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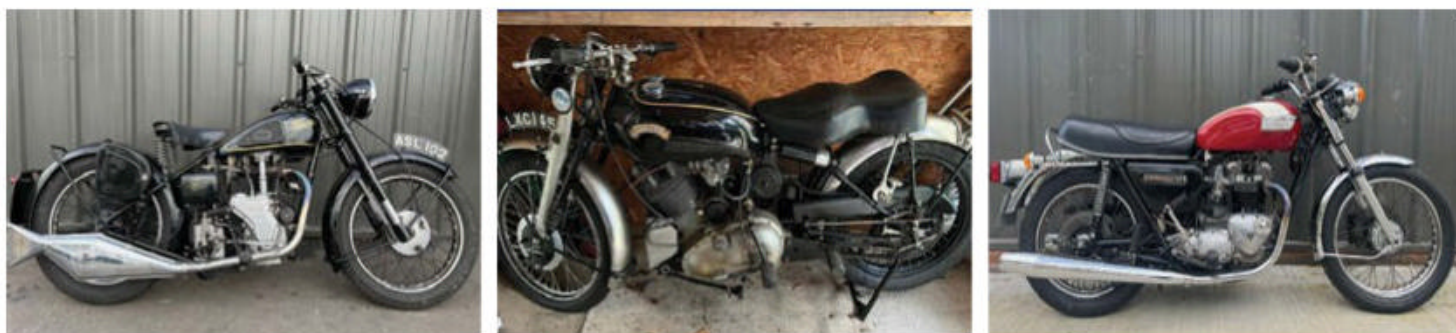


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Welcome!

Hello, and welcome to the November issue of *Tractor & Machinery*. I'd like to start with an apology. In the last issue we featured Colin Cloude's Massey Ferguson 625, with wonderful photography to illustrate the combine's first action in many years.

Sadly, the creator of these fine images, Somerset Agri Pics, was not acknowledged, and so I would like to say sorry to Pete Nash for this omission. Mistakes happen, but the buck stops with me, and so I apologise profusely – particularly as Pete and Kieran graft tirelessly to capture such scenes. Thank you both, and keep up the good work.

It's a been a busy few weeks since my last 'Welcome', as I've had the good fortune to see several collections – on both a personal and professional level, with one a chance encounter when collecting a recent purchase.

It never ceases to amaze me what is lurking in sheds up and down the country, and it's even more of an eye-opener when it's so close to home! As interesting and diverse as these collections are, it's their vastness that captured my imagination – as

besides the tractors and implements, it's the accessories, memorabilia, and ephemera that create the wow factor.

The time taken to amass such 'stuff' should not be underestimated, and it's mind boggling the lengths that enthusiasts will go to when assembling a collection. It is food for thought and a real consideration when deciding how to take things up a level. I must admit that I'd been looking at collecting rather one-dimensionally until this point!

Regarding buying things to enjoy, you might like the piece we've put together on models from Ford's Series 10 that often go under the radar. With some of the range making eye-watering prices, if you're saving for a cabbed classic it is worth considering the models that aren't necessarily 'big ticket' items. After all, the pleasure of finding something representing good value for money is very satisfying!

Until next time, all the best.

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

Colin Cloude enjoying his MF 625.
Photo: Somerset Agri Pics.



Main cover image: A Massey Ferguson 2640 in Lincolnshire.
Photo: Farming Photography Ltd.

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Photo: courtesy of Matthias Buschmann.



Photo: Aaron Underwood.

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GOT A STORY?

THEN WRITE TO THE EDITOR:

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IN BRIEF

Competition winners

The September issue of T&M featured a competition enabling three readers the chance to win one of three Britains bundles.

The lucky winners, drawn at random, were I Bell, A Hutchinson, and S Roberts. Congratulations!



Money raised

Brimfield Vintage Club held its annual working day on Sunday 3 September, near Ludlow in Shropshire.

