1,838 hours, 10, £17,000
404 1964 Fordson New Performance Dexta, petrol, 4.5, £3,700
405 1948 John Deere A, BJL 532, import, 2, £1,600

* Record price.

Records broken in Somerset

On Saturday 24 June, H J Pugh & Co. staged an auction at Upton, Somerset. The star lot was Mike Mitchell's restored Roadless 9804, which sold for a record £92,000. This well-respected restorer came to the forefront around 15 years ago and has been a major winner in the West Country ever since.

The prices achieved at the auction were above average, with strong prices in the section of the sale that featured the late Brian Lock's Ferguson tractors. Although well restored and still good mechanically, the paint was coming off

in places, which was a shame given that they were once very nice.

Brian had featured many times in *T&M* and his tractors went on to achieve above average prices, as people knew that the lot they were bidding on was good. His restored implements were rather chipped and very few were still in true grade 5 condition, but they still did well – particularly his 1954 Ferguson 30cwt tipping trailer (no.1205), that sold for a record £4,800.

The best-looking restored tractor in the sale was a 1985 Massey Ferguson 699, registered B167 YUB, that sold for £21,000.

Results (abridged)

170 1943 Ford-Ferguson 2N, 24428J, original tyres, 1.8, £1,200
172 1957 Ferguson 35, SDM561465, original, 2, £1,700
173 1966 BMC Mini, V5C, 2,600 hours, very original, 2/3, £3,400
174 Roadless 115, industrial engine, 1.6/2, £7,400
175 Ford 100, garden tractor, very dark blue, 2/3, £800
176 1984 Ford 1710, 4WD, B60 DVL, very clean, 1,397 hours, 2/3, £2,100
177 1964 Fordson Super Dexta, 9,059 hours, 2/4, £4,400
179 Fordson E27N Major, Perkins P6, 2, £9,000
180 1987 Ford 4610 Force II, 4WD, loader, 4,671 hours, D455 BSA, V5C, 9.4, £9,400
181 1957 Roadless Super Major, LMR 369, V5C, good tyres, 2, £7,800
182 1964 Roadless Ploughmaster 6/4, 4,000 hours, BHR 150B, show winner, 5, £32,500
184 1966 Roadless 65, 6,641 hours, JVI 245E, V5C, show winner, 5.4, £23,000
185 1981 Roadless 9804, 3,190 hours, EPK 586Y, V5C, show winner, 5.4, £92,000*
186 1988 Ford TW-15, 4WD, engine rebuilt, 7,573 hours, F130 GBW, V5C, 5, £25,000
187 1974 Ford 8000, 5,941 hours, clean, front weights, 2/3, £9,200

330 1985 Massey Ferguson 699, 4WD, B167 YUB, V5C, show winner, best tractor here, 5.4, £21,000*
331 1989 Ford 6410 Generation III, 2WD, G279 NYA, V5C, 9.6 £8,800
332 1959 Roadless Super Major, 311 UTA, licensed 2012, nice, 5, £14,500
333 1968 Roadless Ploughmaster 75, 2,573 hours, weights, 4.9, £14,500
337 1966 MF 135, wrong seat, 2/4, £5,200 +VAT
339 Fordson Super Major, 2/4, £3,400 +VAT
340 Fordson E27N, GAC 101, Perkins P6, so so, 2, £10,100 +VAT
343 1982 Leyland 472 Synchro, WDV 796X, loader, rust heap, 9, £6,100 +VAT*
346 Fordson KFD 68in, needs restoring, 2, £4,000 +VAT
348 Ferguson FF30, no.51949, JFO 654, V5C, 5, £5,300*
349 Fordson Standard N waterwasher, cracked block, so so, 1.2 £1,600
350 1960 MF 821, no.200706, with mid-mounted mower, clean, 2/3, £1,300
351 1956 Massey-Harris Pony, with finger bar mower, no.15368, 1.7, £1,200
352 Ferguson TE-C 20, with mid-mounted mower, no.80857, 2, £1,800

354 1966 Roadless Ploughmaster 65, ex-Isle of Man, original block, 2/3, £12,200
386 Ford 4600, needs the works, 2, £2,500
387 1955 Case 500 Diesel, 2/3, £4,000
388 MG Ransomes MG2, 2, £350

266 Ferguson T-bar and pick-up hitch, 2, £420
290 1950 Ferguson PBE20 spring tine, 4.9, £340
291 1954 Ferguson 30cwt steel tipping trailer, 4.9, £4,800*
293 Ferguson 1JEA20 link box, no.23505, 4.8, £620
294 Ferguson B-JEA20 earth scoop, 4.8, £300
295 Ferguson PPEA20 potato planter, 4.8, £540
296 Ferguson sack lifter, not finished, 2/4.7, £160
297 MF 793 two-furrow plough, 5, £650
298 Ferguson saw bench, no.513371, 4.9, £400
300 Ferguson 726, no.P2348, fertiliser spreader, 4.9, £1,700
301 M-H-F 712 steerage hoe, 4.9, £1,100
304 Ferguson 301 RJE20 dump skip, 4.8, £3,800*
305 Ferguson TAE28 butterfly plough, 5, £340
306 1950 Ferguson D-BE-28 subsoiler, 5, £1,000*
307 Ferguson IBKE20 steerage hoe, 5, £850
308 Ferguson SAEEB20 rear-mounted finger bar mower, 4.8, £180
310 Ferguson 18AE28 2-furrow plough, 4.9, £700
311 Ferguson 10H1351 2-furrow plough, 4.9, £800
312 Ferguson 8GAE28 3-furrow plough, 4.9, £450
313 Ferguson DHE20 3D78 potato spinner, 4.9, £850
314 Ferguson WUE20, no.8805, winch, 4.9, £2,800*
315 1955 Ferguson 140, 2-gang spring tine, 4.9, £550
320 1947 Ferguson TE-20, no.5657, FWP 988, 4.4, £3,000
321 1951 Ferguson TE-A 20, no.232832, OKL 707, V5C, 4.4, £4,600*
322 Ferguson TE-F 20, no.398201, V5C, 4.4, £3,900
323 1948 Ferguson TE-A 20, no. 55515, V5C, with loader, 4.2, £2,800
324 1955 Ferguson TE-D 20, mid-mounted mower, TYB 922, V5C, 4.2, £2,400
325 1952 Ferguson, no.281131, OYA 971, V5C, c/w reduction box, 4.2, £3,800
326 1947 Ferguson TE-20, no.9693, JYA 960, V5C, 4, £3,000
327 1956 Ferguson TE-D 20, no.505482, Lucas 302 light set, V5C, 4, £3,000
328 Ferguson TE-F 20, no.484685 MIL loader, VYB 985, V5C, 2/3, £1,800
* Record price.



Creating a new record for a Roadless 9804 was this prize-winning example at £92,000.



The late Brian Whitlock's Fergusons achieved £28,300 between the nine tractors.



1985 Massey Ferguson 699 sold for £21,000.

PART F-J

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

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

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

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

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

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

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

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

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

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

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

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

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

WHAT OUR CODING SYSTEM MEANS

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

Band 1

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

Band 2

A tractor that is running and needs some work.

Band 3

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

Band 4

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

Band 5

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

Band 6

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

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



MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
FORDSON/FORD (CONTINUED)							
9000	1969-72	£4,100	£4,900	£10,600	£7,900	£10,500	NA
8600	1972-79	£3,600	£5,100	£14,000	£7,500	£11,900	NA
9600	1972-79	£3,780	£5,600	£15,700	£9,800	£12,750	NA
2600	1975-81	£2,100	£2,700	£10,800	£4,600	£9,600	NA
3600	1975-81	£2,400	£3,600	£9,200	£3,850	£7,900	NA
3600 narrow	1975-81	£2,100	£2,900	£3,475	£3,900	£5,250	NA
4100	1975-81	£1,750	£2,300	£5,400	£3,600	£6,850	NA
4600	1975-81	£2,150	£3,800	£6,900	£5,800	£7,600	NA
5600	1975-81	£3,400	£4,600	£9,750	£12,750	£15,900	£18,720
6600-6700 2WD	1975-80	£3,400	£6,800	£16,300	£10,900	£12,700	£15,200
6600 4WD	1975-80	£3,900	£6,950	£14,600	£11,400	£15,500	NA
7600 & 7700 2WD	1975-81	£3,700	£5,300	£17,900	£7,100	£9,800	NA
7600 4WD	1975-81	NA	£5,900	£14,200	£7,100	£24,400	NA
8100 2WD	1977-81	NA	£6,400	£9,800	£7,100	£10,750	NA
FW-30	1979-84	£6,900	£10,900	£24,000	£27,300	£24,200	NA
FW-60	1979-84	£6,400	£14,000	£23,000	£21,600	£26,200	NA
FW-30 New style	1984-87	NA	NA	£22,000	NA	NA	NA
FW-60 New style	1984-87	NA	£15,400	£27,000	£28,000	£29,500	NA
TW-10	1979-83	£3,800	£5,900	£11,400	£9,300	£14,950	NA
TW-10 4WD	1979-83	£3,950	£7,600	£12,800	£14,100	£15,950	NA
TW-20	1979-83	£2,950	£5,800	£11,600	£6,600	£10,300	NA
TW-20 4WD	1979-83	£7,900	£18,700	£11,700	£16,250	£10,300	NA
TW-30	1979-83	£4,900	£8,900	£14,400	£12,500	£19,100	NA
TW-30 4WD	1979-83	£5,500	£9,090	£16,400	£13,700	£21,200	NA
8200 4WD	1980-82	NA	£8,600	£10,200	£9,100	£12,750	NA
TW-5	1983-85	£3,900	£4,500	£12,750	£7,720	£12,600	NA
TW-15	1983-85	£4,600	£12,100	£9,100	£9,400	£12,300	NA
TW-15 4WD	1983-85	£5,950	£7,400	£13,700	£12,275	£21,700	NA
TW-25	1983-85	£4,650	£7,100	£12,500	£12,700	£15,200	NA
TW-25 4WD	1983-85	£5,900	£8,250	£18,500	£12,300	£7,200	NA
TW-35	1983-85	£4,200	£9,200	£14,780	£11,800	£17,800	NA
TW-35 4WD	1983-85	£5,750	£17,200	£36,500	£21,400	£34,850	£35,600
2610	1981-85	£2,950	£3,800	£6,400	NA	NA	NA
2910	1981-85	£2,900	£3,200	£6,900	NA	NA	NA
3610	1981-85	£3,100	£4,600	£8,900	NA	£9,100	NA
3910	1981-85	£3,400	£5,900	£8,700	£7,450	NA	NA
3910 4WD	1981-85	NA	£6,200	£10,600	£7,600	£10,400	NA
4110	1981-85	£2,900	£3,400	£10,400	£6,700	£7,900	£8,700
4610 2WD	1981-85	£3,100	£4,100	£10,900	£7,200	£10,950	NA
5610	1981-85	£3,400	£6,800	£10,900	£9,400	£12,600	NA
5610 4WD	1983-85	£3,800	£6,900	£12,900	£6,900	£14,300	NA
6610	1981-85	£3,700	£6,400	£12,900	£9,200	£13,200	NA
6610 4WD	1983-85	£7,800	£16,250	£14,200	£7,200	£18,950	NA
7610	1981-85	£3,900	£5,400	£14,800	£12,100	£16,200	NA
7610 4WD	1983-85	£3,900	£6,900	£17,800	£14,900	£18,200	NA
7710	1981-85	£3,800	£6,100	£16,400	£14,700	£17,100	NA
7710 4WD	1983-85	£4,900	£7,900	£19,100	£15,100	£19,500	NA
7910	1984-85	£3,900	£6,500	£14,200	£11,100	£12,200	NA
7910 4WD	1984-85	£4,900	£7,800	£16,200	£14,100	£16,200	NA
8210	1982-85	£4,600	£7,100	£12,200	£12,800	£15,200	NA
8210 4WD	1982-85	£4,900	£8,400	£13,400	£12,950	£17,250	NA
TW-10 Force II/III	1985-90	£5,100	£8,100	£14,200	£10,100	£14,750	NA
TW-10 Force II/III 4WD	1985-90	£6,900	£9,700	£18,400	£17,500	£19,400	NA
TW-25 Force II/III	1985-90	£5,400	£10,750	£15,700	£12,100	£15,200	N/A
TW-25 Force II/III 4WD	1985-90	£6,200	£11,200	£26,000	£18,600	£24,700	£36,400
TW-35 Force II/III	1985-90	£6,100	£8,900	£18,400	£12,900	£16,200	NA
TW-35 Force II/III 4WD	1985-90	£8,100	£12,900	£32,000	£18,100	£27,000	£39,200
2610 Force II	1985-89	£3,900	£5,400	£9,400	£7,200	£9,100	NA
2910 Force II	1985-89	£4,570	£3,700	£8,300	NA	NA	NA
3610 Force II	1985-89	£4,100	£5,900	£8,900	£5,700	£9,200	NA
3610 Force II 4WD	1985-89	£4,400	£5,900	£11,950	£8,900	£10,400	NA
334 Industrial	1985-89	NA	£3,400	£4,200	£4,400	NA	NA
3910 Force II	1985-89	£4,700	£5,900	£10,800	£7,900	£9,500	NA
4110 Force II	1985-91	£2,900	£3,500	£10,300	£6,800	£8,000	NA
4610 Force II	1985-89	£3,800	£6,400	£12,200	£8,100	£9,200	NA
4610 Force II 4WD	1985-89	£4,900	£7,200	£12,900	£9,800	£12,750	NA
5610 Force II	1985-89	£4,600	£7,100	£12,750	£9,100	£11,150	NA
5610 Force II 4WD	1985-89	£5,600	£8,700	£16,900	£10,750	£14,650	£17,800
6610 Force II	1985-89	£3,900	£6,100	£18,400	£10,600	£18,100	£21,200



£25,000 was paid for this 1988 Ford TW-15 on 24 June at the H J Pugh & Co. sale.