Thanks to a good entry of vintage machinery, tractors, motor vehicles, and stationary engines, the club was able to donate £1,600 each to Severn Hospice and St. Michael's Hospice at its last meeting.

The committee wishes to thank everyone that continues to support the club.



A cheque for £1,600 was presented to Severn Hospice.

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20th anniversary show promises a bumper entry

The 20th year of the Newark Vintage Tractor & Heritage Show is on course to attract one of the most varied ranges of machines in its history, thanks to some special anniversary classes and a display reviving some of the first ever exhibits.

Local contractor and vintage tractor collector Paul Ducksbury, who has been involved in the show since the start, is looking forward to the event. He says: "Little did we know what a success the show would become when we were planning the first one in 2003; it's gone from strength to strength.

"The George Stephenson Hall was added to the facilities in 2006; then tractors from other shows were nominated in a 'People's Choice' class, creating a diverse range of exhibits. Now, two decades later, the event is seen as the pinnacle of the year – the highlight at the end of the season."

While Paul lives close to the show, it also attracts regular competitors from further afield. One such example is the Reid family, some of whom run a hydraulic engineering business in Arbroath, around 350 miles from the site – yet they are keen enthusiasts that have made the journey to Newark every year since the show started.

In 2003, Neil Reid took a 1970 David Brown 880 Selectamatic and won 'best David Brown' and the 'Concours 1965-78 Classic'.

The tractor has returned to Newark many times over the years, winning the 'Heritage Machinery Shield' in 2007 and 'Best David Brown' again in 2011 – and it's making a triumphant return this year to feature in the 20th anniversary display.

Another vehicle which is returning to the showground after its first appearance at the very first show is an International Farmall H, owned by Dan Bartle. "This tractor was bought by Joseph Camm Farms, Retford, in 1948 and used as their main tractor for specialist row-crop work in the springtime," explained Dan.

"After many years of service, the tractor was loaned out to the local agricultural museum and put on show to



This award-winning DB 880, exhibited by Neil Reid in 2003, is returning for the show's 20th anniversary this year.

the public. After a few years, the museum unfortunately closed, leaving the tractor abandoned. The original owners contacted me and my uncle in 1998 to rescue the tractor, along with a Fordson N tractor which the farm owned too.

"Both tractors were recovered, and restoration began," he notes. "My uncle restored the International Farmall, replacing many parts as well as importing the correct replacement tyres from the USA. He took this tractor to a lot of local rallies, including the first Newark tractor show in 2003. I inherited this tractor back in 2022 and now have both tractors."

Another show stalwart contributing to the anniversary this year is James Hardstaff, a farmer from just north of Nottingham. He, too, is bringing a tractor that featured in the very first show.

"It was a prize-winner then – a 1954 Fordson Major County Four-Drive. I originally bought it from a scrap yard just south of the Dartford Tunnel, back in 1998," he says.

"It took me four years to restore, then I showed it during the 2003 season, ending up at the first vintage tractor show at Newark. I'm pleased to be bringing it back this year for the 20th anniversary display."

For a limited time only, discounted tickets are available for the Newark Vintage Tractor & Heritage Show, on 4-5 November, at Newark Showground, Coddington, Nottinghamshire NG24 2NY.

You can buy them, as well as discover more information about the event, via the show's website:

newarkvintagetractorshow.com

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IN BRIEF

Mike Williams

It is with great sadness that we announce the passing of Michael Williams, aged 87, on 18 September. Mike was an authority on all types of farm machinery and wrote numerous books on the subject over the years, as well as contributing to *Tractor & Machinery*.

He was particularly interested in innovation and his series on the evolution of tractors, and implements, proved popular in the magazine.

The funeral took place on 17 October at All Saints' Church,

Drinkstone, Suffolk. All at *T&M* send their condolences to Mike's family and friends at this difficult time.

Mike Williams wrote many articles for *T&M*.