Roadless Ploughmaster was yours for **£32,000** on 24 June.



The **Fordson 68in KFD** needs the works, but sold for **£4,000**.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
6710 Force II 4WD	1985-89	£4,400	£8,400	£24,200	£12,600	£19,400	NA
7810 Force II 4WD	1985-89	£5,900	£9,300	£27,800	£16,400	£22,600	NA
7910 Force II	1988-89	£5,150	£8,500	£19,500	£16,500	£23,500	NA
7910 Force II 4WD	1988-89	£5,000	£10,200	£24,000	£21,400	£23,400	NA
8210 Force II	1985-89	£5,900	£8,900	£19,800	£14,200	£17,200	NA
8210 Force II 4WD	1985-89	£5,100	£10,600	£22,600	£16,600	£21,800	NA
2910 Force III	1989-91	£3,900	£5,600	£10,800	£7,900	£10,700	NA
3610 Force III	1989-91	£3,900	£5,400	£11,900	£8,400	£10,100	NA
3910 Force III 4WD	1989-91	£4,100	£6,900	£12,500	£9,600	£10,800	NA
4110 Force III	1989-91	£3,300	£5,800	£11,300	£9,200	£10,600	NA
4610 Force III	1989-91	£3,700	£4,600	£10,800	£6,400	£7,100	NA
4610 Force III 4WD	1989-91	£3,900	£6,200	£16,400	£8,200	£14,700	£18,900
5610 Force III	1989-91	£4,000	£7,100	£13,900	£8,400	£12,700	NA
5610 Force III 4WD	1989-91	£4,500	£8,400	£16,500	£10,400	£16,400	NA
7610 Force III	1989-91	£5,100	£7,900	£14,700	£10,100	£16,700	NA
7610 Force III 4WD	1989-91	£5,900	£9,100	£16,400	£10,500	£15,200	NA
6410 Force III	1989-91	£4,900	£7,400	£12,200	£9,400	£12,700	£14,800
6410 Force III 4WD	1989-91	£5,100	£8,700	£15,500	£10,900	£14,100	NA
6810 Force III	1989-91	£4,600	£8,300	£21,500	£10,400	£16,500	NA
6810 Force III 4WD	1989-91	£4,900	£8,800	£27,700	£14,600	£19,200	£24,300
7810 Force III 4WD	1989-91	£5,900	£11,900	£24,200	£16,100	£23,500	£29,200
7810 Silver Jubilee Force III 4WD	1989	£9,900	£16,800	£39,400	£32,200	£44,700	£49,200
7810 Silver Jubilee Force III 2WD	1989	£12,500	£21,000	NA	£23,700	NA	NA
7910 Force III	1989-91	£4,900	£8,100	£14,200	£11,200	£19,200	£21,700
7910 Force III 4WD	1989-91	£5,800	£9,800	£19,200	£13,200	£21,500	£23,200
8210 Force III 4WD	1989-91	£5,500	£9,100	£14,200	£12,100	£17,400	£18,200
8530 4WD	1989-94	£6,700	£9,100	£18,700	£14,100	£17,500	£19,900
8630 4WD	1989-94	£6,950	£9,900	£19,200	£11,700	£18,200	£19,500
8730 4WD	1989-94	£6,600	£11,200	£19,200	£10,600	£14,600	£17,750
8830 4WD	1989-94	£6,700	£10,300	£22,000	£12,100	£18,900	£21,200
3430	1990-96	£4,800	£9,300	£11,500	£8,700	£11,200	NA
3430 4WD	1990-96	£5,100	£7,100	£12,800	£9,900	£11,900	NA
3930	1990-96	£4,300	£6,600	£10,400	£9,200	£9,400	£12,200
3930 4WD	1990-96	£4,950	£5,600	£12,200	£9,700	£10,200	NA
4130	1990-96	£4,500	£5,100	£14,700	£8,100	£10,900	NA
4630	1990-99	£4,600	£5,280	£14,400	£7,300	£10,900	£12,100
4630 4WD	1990-99	£4,700	£8,250	£17,800	£12,800	£15,900	£16,200
4830 4WD	1990-92	£4,900	£8,500	£16,900	£12,500	£16,100	NA
5030	1992-96	£4,950	£5,600	£14,900	£9,400	£12,500	NA
5030 4WD	1992-96	NA	£5,900	£13,200	£9,800	£12,700	NA
5640 4WD	1991-97	£5,800	£6,900	£13,800	£8,700	£14,100	£18,600
6640 4WD	1991-98	£5,500	£8,200	£17,600	£9,900	£16,600	NA
7740 4WD	1991-93	£5,750	£8,800	£18,200	£11,200	£18,250	NA

INTERNATIONAL HARVESTER CORPORATION

BTD-8 crawler	1953-68	£1,900	£2,200	£3,900	£3,400	£5,400	NA
TD-8 crawler	1969-78	£1,800	£2,100	£3,400	£3,100	£4,300	NA
TD-14 & A crawler	1939-58	£4,900	£5,000	£6,800	£4,900	£6,200	£8,200
TD-18 & A crawler	1938-58	£2,100	£4,800	£7,300	£4,900	£7,400	£8,900
TD-24 crawler	1947-56	£3,900	£5,200	£14,600	£8,900	£15,500	NA
BTD-20	1959-74	£3,900	£4,200	£10,200	£8,100	£12,200	NA
W-4	1940-53	£1,300	£2,600	£4,100	£2,900	£4,800	£6,000
W-4 Perkins P3 conversion	1940-53	NA	NA	NA	£3,900	£4,300	NA
W-6	1940-53	£1,200	£2,900	£4,200	£3,600	£4,600	£6,100
W-9	1940-53	£2,100	£3,500	£5,100	£3,900	£5,900	£6,700
W-9 Panhard diesel engine (French)	1940-53	NA	NA	£2,200	NA	NA	NA
WD-6	1950-53	£1,800	£2,300	£3,100	£2,900	£4,200	NA
WD-9	1940-54	£2,000	£2,400	£4,200	£4,900	£5,200	NA
ASO-6	1953-57	NA	£3,600	NA	NA	NA	NA
Super BWD-6	1954-58	£1,900	£2,400	£4,100	£3,900	£5,500	£6,200
W-400	1955-56	NA	£2,100	NA	NA	£5,600	NA
W-450	1956-58	NA	£2,700	NA	NA	NA	NA



This McCormick-Deering T-20 had a seized engine, but made £3,000.



This International 10-20 was yours at £1,000.



Staying local was this Cripps-supplied IH TD-18 at £6,900.

B-250	1956-60	£950	£1,950	£3,400	£2,500	£4,100	£5,800
B-250 Vineyard/Narrow	1956-60	£2,100	NA	NA	NA	NA	NA
D-217 (German)	1958-64	£450	£1,674	£2,700	NA	£2,700	NA
D-324 (German)	1956-62	NA	£1,200	£2,300	NA	NA	NA
B-275	1958-68	£950	£1,900	£3,400	£2,100	£4,900	£5,600
B-275 Hi-Clear	1958-68	£1,650	£2,400	NA	£3,200	NA	NA
B-275 Indust Wain-Roy loader	1958-67	NA	£2,300	£2,900	£4,200	NA	NA
276	1965-71	£950	£1,800	£2,800	£2,400	£5,200	£5,900
B-450	1958-70	£2,900	£3,900	£8,400	£4,900	£9,100	£12,500
B-450RC	1959-70	£1,900	£4,500	£5,100	£4,600	£6,300	NA
660	1959-63	NA	£2,870	£4,200	NA	£6,100	NA
D-514 (German)	1963-65	NA	£2,400	N A	NA	NA	NA
806	1963-67	NA	£9,200	£14,400	£10,600	£12,200	NA
B-414	1962-66	£1,100	£1,750	£3,400	£2,100	£4,400	£5,100
423	1961-75	NA	£1,700	NA	NA	NA	NA
B-614	1963-68	£2,100	£3,900	£6,600	£5,200	£7,800	NA
B-614 Hi-Clear	1963-68	NA	£4,100	NA	NA	NA	NA
706	1963-67	NA	£7,100	£10,900	£7,800	£8,750	NA
1206	1965-67	£5,100	£6,200	£12,400	£6,250	£10,600	NA
523	1965-67	£1,250	£2,800	£7,800	£4,100	£7,800	£8,900
523 4WD	1965-67	NA	NA	NA	NA	£12,200	NA
4100	1966-68	£4,900	£6,900	£12,200	£9,750	£11,200	NA
434	1966-70	£1,800	£3,950	£4,900	£3,900	£6,900	NA
434 Hi-Clear	1966-70	£1,400	£2,000	£3,000	£2,900	£3,600	NA
856	1967-71	NA	£6,400	£7,200	NA	NA	NA
724	1969-74	NA	£3,300	NA	£4,900	£7,200	NA
1456	1969-71	£4,200	£6,900	£10,100	£7,200	£10,700	NA
766	1971-76	£2,100	£3,900	£9,200	£8,200	£10,700	NA
634	1968-72	£2,900	£3,750	£6,400	£4,900	£7,200	NA
634 4WD	1968-72	£4,700	£7,500	£11,750	£9,200	£12,250	NA
946	1971-77	£2,800	£6,800	£12,700	£9,200	£14,200	NA
354	1970-74	£2,100	£3,850	£7,800	£5,600	£8,950	NA
454	1970-75	£2,200	£3,800	£7,900	£5,700	£8,750	NA
444	1972-75	£1,700	£2,900	£5,300	£4,100	£6,400	NA
474	1973-74	£1,900	£3,100	£6,100	£5,300	£8,700	NA
475	1974-75	£1,910	£3,700	£7,200	£4,100	£9,800	NA
574	1970-78	£1,700	£2,600	£7,900	£4,700	£8,250	NA
1066	1971-76	£3,800	£6,200	£14,200	£9,400	£12,700	NA
666	1972-76	NA	£4,900	£8,250	£5,600	£6,900	NA
674	1973-77	£1,900	£3,100	£8,200	£4,600	£8,100	NA
966	1971-76	£3,900	£6,200	£18,800	£9,900	£14,600	£19,250
966 Rowcrop	1971-76	NA	NA	£10,600	NA	NA	NA
1046	1971-78	£3,900	£6,900	£12,950	£8,700	£14,700	NA
1466	1971-76	£4,900	£7,760	£19,200	£14,100	£17,500	£22,250
1246	1972-80	£4,200	£8,900	£17,200	£12,700	£18,750	NA
1468	1971-74	£4,900	£7,850	£24,200	£14,200	£22,500	NA
1566	1974-76	£4,400	£9,400	£18,750	£12,100	£17,200	NA
1568	1974-76	£3,600	£8,450	£16,200	£14,405	£15,200	NA
886	1976-81	£3,200	£5,900	£10,400	£8,750	£11,700	NA
484	1977-85	£1,900	£3,700	£12,200	£6,100	£9,800	NA
584	1977-85	£2,100	£3,900	£12,800	£7,800	£11,200	NA
684	1977-84	£2,700	£3,900	£12,500	£7,400	£11,900	NA
784	1977-85	£3,100	£7,200	£18,900	£12,200	£17,200	NA
Hydro 84/85	1978-83	£3,600	£6,400	£16,400	£9,200	£14,200	NA
Hydro 86	1981-85	£3,700	£6,450	£15,200	£10,400	£12,100	NA
946	1976-79	£3,100	£7,600	£19,700	£12,400	£19,250	NA
955	1977-85	£4,100	£10,400	£24,250	£17,400	£19,200	NA
955 4WD	1977-85	£4,900	£10,950	£25,700	£18,900	£26,200	NA
1046	1976-79	£4,800	£11,200	£21,900	£18,300	£24,400	NA
1246	1976-79	£4,100	£10,900	£21,500	£12,900	£21,700	NA
1086	1976-81	£3,800	£9,700	£17,200	£11,900	£16,900	NA
1486	1976-81	£4,100	£7,400	£16,500	£12,200	£18,200	NA
1584	1976-81	£4,900	£8,200	£20,900	£14,200	£19,750	NA
1055	1977-82	£5,100	£8,100	£22,400	£16,900	£21,800	£24,200
1255 XL	1981-85	£4,100	£9,500	£22,200	£16,800	£24,000	NA
1455 XL	1981-81	£4,700	£7,100	£24,500	£14,500	£22,600	NA
884	1979-84	£3,100	£9,400	£10,200	£7,900	£11,200	£14,500
3388 2+2	1979-81	NA	£9,900	£14,900	£12,500	£18,500	NA
3588 2+2	1979-81	£6,600	NA	£10,200	£15,500	£9,500	£18,500
3788 2+2	1979-81	£6,900	£10,800	£16,000	£10,300	£18,800	NA
6588 2+2	1981-85	£7,100	£10,500	£18,800	£14,500	£19,500	NA
1455	1979-85	£4,100	£9,500	£22,200	£16,800	£21,400	NA
785	1981-85	£2,150	£5,650	£10,700	£9,600	£12,300	NA
956	1982-85	£3,400	£8,200	£23,500	£11,800	£17,200	NA
856 XL	1983-85	£3,650	£6,950	£12,300	£7,200	£11,200	NA
856 XL 4WD	1983-85	£3,900	£9,200	£14,900	£13,200	£17,200	NA
5288	1981-85	£4,900	£8,300	£14,700	£9,200	£12,100	NA
5488	1981-85	£5,850	£9,200	£11,000	£14,600	£11,200	£18,500
885 XL	1981-85	£3,450	£5,850	£12,400	£6,900	£10,400	NA
885 XL 4WD	1981-85	£3,900	£7,850	£14,400	£8,900	£12,600	NA
956 XL	1982-85	£3,400	£8,200	£23,500	£11,800	£17,200	NA
956 XL 4WD	1982-85	£5,650	£7,950	£12,300	£12,200	£19,200	NA
1056 XL	1982-85	£4,100	£9,300	£22,750	£11,200	£18,750	NA
JCB 1							
JCB Mk1 Major Loader	1949-57	£1,570	£2,950	£4,900	£3,200	£7,200	NA
Hydra-Digga Fordson based	1957-60	£1,900	£2,900	£4,100	£3,300	£7,900	NA
JCB I Known as the Gravedigger	1962-66	£2,900	£4,100	£7,600	£4,700	£10,600	£11,600
Loadall Power Shovel-65	1958-60	£1,800	£2,100	£3,100	£3,700	£6,200	NA