**Mike Thorne**

We are sad to announce the passing of Michael Thorne on 19 September. Mike will be best remembered for the Coldridge Collection of Ferguson tractors, implements and accessories, based in Devon. He had been part of The Ferguson Club since its inception, and had a passion for vintage tractors, with a penchant for Ferguson and MF.

Mike also produced books and articles on tractors and was happy to impart his vast knowledge on those that shared his interest.

A private burial will be followed with a thanksgiving service at a later date (TBA). All at *T&M* send their condolences to Mike's family and friends at this sad time.



Mike with a Ferguson demonstration model. Photo: Joseph Lewis.

Electric Fendt

Fendt has launched a new electric tractor designed for use in vineyards, orchards, greenhouses, and urban areas.

The battery-powered e107 V Vario benefits from Fendt's Vario transmission and the FendtONE operating system. The power unit produces 90 horsepower, which enables it to reach up to 40kph.

The 100kWh battery will power the e107 V for between four and seven hours and it will charge from 20 per cent to 80 per cent in just 45 minutes. AGCO is already working on a 'range extender' to offer longer operating times in the future, but the tractor already benefits from a foot switch that enables it to regenerate and recycle power.

At just 1.07 metres wide and 2.45 metres high, the e107 V is compact and exceptionally quiet, making it well suited for use around livestock and in public areas. Being electric it will appeal to operators looking to achieve carbon neutral or negative status, and is likely to appeal to farms able to create electricity through wind, water, or AD.

The e107 V has three operating modes – Eco, Dynamic and Dynamic+. Eco is for lower power applications and



Dynamic is for more power intensive work, with the + function only used to make additional power available for a limited period when the tractor is under strain.

The battery also benefits from Fendt's thermal management, which prevents extreme temperatures affecting tractor performance.

The e100 V is packed full of useful technology, largely lifted from its diesel-powered family. FendtONE onboard includes a multi-function joystick, 10-inch digital dashboard, 12-inch terminal in the headliner, and an optional 3L joystick.

Operators will also benefit from the Fendt Guide guidance system, automatic section control, and variable rate control, which can all be selected using individually assignable tiles in the terminal.

The e107 V Vario can be ordered from Agritechnica 2023 and will be produced at the Marktoberdorf tractor factory from the fourth quarter of 2024.

Inaugural free show

WITH MARGINS TIGHT AND FINANCES STRETCHED, it can be difficult for hard-pressed farmers, workers, and business owners connected to the agricultural sector to spare the cash or time away from work to keep up to date with the latest valuable developments, equipment, supplies, and best practice at the summer shows.

Problem solved at the brand-new Southern Counties Farming & Machinery Show, taking place at Newbury Showground on 15 November. Deliberately scheduled outside high-pressured spring, summer, and harvest seasons, easily accessible, and benefitting from

the showground's excellent facilities, it's also free to attend!

Showcasing agricultural companies large and small at Newbury Showground, the show is sponsored by Samagri Ltd., sole UK importers of the Virkar direct drill range. Exhibitors include Chandlers, Farol, Kuhn, Openfield, OMEX, and more, with ranges of construction and outdoor power equipment alongside the latest livestock and arable machinery.

Several hundred lots, including tractors, at the show's auction will give showgoers the opportunity to pick up a bargain, sought-after item, or pocket a few pounds. "Buyer or seller, it's

the perfect opportunity to trade machinery at the end of the season," says Paul Heard of Symonds & Sampson's dedicated agricultural auctioneers. "Live online bidding for selected lots gives your items the boost of reaching a nationwide audience."

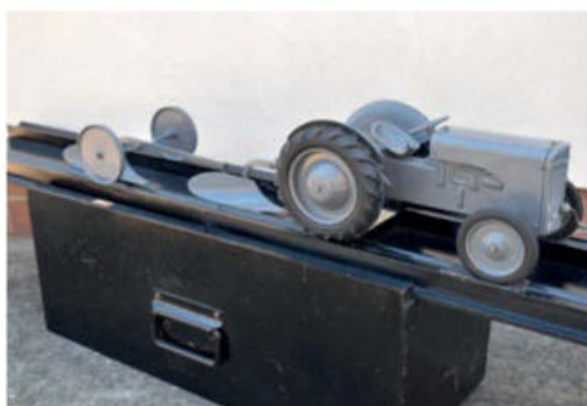
For more information, news, to submit auction lots, and secure your free tickets, visit the website: southerncountiesmachineryshow.co.uk



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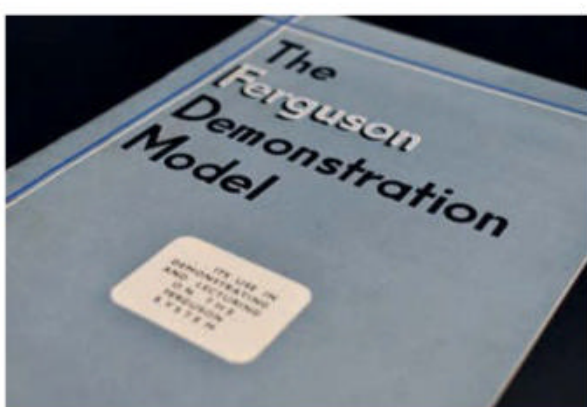
Howard Karlake Fordson E27N Major
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Ferguson Combine Harvester by
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Animate Toy Baby Tractor
and Trailers with box



The Ferguson Demonstration Model
Instruction Book



1933 Ferguson Black Tractor



Denzil Skinner David Brown 25D
Tractor with box

To include: Ferguson Brown Type A Serial No. 48. Ferguson Demonstration models (4), scratch built Ferguson Brown models (3), Ferguson Combine model by WR Smith (ex-Hunday collection), **Models;** LTX, Dennis Purdue, Martyn's Farm Models, G&M, Sigomec, Advance products, Ertl, Corgi, Tri-Ang, Airfix, Britains, Classic-Combines, Scaledown, Lego, Brian Norman, Chad Valley, Denzil Skinner, Howard Karlake, Gilson Riecke, Brian Norman, Cenfyn Davies, Precision Classics etc. **Tinplate Toys;** Animate, Bing, Gescha, Distler, Gama, Marx, Tri-Ang, Mettoy, S.G (Guntherman), Structo, Tootsie. **Literature and Memorabilia;** Harry Ferguson's last final signature before retirement at Massy-Harris Ferguson, Ferguson Duplex Plough brochure (believed 1st issued), Ferguson Brown Type A instruction and parts books for No.12 – the very first sold, Ferguson minute books, instruction manuals, salesman's pocket catalogues, badges, pens etc

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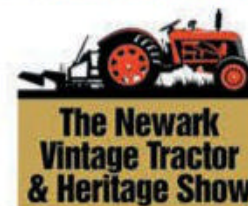
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Working orange

Jonathan Whitlam heads back to Lincolnshire to see more of Robbie Thorpe's classic machinery in action.

When you think of an Allis-Chalmers tractor built in Britain, it is, more often than not, the Model B that instantly springs to the mind of many people, and this tractor was certainly one of the most successful of this manufacturer's products on both sides of the Atlantic.

The Model B also kick-started the production of Allis-Chalmers tractors here in Britain, beginning an era that finally ended with the launch of a later incarnation: the ED-40.

The ED-40 was built at the Allis-Chalmers factory in Essendine for nine years, but was not very successful and

certainly never lived up to the heights of its predecessor.

I had seen several of these tractors at shows, and even at ploughing matches, but had never really managed to take a closer look at the Allis-Chalmers ED-40 at work. So, when Robbie Thorpe, from Holbeach in Lincolnshire, mentioned doing some cultivating with his two examples, side by side, I naturally jumped at the chance to pay him a visit.

AMERICAN IN BRITAIN

Allis-Chalmers was formed in 1901, with its first tractor being produced in Milwaukee, Wisconsin, in 1914. True success came in 1932 with the Model U, a tractor that was the very first to be offered with pneumatic tyres in the 1930s.