NEXT ISSUE: JOHN DEERE | KL BULLDOG | LA CROSSE | LAMBORGHINI | LANDINI | LANZ

JULY

28th July

Kidderminster Machinery Sale.
The Gallops, Stanklyn Lane, Stone,
Kidderminster DY10 4AR. Halls.
halls.gb.com

28th July

Welland Steam Rally Vintage Auction.
Welland, Worcestershire. H J Pugh & Co.
Tel: 01531 631122

28th July

**Online Auction of the Lloyd Baker Estate
Antique Tractor Collection.**
Ashton, IA, USA. Aumann Auctions.
aumannvintagepower.com

28th July-4 August

Online Contractors Plant Auction.
Reading. Thimbleby & Shorland.
tsauction.co.uk

30th July

**Summer Online Tractor & Equipment
Auction.**
Nokomis, IL, USA. Aumann Auctions.
aumannvintagepower.com

30th July

**Online Auction of the Lee Sorbel Toy &
Truck Construction Collection.**
Nokomis, IL, USA. Aumann Auctions.
aumannauctions.com

AUGUST

1st August

Farm Machinery Sale.
Nr Yeovil. Cooper & Tanner.
Tel: 01373 811010.

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.

3rd August

**Online - Tysse Carburettor, Igniter &
Rumely Parts Auction.**
Nokomis, IL, USA. Aumann Auctions
aumannvintagepower.com

4th August

Collective Machinery & Equipment Sale.
Ashford Market, Monument Way, Orbital
Park, Ashford, Kent TN24 0HB. Hobbs
Parker.
Tel: 01233 506246.

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.

5th August

Agri Sale.
Gargrave Road, Skipton, North Yorkshire
BD23 1UD CCM Auctions.
Tel: 01756 792375.

5th August

**Onsite Charity Auction of Tractors,
Machinery, Bygones etc.**
Rylands Farm, Sherborne, Dorset. Symonds
& Sampson.
Tel: 01935 382909.

7th-8th August

Cambridge Machinery Sale.
Machinery Saleground, Sutton, Ely, Cam-
bridgeshire CB6 2QT. Cheffins.
Tel: 01353 777767.

9th August

**Online Auction of Cast Iron Seat
Collection.**
Nokomis, IL, USA. Aumann Auctions.
aumannvintagepower.com

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.

12th August

**Dispersal Sale of Tractors, 5 Land
Rovers, Livestock Equipment etc.**
Dorset. Symonds & Sampson.
Tel: 01935 382909.

14th August

**Auction of Tractors, Quad Bikes, Com-
mercial Vehicles, Implements, Machinery,
Small Tools & Equipment.**
Longtown Mart, Townfoot, Longtown, Carlisle
CA6 5LY. C & D Marts.
Tel: 01228 791215.

14th-21st August

Timed Online Machinery Sale.
Kivells.
kivells.com

16th August

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

16th August

Online
ysse Steam Whistle, Gauge & Lubricator
Auction. Nokomis, IL, USA. Aumann Auctions.
aumannvintagepower.com

17th August

Collective Machinery Sale.
Sedgemoor Auction Centre, North
Petherton, Bridgwater, Somerset TA6 6DF.
Greenslade Taylor Hunt.
Tel: 01278 410278.

18th-19th August

**Auction of Industrial Plant, Construction
& Agricultural Equipment.**
72-74 Omagh Road, Dromore, Co Tyrone
BT78 3AJ. Euro Auctions.
Tel: 02882898262.

19th August

Harrogate Vintage Sale.
The Great Yorkshire Showground. Cheffins.
Tel: 01353 777767.

19th August

**Collective Sale of Vehicles, Farm
Machinery & Associated Tools.**

Tyne Green, Hexham,
Northumberland NE46 3SG. Hexham &
Northern Marts.
Tel: 01434 605444.

22nd August

**Red Power Museum & Roger Howe
Estate Tractor Auction.**
Online Bidding. Columbus Junction,
IA, USA. Aumann Auctions.
aumannvintagepower.com

23rd August

**Dispersal Sale of New Holland Tractor,
Farm Machinery & Effects.**
Withiel Farm, Cannington,
Bridgwater TA5 2LZ.
Greenslade Taylor Hunt.
Tel: 01278 410250.

23rd August

**Tysse Mechanical Lubricator &
Drip Oiler Auction. Online Bidding.**
Nokomis, IL, USA. Aumann Auctions.
aumannvintagepower.com

23rd August

**Red Power Museum & Roger Howe
Estate Implement & Parts Auction.**
Online Bidding. Columbus Junction,
IA, USA. Aumann Auctions.
aumannvintagepower.com

24th August

Toy & Transport Auction.
Burwash Road, Heathfield, East Sussex
TN21 8RA. Watsons.
Tel: 01435 863132.

24th August

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

25th August

Kidderminster Machinery Sale.
The Gallops, Stanklyn Lane,
Stone, Kidderminster DY10 4AR. Halls.
halls.gb.com

26th August

**East Devon Summer Collective
Sale of Tractors, Vehicles, Farm
Machinery, Agricultural, Horticultural,
Plant, Building & General.**
Honiton Showground, Stockers Farm,
Gittisham, Honiton EX14 3AW. Stags.
Tel: 01769 572042.

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.

FREE ADS

FOR MAXIMUM IMPACT, INCLUDE A PHOTO WITH YOUR AD

Photos are printed free but cannot be returned. We can only accept one advert per reader per issue.



Email: **tractors@kelseyclassifieds.co.uk**

Web: **www.motorfreeads.co.uk**



By post: Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL

Reach a dedicated audience of
TRACTOR ENTHUSIASTS

READERS' ADVERTISEMENT COUPON

- ☐ FOR SALE ☐ WANTED
- ☐ TRACTORS & MACHINERY ☐ TOOLS & EQUIPMENT ☐ PARTS & ACCESSORIES
- ☐ TRUCKS & 4X4S ☐ MISCELLANEOUS

Title:	Name:
Price:	Address:
Main Text (no more than 30 words):	
.....	
.....	Town:
.....	County:
.....	Postcode:
.....	Telephone:
.....	Email (optional):
.....	PRIVATE ADVERTISERS ONLY MUST SIGN HERE:
Ad Contact Number:	

(The goods advertised are not offered by way of trade.)

- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please contact the sales person on 01732 441642.
- Kelsey Media reserves the right to edit adverts that exceed the 30 word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of 6 months.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you all assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.
- Kelsey Media's customer service representatives reserve the right to terminate telephone calls

- if the caller becomes abusive.
- **Kelsey will never contact you to upsell your free advert to a paid for one.**
 - **Do not share any financial or personal information with people you do not know.**
 - **Kelsey are not responsible for any transactions between seller and buyer.**
 - By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
 - No other correspondence can be entered into.
 - Business Advertisements (Disclosure) Order 1977. Dealers and traders are reminded that they are committing an offence if readers are led to believe that goods are being offered by a private seller.
 - ☐ Tick here to receive email newsletters and offers from Tractor & Farming Heritage.
 - ☐ Please tick here to receive our Tractor & Farming Heritage e-newsletter and offers.
 - ☐ Tick the box if you are happy to receive this information about other Kelsey publications, events, promotions and products that may be of interest to you.
- For further information please refer to our Privacy policy at <https://www.kelsey.co.uk/privacy-policy/>

TRACTORS AND MACHINERY

ALLIS-CHALMERS ALLIS-CHALMERS B 1951



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

119206

BAMFORD NO.1 MILL



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

119577

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

CASE C



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

119144

CASE-IH 1056XL



1991, £17,995. 40k,nearly new BKT radials all round. Many new parts fitted and in first class condition,no rust anywhere.Dromone hitch and full set of weights. Please call 07778254414, South West.

119694

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 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

DAVID BROWN 30D



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

119505

DAVID BROWN 885 WITH SAFETY CAB

1972, £4,500. V5C. Good starter and runner 5,200 hours. Needs water pump. Rear tyres 20%, new set fronts with sale. Please call 07581220702, East of England.

119117

DAVID BROWN 885



1977, Tractor David Brown 885.Year model 1977. Purchased 1982-01-22.Between 1982 and 1986 used for farming with 3 acres of land.After 1986 little use.Always kept in garage.2113 hours, (hour meter works).The original tires are on.Engine heater that is always used before starting.The small window behind the chair in the cabin is missing - see picture 3.Transport not included.SEK 65,000 or highest bidder. Please call 07788144582, Rest of the world.

119184

BEWARE SCAMMERS!

We value your advertising in **Tractor & Machinery** and want to remind you be aware of scammers.

Scammers are clever and can often seem genuine so please remember :

- Kelsey will **never** contact you to upsell your free advert to a paid for one.
- Do not share any financial or personal information with people you do not know.
- Kelsey are not responsible for any transactions between seller and buyer.

FERGUSON TE-D 20



£1,800. runs but needs attention good tinwork tries lightening kit v5c Nice tractor bucks/herts. Please call 01442843370, South East.

119702

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.

119893

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 4110



1984, Good running order - 16 gears. Please call 01764682314, Scotland.

119662

FORD 1210 COMPACT GARDEN TRACTOR



1988, £5,250. 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.

119877

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 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 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

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 POWER MAJOR



1959, £4,250. with v5 everything works live drive tyres all 100% some new tinwork earlier restoration. Please call 01263740960, East of England.

119797

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 restoration but very nice tractor, with pulley, new front tyres, complete draw bar, etc. engine with wide V belt. Starts and runs good. Please call +31(0)653160971, Rest of the world.

119125

FORDSON E27N P6 CONVERSION



£9,500. Lovely E27N P6 conversion 1446 conv 1951 on the button starter high top gear V.5. Please call 01969 650564, South East.