In 1936, Allis-Chalmers began importing tractors into Britain through a facility at Totton, near Southampton. This situation continued until 1950, when the factory at Essendine, in Rutland, was purchased and Model B engine production began, with the tractors still being assembled in Hampshire before production in its entirety moved to Essendine.

The ED-40 seems to be either something of an ugly duckling, or a dead duck, depending on your point of view – or perhaps both! I must admit I had preconceived ideas about these machines, as I had often heard people say that it was a rather disappointing tractor, with its Achilles heel being a 'long-in-the-tooth' four-cylinder engine with a very chequered history.

And then, of course, there is the real elephant in the room – the fact that the ED-40 was a rather outdated design concept, even when it was first introduced in 1960.

The idea was obviously to retain much that had made the Model B, and later British-built D-270 and D-272, successful, with its row-crop type design giving a high ground clearance with room for mid-mounted implements, while also being large enough to be used for other farming tasks. Indeed, ➤



A restored Allis-Chalmers ED-40 follows an earlier restoration as they begin cultivating this field. The cultivators are a David Brown product and a home-made version built by Robbie Thorpe, the owner of these two tractors.

you could say that in some ways the ED-40 is a Model B on steroids!

This was certainly the impression I garnered when I turned up at Robbie's place to find both his ED-40 tractors in the yard, parked close together as he put the finishing touches to getting them both ready for work.

For some reason, they seemed larger than I had expected, even though I had seen examples plenty of times before. It just seemed that, sat there with cultivators on, ready to go to work, the physical standing of these tractor seemed to increase somehow. I guess I must also be guilty of always comparing the British built Allis-Chalmers tractors to the Model B – it just seems to be stuck in my head!

Now, it is probably best to mention that Robbie has a very large collection of tractors, including models built by David Brown, Ford, John Deere, Track Marshall, Caterpillar, and Massey Ferguson. He is, however, not a particular fan of Allis-Chalmers, despite owning these two and a Model B.

It is not necessarily that he dislikes them – he simply does not find them useful in terms of their design and actually finds it rather clunky. He would much rather fire up any of his David Brown machines than one of the Allis-Chalmers tractors, which is probably why it took me so long to persuade him to get the two ED-40 tractors out for me!

Robbie's tractors are similar, but have several small differences, the most

obvious being that one is an older restoration, while the other is a much fresher looking machine. The latter has not been in Robbie's possession for that long, the other having been his for many years.

The 'dowdier' one is certainly his favourite of the two, a fact that was enhanced when he quite easily started it. The other one just did not want to fire up and, after several attempts, it took a can of Easy Start to coax the engine into life.

This is one of the shortcomings of the ED-40, Allis-Chalmers having chosen to go with what could be described as a well-proven powerplant in the form of the Standard 23C diesel engine. This four-cylinder engine had certainly been

A side view shows the high ground clearance of the Allis-Chalmers ED-40 – a design feature that allowed for underslung implements to be fitted, as well as enabling the tractor to work in growing crops.



around for a while when A-C chose to use it, with it notably seeing use as the source of power for the Ferguson 35 and MF 35, making it a very well-known engine in the farming community.