119134

FORDSON E27N



£15,000. T.V.O not ran for a few years so sold as seen none running block has been packed 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.

11919

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

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 B-414 NARROW



£4,000. IH B-414 narrow. A rare model - one of only 196 built from 1965-66. Please call for details. Please call 07871139859, North West.

119689

Piet Verschelde.com

Antique Tractors

PIET VERSCHELDE, Mannebeekstraat 1, 8790 Waregem Belgium



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

**WE SHIP
WORLDWIDE**

For more tractors www.pietverschelde.com or info@pietverschelde.com
Phone: (32) 475 96 73 80

Advertising doesn't cost, it pays!

For more information Call 01732 446725
or email Ben@talk-media.uk

T.R VINTAGE RESTORATION

Tel. 07714 329023 (daytime) / 01604 882631 (evenings)
email trvintage@btinternet.com



Tractors and Implements
Full or Part Restoration
Sand Blasting/Spraying
(transport can be arranged)

website www.trvintagerestoration.co.uk

**SEE WEB SITE FOR TRACTORS,
IMPLEMENTS AND PARTS FOR SALE**
(stock arriving daily)

OAKFIELDS



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
£24,000 + VAT
Perfect for road runs!



1955 David Brown 25D 2WD Tractor
£4,000 + VAT
Recording 4527 hours, a very genuine example!



1965 Nuffield 10/60 2WD Tractor
£2,950 + VAT
Starts and runs well!

Part exchange is welcome! Call / Whatsapp us on (+44) 1763 780440

Oakfields AG Ltd, Woodhams Farm,
Cutlers Green, Thaxted, Essex, CM6 2RH

E: sales@oakfields-ag.com
W: oakfields-ag.com



INTERNATIONAL B414



1964, £3,000. In good order, Age related number plate, New Brakes and lights, Injectors serviced, New Heater plugs, Auto Hitch.Owner, R P Evans, 70 Limekiln Lane, Lilleshall, Newport, Shropshire, TF10 9EX, Mobile. 07968451567. Please call 07968451567, West Midlands.

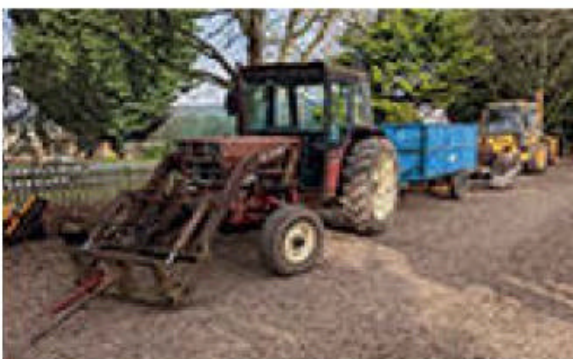
119752

INTERNATIONAL INTERNATIONAL TD8 82 SERIES (LATE)

£2,000. International TD8 82 series (late) with dozer blade runs well brakes stiff cab needs work £2,000. Please call 01323 842609, South East.

119793

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

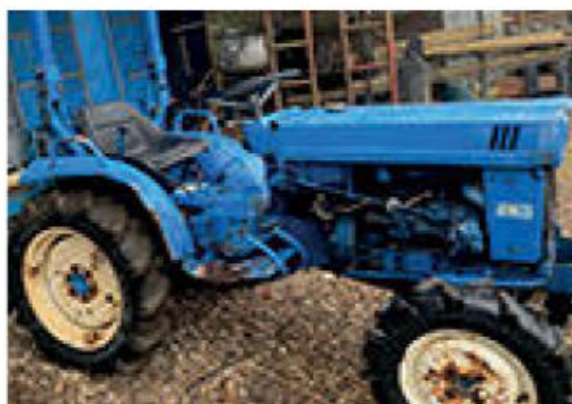
INTERNATIONAL 384



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 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

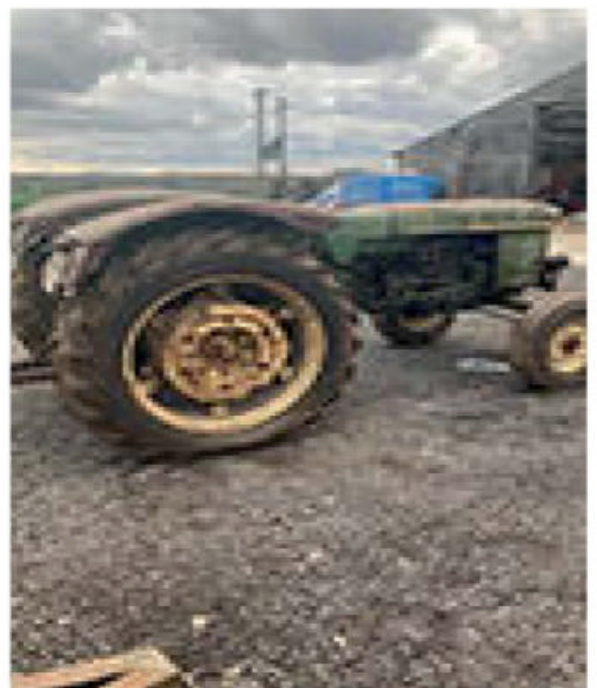
JOHN DEERE 2130



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

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 spoils. Please call 07973 168691, South East.

119091

JOHN DEERE



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

119243

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: 2020Manufacturer: KUBOTAModel: K008-3Hours: 1169Condition: Used3 cyl Kubota Diesel Engine 7.5 kwExpandable TraksPipedBladeQuick Hitch4 BUCKET'SDimensions: (LxHxW)mm: 2750 x 2230 x 700(860)Dig Depth: 1720 mmEC DECLARATION OF CONFORMITY. Please call 07888208998, East Midlands.

118976

LEYLAND 245 SYNCRO



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

119645

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

LISTER LISTER D MODEL

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

119465

LISTER



£2,000. Gardener Generator for more information call in the evenings 6-9 pm on 07885543578. Please call 07790900128, South West.

119867

LISTER DH5



£150. Lister D Stationary Engine 1.5 HP 4199 DH5, really good compression fully working, base with wheels fully removable made for ease of transporting, well looked after Cash on collection MK44 2LA Bedfordshire/Cambridgeshire border. Please call 07564 908459, East of England.

119915

LISTER D.LISTER

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

119300

MARSHALL 302



£3,500. with loader good start, good runner call for more info. Please call 07842 234777, South East.

119798

MARSHALL 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 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 35



£6,200. very good condition, fully restored, nut and bolt rebuild. many new parts too numerous to list. Please call 07763343113, Scotland.

119921

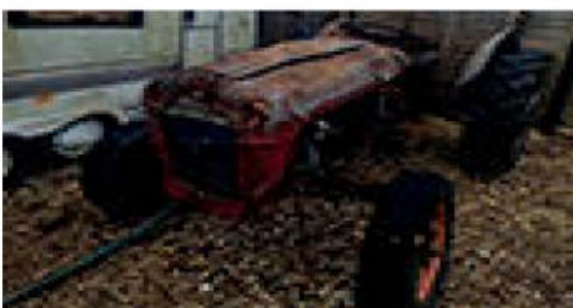
TRACTORS MASSEY FERGUSON MF 4



£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-HARRIS 701 BALER



£2,400. good working order in original condition Armstrong siddeley diesel engine. last used in 2016 barn stored. Please call 07775646007, East Midlands.

119760

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

TRACTORS MASSEY-HARRIS 33



Wanted. Electric start nice original running condition. Please call 07855399487, South West.

119147

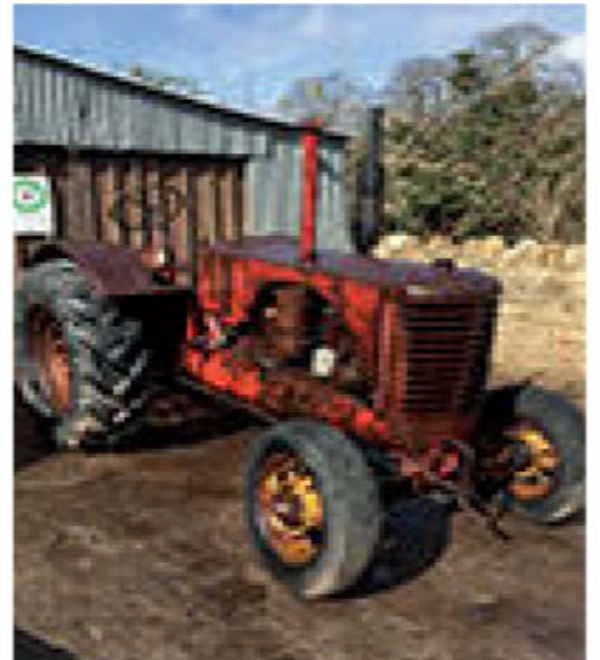
MASSEY-HARRIS 203



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

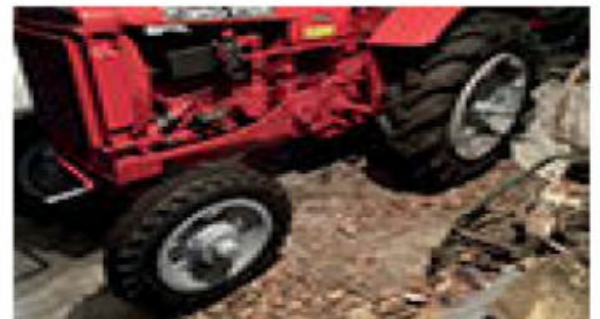
MASSEY-HARRIS VINEYARD 820



£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

£2,800. original V5 never worked on a farm barn stored for last 16 years. Please call 01953883293, East Midlands.

119720

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

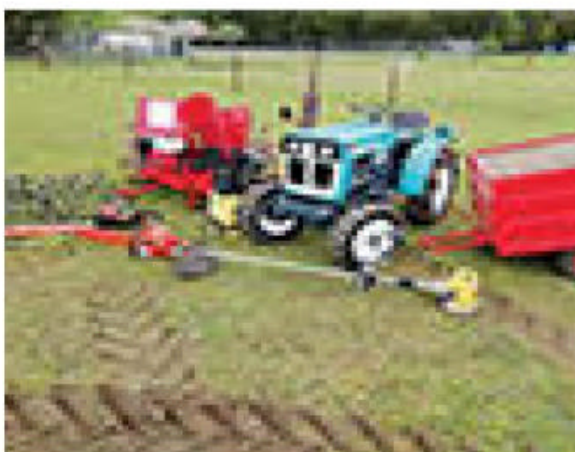
OLIVER 80 POWER



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

119513

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

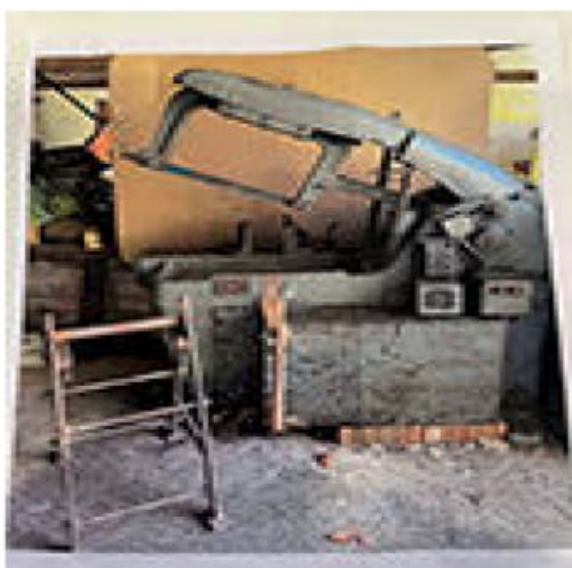
YANMAR B15-3



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

119574

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

WITTE



1929, £590. POA. Open crank, plus swift corn grinder. Please call 0196950069, Yorkshire and the Humber.

119698

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

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. The «Sunfloro Optimo» header can be adapted to any brands of combine harvesters. Design benefits: Toothed pulling shaft, Efficient cutting device, Planetary drive of the cutter device, Easy maintenance, Original shape of the crop lifters, Adjustable distance between the lifters. Please call +380680665038, North West.

119428

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. 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, Roll metal 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

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

CASE IH 895



1990, £8,000. Only 4095 hours, a very nice example! In great working order and in fantastic condition for its age, perfect for haywork. C/w 3 spools, pick-up hitch, torque amplifier, A/C (working well). Fitted on 16.9R34 Kleber rear tyres with plenty of tread remaining. Serial No: JJE0002978. Price: £8000+VAT.. Kindly ask for more pics of every angle as I can't possibly upload all of them here. Please call 07908999563, Greater London.