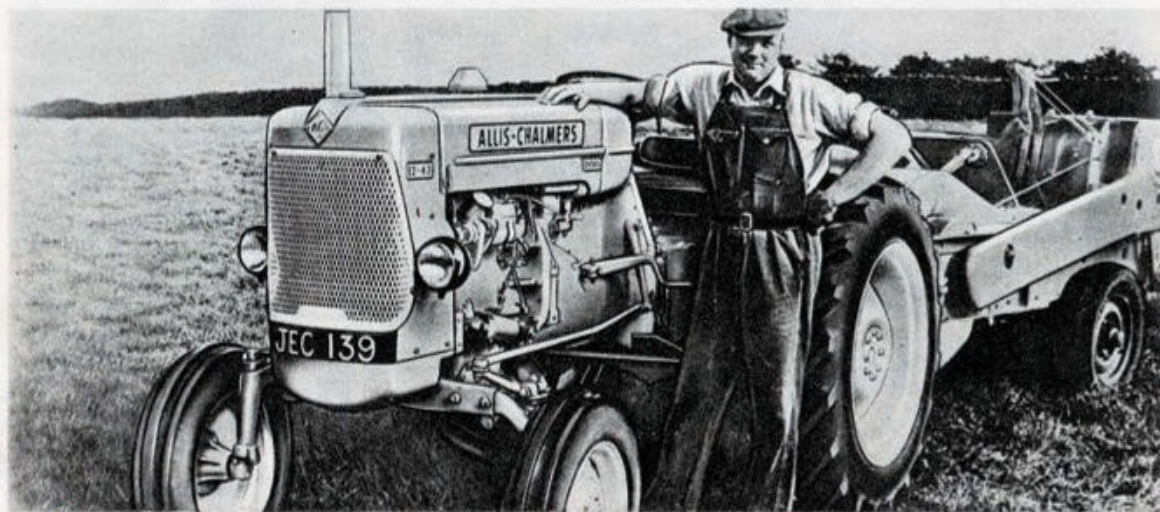
Unfortunately, the well-known part was the fact that it is infamous for not being a very good starter from cold, and although it worked well enough once warm, it did get a rather bad name for itself in the industry, with the result being Massey Ferguson replacing it with a Perkins three-cylinder engine in 1959.

Perhaps rather ironically, Robbie is a fan of the 23C engine, owning a Massey Ferguson 35 with the four-cylinder engine, and that tractor certainly has no problems starting,



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An advertisement for the Allis-Chalmers ED-40 proudly announces its Lincolnshire manufacturing base.

even in the depths of winter. He also says the same about the less glamorous looking ED-40; while the newer looking machine is a very different story!

He puts a lot of this down to it being a restored tractor that just has not done enough work and he probably has a point, although I do think that these engines do seem to be very variable, and maybe it is just that if you get a good one, it's good, but if not then you simply have a bad one!

Anyway, the engine was a four-cylinder unit with a rated output of 37hp in this application, which is what gave rise to the model number, ED standing for English Diesel and the 40 being an optimistic approximation of the power output. The engine drove through an eight forward and two reverse transmission, giving a reasonable range of speeds and, from 1963, the engine lived up to that model number by having its output increased to 41hp.

The advantage the ED-40 had over the FE 35 was that it featured a glow plug for each cylinder, which improved starting ability – but it would never enjoy the characteristics of the Perkins A3.152. In fact, like the International Harvester models of the period, the battery could be drained significantly before even attempting to crank the starter.

It was also in 1963 that the Depthomatic hydraulic system was introduced to the ED-40, complete with top link sensing capability. Prior to 1963, the ED-40 had been equipped with what Allis-Chalmers called the 'selective-

weight-transfer' hydraulic system, that was, by all accounts, a useful system that permitted good control when using ground-engaging implements on the three-point linkage.

When Depthomatic was introduced, as an improvement, it is said by some that the hydraulic system was no longer capable of working accurately, and this new system just made the ED-40 less desirable than it already was, but we'll let you make up your own mind. Indeed, the editor speaks highly of Depthomatic, having spent many hours operating an ED-40 with a Massey Ferguson 794 two-furrow plough equipped with digger bodies attached.

OFF TO WORK

With both tractors running, and cultivators attached to the rear linkages, it was time to make the short trip up the road to the field to be worked on, one that had already been ploughed and was thus set to be easy going for the two tractors.

Robbie enlisted the help of a neighbour across the road and his cousin, David, to pilot the two tractors, which gave him the opportunity to do some harrowing in the same field with one of his David Brown tractors – it really does seem that Robbie is not an A-C ED-40 fan!