119657

ROTAVATORS HOWARD

£450. Howard Selecta tilt in good condition working order stored in barn 5" wide tree point linkage complete with manual. Please call 01424882760, South East.

119716

2" SCALE BURRELL SCENIC SHOWMAN AND #039;S



£4,500. the tford town needs gears and other parts please phone for further information. Please call 01215013190, West Midlands.

119747

STANIER 2-6-4 TANK ENGINE



£2,000. 3 1/2 Gauge well detailed only steamed once excellent condition all plans included. Please call 07980524740, Yorkshire and the Humber.

119749

RANSOMES TS 59 MATCH PLOUGH



fitted with YL 183 bodies, KV scims, FR disc, screw cross shaft, adjustable board stays, rubber wheel adjustable for depth and with, plough weight, adjustable frame, cat and pins, rebuilt and printed to a high standards POA. Please call 07770362396, Wales.

119765

TEMLAR 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

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

FOR SALE

Dungle Dozer - Rare



X John Moffitt - one of two in existence - needs complete restoration - with original trailer.....Offers

Rumley Do All

Fordson Standard N Waterwasher



With PTO fully restored.....£5000

Massey Ferguson 135



Low hours - untouched foot throttle and down swept exhaust - drives well.....£6000

Chamberlain 70



£6000

Case LA Lend Lease Tractor



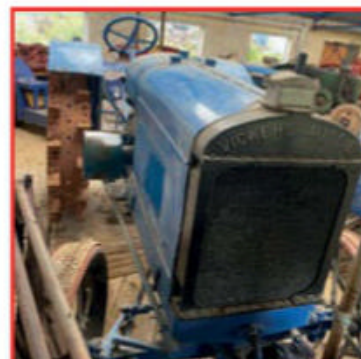
Always worked locally.....£2700

Pattison

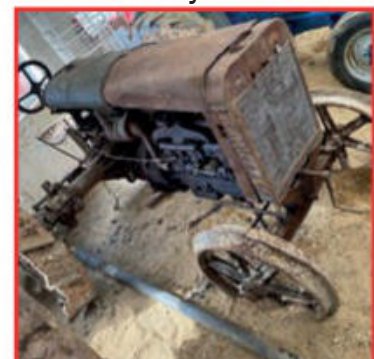


Small roller up and running with Ford engine.....£950

Vickers Aussie



Fully restored



Rare Tractor - needs full restoration - x John Moffitt collection..... Offers

Stationary Engines and Horse Drawn Machines also available

Call Mike on 07850 873055

Welham Diesel Injection

Fuel Injection Engineers

Large Selection of Exchange Injector Pumps & Injectors available

Full machine shop service available from complete engine rebuilds to crank grinding, cylinder heads, block boring and line boring

We specialise in Diesel Fuel Injection equipment for Agricultural and Commercial Tractors



Hawarden Avenue, Coleman Road, Leicester LE5 4NL

Tel: 0116 2766831 Mob: 07817 914350

Email: chris@welhamgroup.co.uk

COWLING AGRICULTURE

New & Used Compact Tractors & Smallholder Machinery Specialists
GRASS/LAWN/PITCH MAINTENANCE



NEW LANDLEGEND TRACTORS 30/40/50hp from £8500

Chain Harrows from £295
Rollers from £695
Rotary Toppers from £695
Flail Toppers £1595
Fertiliser/Salt/Seed Spinners £475



USED TRACTORS 2WD & 4WD 16hp+ From £1700



Plus much MUCH MORE.

Based near Langport, Somerset.

All in stock, ready to go. Delivery available

Friendly advice, competitive packages & excellent aftersales

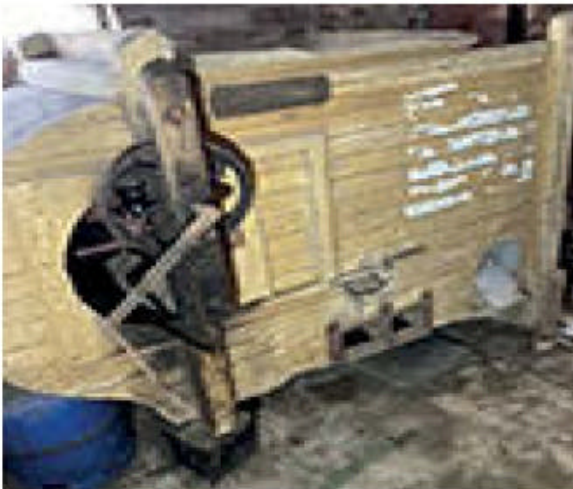
www.cowlingagri.com

Email: clive@cowlingagri.co.uk / sid@cowlingagri.co.uk

Call/email for **FREE Brochure & Latest Stock List**

Mob 07508 074744 Tel 01458 250978

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

FORDEN S39

1972, 4 wheel ballast Tractor Gardner 180, 12 speed gearbox. Please call 01952 581275, West Midlands.

119879

MAYFIELD FINGER MOWER

£50. QTY 2, Villers engines dismantled Allen seythe 2 stroke medium condition. Please call 01634371686, South East.

119880

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

FOWLER GYROTILLER LIVING VAN



Solid fuel stove/oven. Small plumbed in basin. 12 volt and 240v lights. 2 beds, one extends to double. Under bed, external storage and belly box. All restored to Fowler original spec. POA. Please call 07860387178, South East.

119912

ROTAVATORS KUBOTA



£150. Kubota Rotavator 1.2 meter width Some work required top links to be fitted. Please call 07564 908459, East of England.

119916

RUSTON AND HORNSBY AP6



£1,900. original unrestored and runs well. its mounted on sprung towing trailer, the original iron wheels axles included, x fitted cover and a starting handle. Please call 01935812975, South West.

119919

TITAN CHIPPER/SHEDDER 16 HP



£495. very little use as new condition. Please call 07516249787, South West.

119920

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

OTHER OTHER



LOTTS WALNE water cart ex-Eddison 150 gallon steam roller water cart, for restoration cast end and wheels intact, shafts and tank, available as patterns POA. Please call 01603435134, East of England.

119922

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

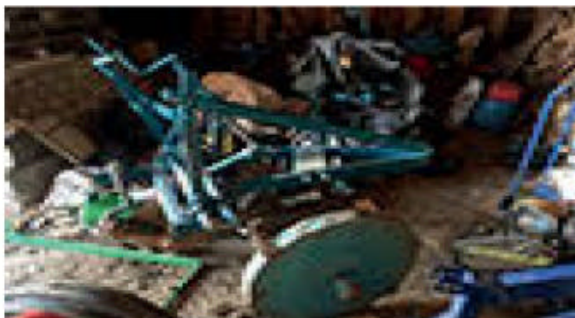
MASSEY HARRIS 701 BALER



£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

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

BURRELL 4-INCH SCALE STEAM TRACTION ENGINE



£20,000. BURRELL 4-INCH SCALE SINGLE CYLINDER AGRICULTURAL STEAM TRACTION ENGINE. Built from kit supplied by Steam Traction World in August 2021 and recently completed by builder/vendor Eric Marsh. This is my second Burrell build (previous was Burrell 2-inch), and follows considerable experience constructing six light aircraft over many years. For sale, fully steamed and snagged, and with a restricted guarantee, for £20,000. Please call 07770860670, East Midlands.

119673

2 1/2 PORTABLE

1907, £30,000. Fully Restored. Please call 07989788065, South East.

119314

STUART P5



£150. stuart turner marine engine p5 3hp with gearbox new bearings and seals and fuel tank. Please call 01745604062, Wales.

118812

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

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

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

PLOUGHS INTERNATIONAL 2 FURROW PLOUGH

£375. 2 furrow trailing plough in good working order, 1930s little genius model. Please call 07976434090, South East.

119591

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. Please call +380680665038, Greater London.

119478

OTHER

£70. Grain sides for Wheatley trailer. Please call 07967819405, South East.

119535

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

3 TONNE TIPPING TRAILER



1970, 3 Tonne Tipping Trailer Marshall - Aberdeen Fully restored - all steel work sandblasted Call for more details. Please call 01764682314, Scotland.

119663

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.

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

MACHINERY VOLVO VOLVO L160

1990, £22,000. Volvo L160 wheeled loader with special attachment. Please call 07734533016, East of England. (T)

119693

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

TRUCKS/LORRIES

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

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

ATKINSON BORDERER



1966, 92000 miles, £14,950. Historic Tax F.O.C, MOT exempt. 1002 renovation little use since. Drives a delight. Deals considered. Please call 01495225663, Wales.

119740

ATKINSON BORDERER

1972, £12,000. After 14 years, this old girl is for sale due to health issues. £2000+ recently spent on safety gear,. Please call 07796 990936, South West.

119820

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 07796 990936, South West.

119301

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 TM



1981, £7,000. Ex Fire truck, roll on roll off body with ramps, can carry tractor or drott, new clutch and brave cylinder exempt from road tax MOT. Please call 07847724374, North West.

119809

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

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 B SERIES

1988, £1,500. ERF Lorry with Cummings engine for more information please call in the evenings 6-9pm 077885543578. Please call 07790900128, South West.

119865

ERF B SERIES

1988, £1,550. ERF Lorry with cummins engine for more information call in the evening 6-9 pm 07885543578. Please call 07790900128, South West.

119866

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

FORDSON THAMES

1955, 10000 miles, £3,000. 2 owners U 8 petrol 3622 cc owned 38 years almost original condition no tax or MOT expense. Please call 07816272662, South West.

119762

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

MERCEDES 1831S/35

POA. Mercedes 815 recovery starts and drives. Please call 07836259766, South East.

119276

TRUCKS/LORRIES

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

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

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

TRUCKS/LORRIES

1972, £8,000. ERF 8x4 bulk blower like new alloy body good all round good enough to go on a 6x4 body. Please call 01974821788, Wales.

119746

TRUCKS/LORRIES

1981, £3,000. Leyland Atlantean fully fitted cafe bus, situated on A49 brimfield, does run but has not moved for 6 years please call for more information. Please call 07786774382, West Midlands.

119768

TRUCKS/LORRIES



1937, £12,000. Bedford W.s 99% restored, reconditioned engine, new ash frame ca, new flat bed body, new wiring loom, lots of spares. Please call 01634281481, South East.

119800

TRUCKS/LORRIES



1953, 26000 miles, GPO pole wagon last complete one in UK dry stored illness forces sale POA. Please call 07770233193, Yorkshire and the Humber.

119801

PETERBILT 377



1984, Peterbilt 359 500Hp Show Truck. I have owned this Truck for 11 years, it is one of a type, Cat 1400cc Turbo charged, Eton Fuller 15 sp Box, 2 x Rockwell drive diffs, 6x4 config, double 6" open exhaust stacks, led external lighting, chrome dash, CB Radio, USB Stereo, Sleeper Cab with bunk beds, sink, stove, wooden floors. New tyres, airbags (2017) brake service, fully serviced and ready to show. If you want to own something a bit special and a real one off, this may be for you. Offers in excess of £50,000. Please call 07592308575, Scotland.

119713

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

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.

119852

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

FORDSON

Mags for sale. IH W9 new coil/condenser rebuilt £160 Fordson Lucas RF4 new coil/condenser rebuilt £125. Fordson Lucas GJ4 Rebuilt as necessary £100. Reading - Call Jim. Please call 01189 722347, South East.

119191

INTERNATIONAL INTERNATIONAL OBSOLETE PARTS



Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs. Transfers, trackrod boots, tractorometers, check chains, levelling boxes, axle pins/bushes, handbrake repair kits. Please call 01524751220, North West.

119674

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

£100. Injectors swinging shackles air electric stop control, in cab 700L box brake chamber. Please call 01464821752, Scotland.

119600

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

£2,000. nine tyre s cutters. Please call 07976268273, West Midlands.

119791

MASSEY FERGUSON

£200. 2 furrow plough. Please call 07976268273, West Midlands.

119792



BRIGGS THOMAS Engineering Ltd

We have a parts and consumables store for
all your agricultural and trailer needs.

2a Ditton Priors Trading Estate
Ditton Priors, Bridgnorth,
Shropshire WV166SS
adambriggsthomas@gmail.com
01746712217/07868440423
Briggsthomasengineering.co.uk

Agricultural Engineers, Machinery and Trailer Sales



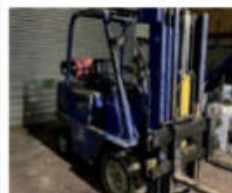
Post Knocker
£200



Brian James 10x5 Tipper
£6200



Belfast Sinks
£30 and £50



Cat 2 Ton Forklift Gas V40c
Model, Has Slight Leak On
Lift Ram
£3250



JCB 3, Good Working
Condition With 3 Buckets
£2000



Cummins 6BT With
Gearbox Mechanical
Pump
£800



Brian James 5.0m X
2.15 With Side Kit And
Ramps £6600



Renault Traffic Crew Van,
37,000 Miles MOT Until
March £18500



Hyundai Santa Fe, MOT
Until January, New Brakes
And Tyres, Leather Interior
£2500



Tipping Trailer With
New Floor
£1000



Massey
Ferguson 135
£4500 Or
£11500 Fully
Restored



Mazda
Cx5 Long
MOT, Has
Had New
Clutch And
Gearbox,
Very High
Spec 131,000
Miles
£5000



Steam & Agricultural Show

Saturday 23rd & Sunday 24th September 2023



- Our annual show of steam, traction and agriculture!
- Steam train rides, museum and miniature & model railways
- Visitor Centre with railway displays, café and gift shop
- To enter a vehicle email: memberships@bucksrailcentre.org
- KIDS GO FREE if they bring a non-perishable food item for our Harvest Food Bank Collection

Tickets available at www.bucksrailcentre.org
Buckinghamshire Railway Centre, Station Road, Quainton HP22 4BY

Buy today at our
ONLINE Store

Silver Fox Tractor Spares Ltd



- Parts available for tractors from 1930 onwards
- Thousands of parts held in stock



www.silverfoxtractorspares.com

■ Next Day Delivery ■ Worldwide Delivery ■

CLASSIC TRACTOR INSTRUMENTS REPAIRS & REPLACEMENT



Tractor Meter
Drive Cables,
Brakes, Clutch
& Control Cables



SPEEDOGRAPH RICHFIELD LTD

Tel: 0115 926 4235

www.speedograph-richfield.com

Email info@speedographrichfield.com

Darlington Drive, Arnold, Nottingham NG5 7JR

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 35 OR 135



£230. Massey Ferguson on anti roll frame. Fits 35 or 135 Width of frame 31" Please phone 07963046743 Collection only from West Yorkshire WF8. Please call 07963046743, Yorkshire and the Humber.

119874

MASSEY FERGUSON SELECTOR VALVE



£150. Massey Ferguson selector valve, to fit MF35/65 and MF 100 series tractors no bolts supplied. please call between 10am - 6pm. Please call 07831 665757, West Midlands.

119047

MINNEAPOLIS MOLINE GTA MANIFOLD



POA. Minneapolis moline GTA manifold in good condition. Please call 07827872887, Wales.

119154

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

LISTER D TYPE

£75. D Type Lister on Trolley no spark. Please call 07770388242, South East.

119606

VINTAGE 5 TIMER DOGS



£55. breaking strain 9000 lbs to secure on steel lorry and some chain and 3ft ally tube 1 for £55 all in good working order. Please call 07565565499, South West.

119750

BROOKE DINGY MOTA



£435. Brooke marine of lowesoft type 2A engine for powering a small dingy, designed using aluminium to be lifted in and out of boat, 1-5HP at 1-3000 RPM. 1932/34 Earlier restoration, one of two or three in UK. Please call 07772645346, East Midlands.

119774

RECO

£250. verge mower for compact tractor ONO. Please call 07976268273, West Midlands.

119789

MF35

£5,000. 3 cylinder ditt lock V.G.C. Please call 07976268273, West Midlands.

119790

AEC MATADOR SPARES

Wheels and tyres, radiator, front rear axles, gearbox and lots of parts. Please call 07770778740, South West.

119841

DYSON DRAWBAR DYSON

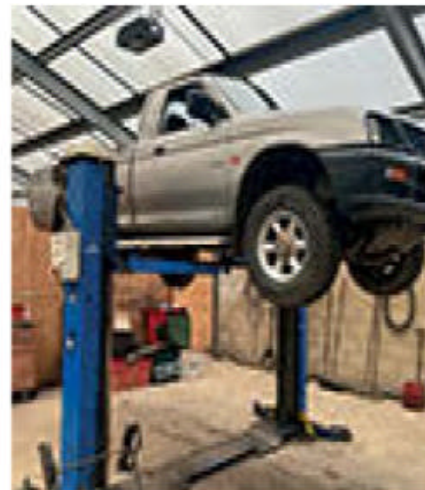
1952, POA. In Excellent condition, 2 line air brakes, well tyred, price on application, can be viewed by prior Appointment. Please call 01889505436, West Midlands.

119073

£500. W, graham Racksaw of perth bench in 3 sections 30' long, good wood rollers w ICC need some TLC, IE new tops. Please call 07952 798787, North East.

119891

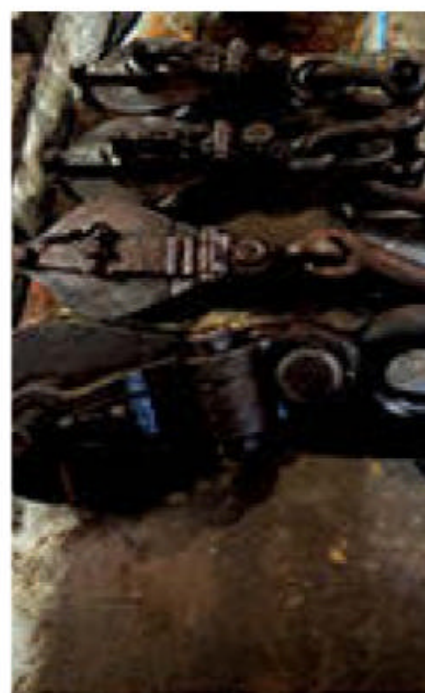
EUROLIFT



£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.

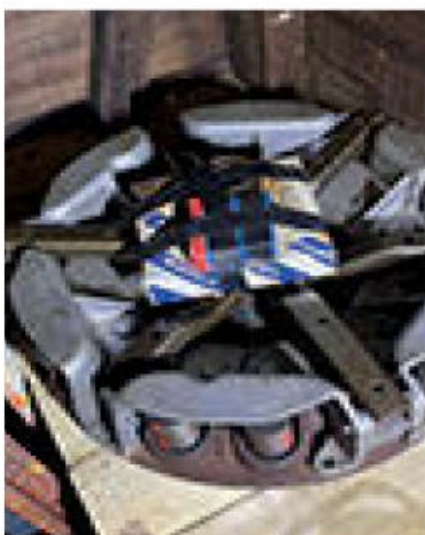
119096

DIXON ZERO TURN RIDE ON

£850. Dixon zero turn ride on mower ZT4516K 16HP Kohler Petrol engine with electric start and 42" cut. Hydrostatic serviced and ready to go. Please call 07765445206, East of England.

119923

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

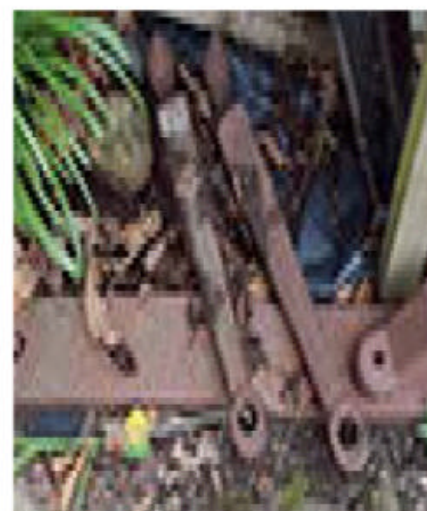


£400. Approx 1 cubic meter capacity. Compatible with single line crane. In good working order. Please call 07831 556 451, South West.

119400

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

TRANSPORTATION



Tractor and Machinery transportation
Eurowide, national and local hiab and winch.

Please call 07899 822133, North Midlands.

MORRIS MRI/L



£60. year 1952/1953original workshop, manual hardly used outside cover a little gruby. Please call 07849649305, East of England.

119769

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

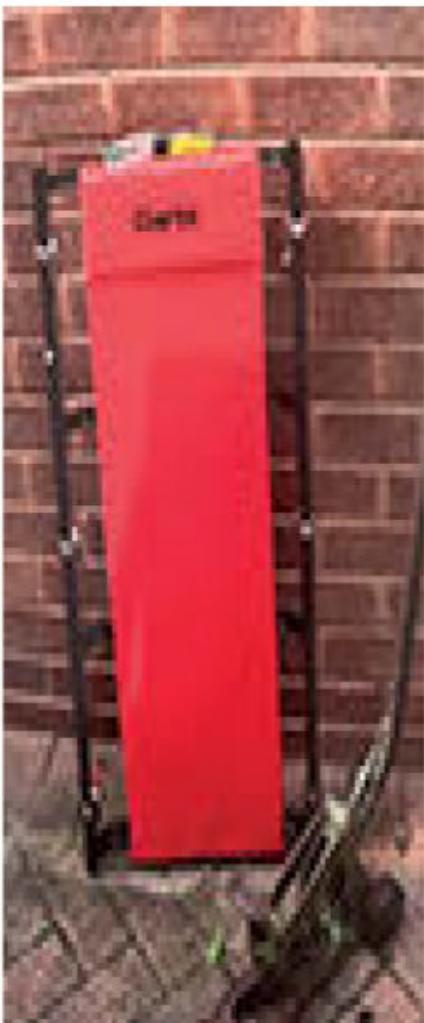
EMCO COMPACTS



£500. model engineers latest complete with pillars drill/ milling head many fix trap very good conduction. Please call 01233626855, South East.

119630

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.

119637

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.

119641

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

SHEEPSKIN LEATHER FLYING JACKET



£225. Sheepskin Leather Flying Jacket size xxLarge. Please call 07404 273940, Greater London.

119736

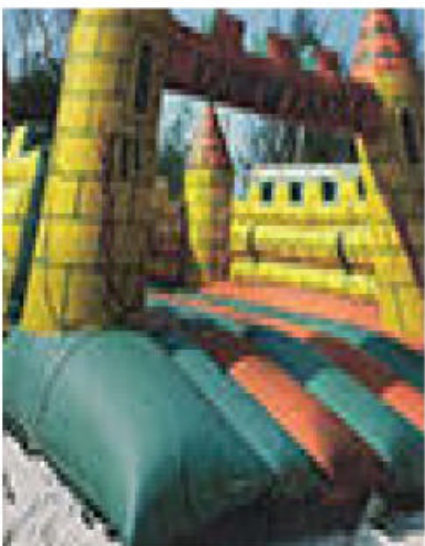
STREET ORGAN TWENTY



£475. Note midi system plent music on card will require some attention to play. Please call 01942510806, North West.

119754

INFLATABLE KIDDIES KASTLE



£695. approx. 18ftx25ft with electric blower ready for work. Please call 01442 832744, South East.

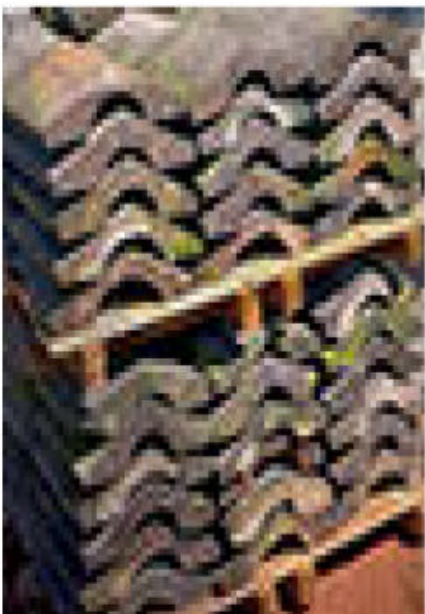
119759

BINDER MC CORMICK_DEERING

6ft cu, PTO good canvasees and spares POA. Please call 07710221777, East of England.

119761

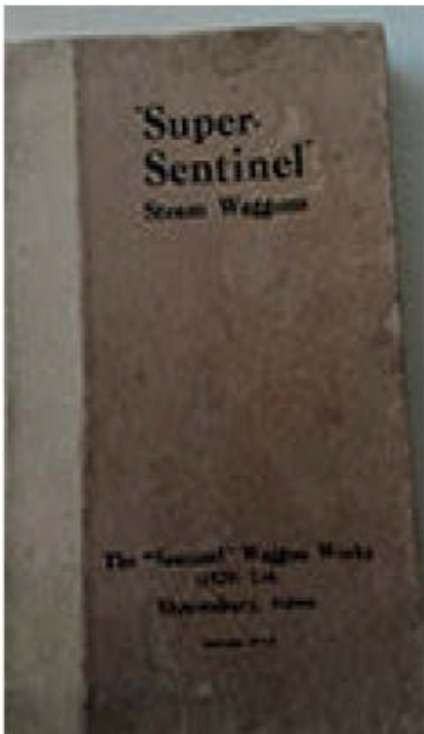
BLUE COPING STONES



reclaimed blue coping stones for 9" wall99 stones available £3 each. Please call 07796618370, North West.

119764

LITERATURE/ INFO



1923, £145. Super sentinel steam waggons catalogue over 100 years old in very good condition. binding is very secure. some wear and dirt on the cover but content is excellent, 132 pages covers four main types 4-5 ton, 6-7 ton, 10 ton 6 wheeler and 10-15 tractor and trailer with photographs of sentinel products on virtually every page. Please call 07772645346, East Midlands.

119775

GARAGE CLEAR OUT SPARES OR REPAIRS

ww.11 4cy engine fire pumpww.11 petter engine generator 40 gallon drum of SAE 20/30 oil unopened much more please call. Please call 01932561385, South East.

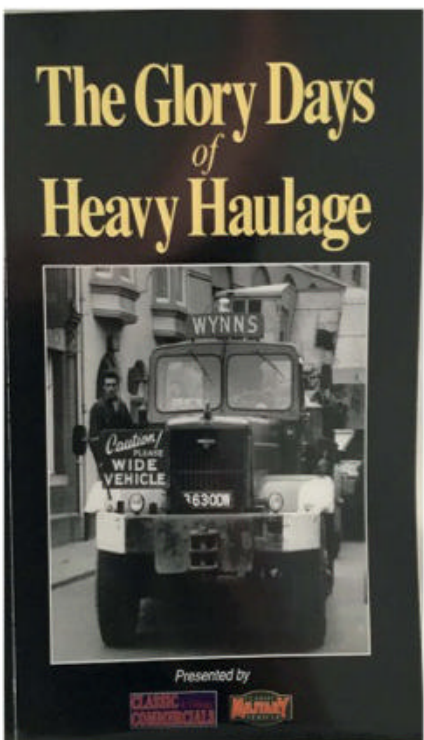
119776

COMMER COB DRIVER

1958, £15. instruction book 1958 edition. Please call 07534342021, North West.

119780

THE GLORY DAYS OF HEAVY HAULAGE



£4.95. 130 unmarked white pages, great photos, nice book. Please call 07989951895, South East.

112416

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

TRACTORS AND MACHINERY



Ducati 1980 Beval 900GTS motorbike seat plus chrome headlight brackets for same motorbike or exchange parts for 1961 Triumph Thunderbird motorbike or Harley Davidson wD 45wLc Parts for 1940s harley motorbike. Please call 07863 262603, Greater London.

119895

TRACTORS AND MACHINERY

Ducati GTS 900cc 1980 Beval motorbike seat £225 plus Headlight chrome Brackets for same Bike £125 tel 02085341761 or 0786 3262603 London may Exchange parts for Harley 45wLc wD 1940s motorbike or Triumph 6T Thunderbird 1961 parts why for These motorbikes Also sidecar fitting for sale or exchange for watsonian monza sidecar screen. Please call 07863 262603, Greater London.

119897

TRACTORS AND MACHINERY



£100. Old Leather sheepskin flying Jacket size Large may fit XL been hang up in damp garage needs good clean and has some bold patches £100 plus £10 post tel 02085341761 or 07863262603. Please call 07863 262603, Greater London.

119907

TRACTORS AND MACHINERY

£3,500. Harley davidson sidecar Body 1936 upwards suit big twin uL 1200 side valve comple with seats arm rests cover screen spare wheel carrier and Leaf springs no chassis £3500 Firm or exchange motorbike with sidecar why cash either way tel 02085341761 or 07863262603 London ring for photo. Please call 07863 262603, Greater London.

119910

TRACTORS AND MACHINERY



£3,500. Harley davidson sidecar Body 1928 complete with seats cover spare wheel carrier cover no chassis with door that opens on Left side £3500 Firm may exchange motorbike with sidecar cash either way WHY tel 0208 5341761 or 07863262603 london. Please call 07863 262603, Greater London.

11911

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.

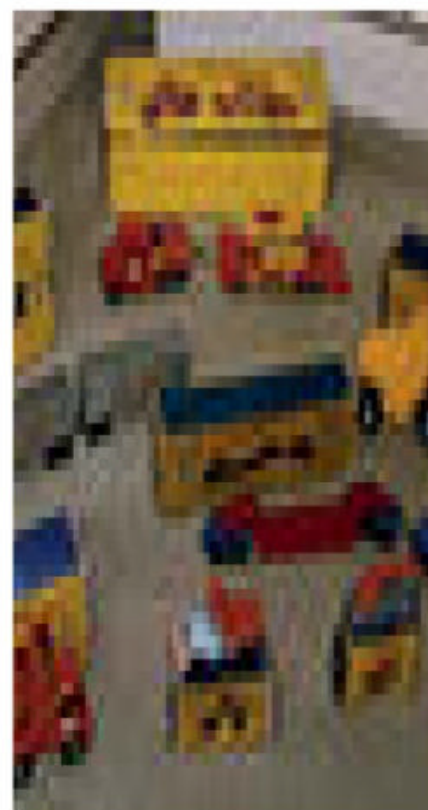
119187

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



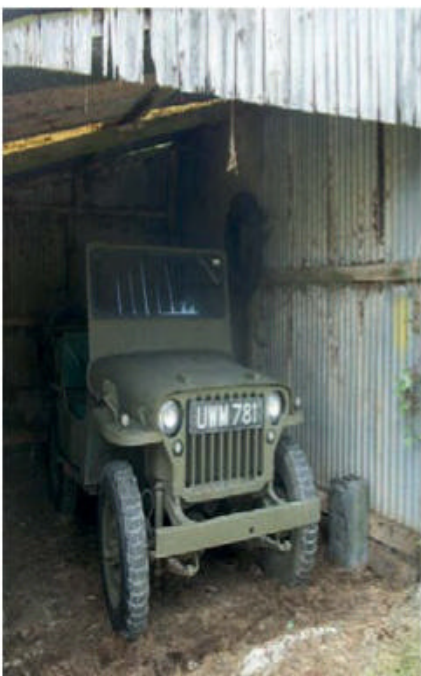
2020, £30,000. 350 MWB, 170 hp, 32000 miles, FSH, HFS, power mirrors, DAB/sat nav/ Bluetooth, tow bar, 3 months manufacturers warranty remaining, owner driver from new, excellent condition. Please call 07968968869 , South West.

119399

WANTED**BEDFORD J TYPE**

1965, Engine 220 wanted. Please call 078896 13430, North West.

119304

TRUCKS/LORRIES

Willys jeep wanted any condition considered , good price paid. Please call 01548521278, South West.

119497

AMANCO 4HP OPEN CRANK

WANTED. Flywheel springs, magneto and support bracket. Please call 07766 136136, Scotland.

119200

FORD 2000,3000 OR DEXTA

runner. Please call 07835900792, East of England.

119900

JOHN DEERE

Wanted. John Deere 45 to 50 horse power tractor with loader(1980s) running order. will travel for right tractor. Please call 01422 243913, South East.

119246

MASSEY FERGUSON 135/148

With a Herefordshire registration tidy condition NO yard scraper tractor please No vat would be Good private collector. Please call 07974345088 , West Midlands.

105776

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

ALLIS- CHALMERS MODEL B

must be in nice condition, cash paid for good tractor. Please call 01889507381, West Midlands.

119890

BAMFORD MID MOUNT MOWER

Wanted. Bamford mid mount finger mower or parts, to fit Fordson major. Please call 01730 827444, South East.

119250

OTHER

Water tank for weeks crop sprayer. Please call 07770388242, South East.

119599

7810 FORD 4 WD OR 7710 TRACTOR

power loader priced between £1200-£1500. Please call 01952957005, Wales.

119753

BUSH HOG SWIPE

BUSH HOG SWIPE WITH BLADES New for UK or 2nd hand Bush Hog 12 working model OR consider spares and repairs if has decent body.Tel: 0794 9067690 or email jane.ludlow@sky.com. Please call 07949067690, South East.

119394

STEAM MODEL ENGINES

petrol Gas steam, blentley BR2 model. Please call 07891864131, East of England.

119882

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

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

HIAB LEG PRE 2000

3 ton lift, side tilt. Please call 07803080340, West Midlands.

119531

TRACTORS AND MACHINERY

Crank Guard and Gear Gard, would consider a derelict engine with the parts. Please call 07592725537, South West.

119532

TWIN FLYWHEEL

B type Lister Tank cooled cylinder /water jacket and a inlet manifold for a suction carburettor. Please call 01651873210, Scotland.

119783

RUSTON HORNSBY PARTS

Wanted. crankshaft, crankshaft guard, and gear guard for a Ruston Hornsby zpr stationary engine ,. Please call 07592 725537, South West.

119142

MF 399

POA; MF 399 with loader preferred any working condition considered. Please call 07802756830, Wales.

119778

ALFA PETTER LIGHT

ALFA Petter light/petter light lighting set. Please call 01892661518, South East.

119781

CLARK CA-1 CRAWLER

Im on the look out for a Clark CA-1 crawler if anyone has one they may part with please. Any condition. Please call 07970786306, East of England.

119856

TRACTORS AND MACHINERY

£12,500. Vw 1981 Air cooled camper t25 2000cc Tow bar good runner mot and tax exempt and exempt from most road charges classic Insurance old mots and bills new brakes and clutch £12500 exchange old vee twin with sidecar cash either way why tel 0208 5341761 or 07863262603 London owned 10 years. Please call 07863 262603, Greater London.

119902

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

SPECIALIST

REPLACEMENT PARTS & RESTORATIONS

REPLACEMENT PARTS & RESTORATION

NEW & USED PARTS FOR SALE

For Leyland, Nuffield &
Marshall Tractors
Tractors for sale & wanted

Tel: 01609 881710
Mob: 07702 734715

HUNT BROTHERS, Great Smeaton, North Allerton

Steering Wheel Restoration

Steering wheel
restoration, vintage to
modern cars, tractors,
lorries, buses, boats.
Bluemels, Celluloid,
Bakelite, Wood & Plastic



tel: +44 (0) 1843 844962
www.SteeringWheelRestoration.com

RADIATOR RESTORATION

**Vintage &
Classic
Radiator
Restoration**



Quality restoration and
repair service.

**CPA SERVICES
LIMITED**

For prompt personal service and
advice contact Steve

sales@cparadiators.co.uk

01476 571404 or 07730 432338
www.cparadiators.co.uk

WHEELIES VINTAGE TRACTOR SPARES



NUFFIELD

Nigel Weighell / Geoff Weighell
Howe Vale, Station Road,
Malton YO17 8PS
t: 07887 772185 or 07989 447130
e: nigelweighell@btinternet.com

D.H.Day

MAGNETOS, DYNAMOS
& STARTERS

rebuilt and guaranteed three years.
Components manufactured to sample/drawing.
Full machine shop facilities.

Aldrans, Church Hill, Wroughton,
Swindon, Wiltshire SN4 9JR

Tel: 01793 812323 **www.dhday.co.uk**

Quote: Tractor



When responding
to trade adverts
please mention

**Tractor &
Machinery**

Vintage & Classic Tractor Breakers

Parts for

Fordson F&N, E27N, Majors, Dexta's JD B.R, A.R, D, H,

IH 1020, 22, 36, W30/W9/W4/W6, B250, B275, 434, Farmall M/A cub, DB

Cropmaster 880/900/950/990, Seletamatic 990/995/885/1212, Oliver 60/70/80/90,

Case LA, Case DC4, DEX, Ferguson TVO diesel * p3, Allis Chalmers U&B models,

Nuffield & Leyland, Cockshut 30/40/50, MM - UTS-ZTU, Massey Harris 44

MANY OTHER SPARES AVAILABLE TOO

Please call Jason Smith on **07855 399487** (7 days a week - 8am til 6pm)

www.antiquetractorparts.co.uk

Carrew Cottage, High St, Sparkford, Nr Yeovil, Somerset. BA22 7JH

Advertise
in our
Specialist
Directory!
Call
**01732
445328**

CG Carpenter Goodwin Ltd

Over 1200 paint products

for Tractor & Machinery

Plant & Trailers



Phone 01568 616266

31 Bridge St, Leominster,
Herefordshire HR6 8DU



"MADE GREAT IN BRITAIN"

ACTIVELY INVOLVED WITH ADHESIVE BACKED MATERIALS FOR WELL OVER 20 YEARS, THEREFORE KNOWLEDGEABLE AND
CONFIDENT OF THE USES & LIMITS WHICH ONLY COMES WITH EXPERIENCE. AND YOU WILL NOT BETTER EXPERIENCE!

WE ONLY EVER USE THE CORRECT MATERIALS FOR ACCURATE REPRODUCTIONS. THERE'S "NO INK USED HERE"

UNIQUE IMAGES OF
OUR LOGO'S ON YOUR
OWN MUG!



GRANGE FARM
MAIN ROAD, ADBASTON
STAFFS. ST20 0RD

01785 280752 / 07966 394019 OFFICE HOURS ONLY
titch@machinerydecals.co.uk or titchsanders@outlook.com

www.machinerydecals.co.uk

Muir-Hill

Proprietors
Lloyd Loaders (MH) Ltd

Rebuilt & Second Hand
Muir-Hill Tractors & Loading Shovels

WE CARRY A COMPREHENSIVE STOCK
OF
GENUINE MUIR-HILL SPARE PARTS

Muir-Hill merchandise range
available
www.muir-hill.co.uk

Telephone: 01422 201164
Email: **muirhill.lloyds@gmail.com**

DIRECTORY

LITERATURE



One of the **BIGGEST** suppliers of
Agricultural Literature in the UK with over

25,000 Items Available Online NOW!

With a full range of Operators, Parts &
Workshop Service Manuals available for
Modern & Vintage Machines & Implements

Tractors, Combines, Balers,
Ploughs, Tedders, Mowers, Rakes,
Drills, Foragers & much more...

Also Available - Collectable Brochures,
Sales & Agricultural Memorabilia

ALL AVAILABLE TO VIEW ONLINE

www.agrimanuals.com

Or call/email

info@agrimanuals.com

01579 363006 (9am-6pm)

If you can't find what you are looking
for - get in touch and we will do our
best to track it down for you

**HAPPY TO PURCHASE PRIVATE
COLLECTIONS AT COMPETITIVE RATES**

REPAIRS



Ribblesdale Auto Electrics (Units) Ltd

We repair and recondition:-

Magnetos Starters Dynamos Alternators

We have been in business for over 40 years
and have a great deal of experience in
reconditioning all types of auto electrical units.

We have a large workshop and comprehensive
stores. This really is a one stop shop for all
your auto electrical problems.

The specialist **Magneto** department can repair
and recondition all types of magnetos
(except flywheel mags).

We do our own
coil rewinding
for the
magnetos and
will also rewind
coils for those
customers who
wish to undertake
their own repairs.



Tel: 01772 796047 • Fax: 01772 693535

Deepdale Mill Street • Preston • Lancs • PR1 5BY

www.ribblesdale.co.uk

See Web Site for all services and full contact details

CLUBS



**Ferguson Club members will be on
our stands at**

The Welland Steam Rally

Woodside Farm, Welland, Worcs,
WR13 6NG

**Saturday, Sunday & Monday
28th, 29th and 30th July**

and at

Scone Palace Rally, Perth, PH2 6BD

Woodside Farm, Welland, Worcs.
WR13 6NG

**Saturday & Sunday
9th and 10th September**

We will welcome you onto our stands
where you can join The Club.

We still believe it will be the best
£20 you spend!

You can also join online at fergusonclub.com
by E Mail membership@fergusonclub.com

on Facebook

or even by phone **07496 395557**

JAPONICA PRESS

**FOR THE LARGEST
RANGE OF BOOKS,
DVDs & MANUALS
ALL FROM ONE
SUPPLIER**

POSTAGE ONLY £2
No matter how many items you buy!

Low Green Farm, 31 Orchard
Lane, Hutton, Driffield YO25 9PX

Tel. 01377 270209

Email: sales@classictractors.co.uk

Please take a look at our new
website: www.classictractors.co.uk

VINTAGE BRASS PLATES

Tel: 07594 969146

We specialise in the
authentic reproduction of
chemically etched metal plates
for all types of veteran, vintage,
and classic vehicles and equipment.

Is your original plate missing or damaged?

We accurately reproduce all types of plates from either
the originals, or photos of original plates.

Our attention to detail ensures
that each plate looks and
feels just like the original.

Plates made from brass,
aluminium and nickel.

Please visit our NEW website



www.vintagebrassplates.co.uk

GIBBARD TRACTORS

**Specialist in rare original
literature for collectors**

**Large selection of Tractor
Literature available including:
Sales Brochures & Catalogues
Manuals & Parts Books**

Sales literature for
British, American and
European tractors.

We also stock steam, combine,
implement & construction
machinery literature and old
farming & machinery books

Prospect House, 196 Moulton Chapel Road,
Moulton Chapel, Spalding, PE12 0XB

Tel: 01406 380740

enquiries@gibbardtractors.co.uk

www.gibbardtractors.co.uk

Click & buy at our new website
www.gibbardtractors.co.uk



REWINDS & REPAIRS

MAGNETOS DYNAMOS ARMATURES



3 year warranties on fully reconditioned units
In house winding facilities

Armoto Ltd **Tel: 01246 826667**

Unit 26, M1 Commerce Park, Markham Lane
Duckmanton, Chesterfield, S44 5HS

armoto.co.uk email: sales@armoto.co.uk

G K ARGENT (TRACTOR SPARES)

MASSEY FERGUSON TRACTOR SPECIALIST
TRACTORS AND IMPLEMENTS
NEW AND USED PARTS
RESTORATION AND REFURBISHMENT
REPAIR AND SERVICE
SHOTBLASTING AND PAINTING

**PARTS ALSO SUPPLIED
FOR OTHER MAKES**

Northfields Farm,
Great Waldingfield, Sudbury,
Suffolk CO10 0SF
Telephone: 07850 774046
Email: info@gkargent.com

**Advertise
in our
Specialist
Directory!**

**Call
01732
445328**



Ref No eg TM666

International Harvester Heritage Association

FIRST CHOICE FOR ALL IH ENTHUSIASTS

IHHA promotes the preservation and use of all IH built and derived equipment

- Members receive 3 quality colour magazine/newsletters annually
- We attend shows across the UK and Europe
- Full access to our website to view 1000+ IH brochures, service manuals and sales information within our IH Archive
- Assistance with your DVLA registration
- Worldwide membership

If you are new to IH or a lifelong enthusiast the Association has everything for you

Website: www.ihha.co.uk **Email:** secretary@ihha.co.uk **Phone:** 07909978744

Contact: Jacqueline Carpenter, 26 Smeeth Road, Marshland St. James, Wisbech, Cambs. PE14 8JF



VINTAGE TRACTOR ELECTRICS.CO.UK

Supplier of quality
reproduction Fordson
control boxes
Made in Great Britain



Please contact David Brewster
Telephone +44 (0)1624 878374
Mobile +44 (0)7624 496516

www.vintagetractorelectrics.co.uk

VINTAGE BRASS PLATES

Tel: 07594 969146

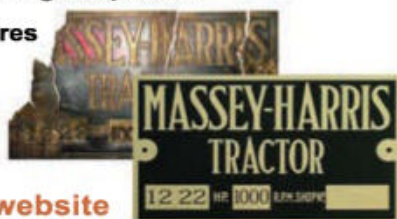
We specialise in the
authentic reproduction of
chemically etched metal plates
for all types of veteran, vintage,
and classic vehicles and equipment.

Is your original plate missing or damaged?

We accurately reproduce all types of plates from either
the originals, or photos of original plates.

Our attention to detail ensures
that each plate looks and
feels just like the original.

Plates made from brass,
aluminium and nickel.



Please visit our NEW website

www.vintagebrassplates.co.uk

LOCKWELL

CYLINDER HEAD RECONDITIONING
METAL STITCHING/CASTING REPAIRS



BEFORE



DURING



AFTER

For more information go to www.lockwellengineering.co.uk

PROCESS FOR REPAIRING CRACKED CASTINGS WITHOUT WELDING/NO HEAT APPLIED
OTHER SERVICES - BROKEN BOLT/STUD REMOVAL, STRIPPED THREADS, HELICOIL REPAIRS
ON SITE SERVICES AVAILABLE

01283 516673 LANDLINE **07831 432404** MOBILE

BAILERS WANTED! DEAD OR ALIVE!



INTERNATIONAL
430/440
435/445

MASSEY FERGUSON
120/124/128
220/224/228

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

WELGER
AP530/AP60

07794154003



The Southern Counties new farming event

Book your space now!

- Meet new customers and showcase new products and services
- Manufacturers and the region's top dealers attending
- Network with potential new clients and suppliers
- Support and promote farming in the South of England to a wider audience

**Limited
availability
– reserve
today!**

15th November 2023 at Newbury Showground

For more information and to request a media pack,
call **07501 228882** or email: **southerncountiesshow@kelsey.co.uk**

Register as an attendee at
southerncountiesmachineryshow.co.uk

Brought to you by

**AGRICULTURAL
TRADER**.co.uk

profi
THE PROFESSIONAL FARM MACHINERY MAGAZINE



SOUTH EAST
Farmer

Auction sponsor





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.

The great weather we have been experiencing has certainly been good for bringing out the crowds to our rallies, which can only be a bonus.

Many of these events are put together by groups of volunteers, and it is one of these dedicated individuals that I am sad to report passed away on 6 June, shortly after being diagnosed with cancer.

Stephen Proctor, from Woolpit in Suffolk, was just 62 when he died – a family man through and through, and part of the tractor preservation movement for many decades. He loved Case, Ferguson, and Massey Ferguson tractors, in particular, and was an excellent restorer of machinery, as well as a great ploughman. He was always willing to help other people and did many good deeds that went unrecorded.

It was Stephen and his wife, Christina, that put the tractor section at the Weeting Steam Engine Rally & Country Show back on the map, looking after the exhibitors well.

We send our condolences to Christina, Cheryl, Jonny, Andrew, Bob, and the rest of Stephen's family and friends at this difficult time.

I am also sad to share the news that Arthur Tingley died suddenly on 29 June. He was a friend to Jayne and I for more



The newest tractor on display at Marshall's Yard was James Chantry's 1989 Marshall D844. Photo: Andy Birkitt.



Looking down over the Royal Norfolk Show, where The Starting Handle Club celebrated its 50th anniversary. Photo: Nikki Barmby.

than 30 years and was a proper Sussex gentleman. We did much together, and it was Arthur that got me to produce *The Agriculturalist* magazine for the South Eastern Agricultural Club, in 1989.

At the time he had a fleet of Olivers that was always changing, but he kept his original 1947 Oliver 90, 'Big Ollie', for several years. He was a marvellous person to be around, and we will miss him so much. We send our condolences to Simon, Debra, and the boys at this time.

Moving on to happier matters, and I am pleased to share the news that a new event will be taking place on 19-20 August at Marston Trussell, near Market Harborough, Leicestershire LE16 9TU.

The show will not be a small affair, with lots of full-size engines, working areas, miniature steam, vintage tractors, classic commercials, motorcycles, cars, plus much more. Also present will be the Cambridge drag hunt and other country pursuits for the family to enjoy, as well as trade stands.

It's exciting to hear about this new event, which I am sure will be a great success, as it's organised by people that are fully committed to our hobby. There will be entertainment and a beer tent as part of the show, with the evenings devoted to exhibitors only. Why not make a date and go along and support it?

Congratulations to the Starting Handle Club, which celebrated its 50th

anniversary at the Royal Norfolk Show on 29-30 June. Everyone had a great time at the show, and I would like to thank Nikki Barmby, the membership secretary, for kindly sending in the photograph from the event. Here's to the next 50 years!

Over the weekend of 17-18 June, The Marshall Club celebrated the 175th anniversary of the company at Marshall's Yard, Gainsborough. After a six-mile road run, the nephew of the late Henry Marshall arrived just in time to unveil a plaque at Marshall's Yard, where there were 48 exhibits on display. Under Ian Palmer's leadership, The Marshall Club has made great strides since 2019. If anybody is interested in joining, please e-mail: ian.themarshallclub@outlook.com

Finally, congratulations to those in Wiltshire that took part in the Berwick St. John Country Fayre Road Run, held on 2 April 2023, across Salisbury Plain. A total of £12,600 was raised for the Salisbury District Hospital's Stars Appeal and a presentation was held on Thursday 25 May to celebrate the fundraising feat.

See you soon,

Group Editor-at-large, Kelsey Media

DUNLOP TRACTOR SPARES

67a CRANKILL ROAD, BALLYMENA, CO. ANTRIM, NORTHERN IRELAND BT43 5NN

T/F: 028 2565 2560 M: 0783 4455 082 or 0783 4455083 • E: amanda@dunloptractorspares.co.uk

PLEASE NOTE WE WILL NOT BE TRADING ON SUNDAYS





CALL US ON **01527 579 111**
OR
VISIT US ONLINE AT
WWW.AGRILINEPRODUCTS.COM



15,000 PARTS. THE BEST PART..... OUR SERVICE.