I really enjoyed watching the two orange tractors cultivating side by side, up and down the small field; they certainly looked impressive and did a good job. Despite Robbie's preference for the less restored tractor, I must admit ➤



Left: The dashboard of the ED-40 was neatly positioned on the raked section under the steering wheel, with all the necessary instruments included. Note how narrow the tractor is here, just in front of the driving seat.
Right: The engine chosen was a Standard Motor Company 23C, four-cylinder diesel engine of 2.3-litre capacity. It produced 37hp before being tweaked to give 41hp during the ED-40's third year of production. This engine was tried and tested, as it was used in Ferguson and MF tractors, but it had a reputation of being difficult to start from cold.

my eyes did keep going back to the fully 'decaled up' machine, as it looked much like how these tractors must have done when brand new.

It is probably already obvious that the Allis-Chalmers ED-40 is something of a 'Marmite' tractor, in that you either love it or hate it, and I must admit a lot of my enthusiasm while watching these two tractors at work was due to the fact that it was the first time I had seen one of these tractors actually working outside of a ploughing match, and also the first time that I had seen two of them together outside of a line-up at a show.

The fully restored tractor shows off well the rather interesting design choices that were made when the ED-40 was developed, the obvious main emphasis being of a high-clearance, row-crop machine with the narrower

section behind the engine, in front of the driver, allowing the operator a good view of mid-mounted hoes and other equipment, although on this occasion this was not a necessity.

This obviously gives the ED-40 a different look to the Fordson Super Major, for example, and even though the ED-40 is significantly larger than its predecessors, this is still a valid design feature. The 'Persian orange' livery was well established by the time the ED-40 arrived in 1960 and this vibrant colour certainly makes the tractor stand out in a crowd!

The engine is mounted well forward to provide that narrow space above the transmission, and a rather fussy-looking front grille is wrapped around the nose, complete with Allis-Chalmers badge above, and side-mounted headlights lower down. 'White' wheel centres and

rims finish the overall look of this machine.

I really enjoyed my day photographing and filming these two tractors at work, them often driving close together to get some very nice and memorable shots. There was no doubt that the tractors worked well enough at this task, but the overall feelings of Robbie, and indeed his two operators, was that when used for non-row-crop tasks, these machines are, to say it politely, a little clunky.

Allis-Chalmers tried to make a more versatile machine than the smaller row-crop tractors it had become known for, and, in many ways, it succeeded. However, the marketplace was moving away from this type of specialist machine and the result was that the ED-40 got left behind.

LOOKING BACK

Allis-Chalmers was a real force in agriculture – it was not only a tractor manufacturer, it was also a 'full-liner' with many ranges of farm equipment, most notably a combine harvester line with both trailed and self-propelled machines that also made the Gleaner name famous.

It was also a force in crawler tractors after buying the Monarch Tractor Company in 1928 and then expanding the range, with the ultimate being the HD range of the 1940s, including the mighty 127hp HD-14. This started the construction equipment side of the business in a big way, alongside the agricultural machines.

The ED-40 meanwhile, remained in production at Essendine until 1969. Sales had been very disappointing, and it even



BASIC SPECIFICATION: A-C ED-40	
Engine	Standard 23C
Cylinders	4
Power	37hp 41hp*
Clutch	10in (254mm)
Transmission	8 fwd, 2 rev
Lift capacity	2,500lb (1,134kg)*
Weight	3,920lb (1,778kg)
Front tyres	Regular: 4.00x19* De-Luxe: 6.00x16* Super De-Luxe: 6.00x16*
Rear tyres	Regular: 10x28* De-Luxe: 10x28* Super De-Luxe: 11x28*

* ED-40 Depthomatic



Left: Excellent visibility from the driving seat was a major aim when designing the ED-40. The forward-mounted engine and narrow waist behind achieved this well, and the tall nature of the high-clearance design also helped to raise the operator over the ground being worked. The lines of the transmission draw parallels with the earlier Model B.

Right: The front-end design made use of a wrap-around grille and side-mounted headlights, giving a rather dated appearance – even for 1960.

took until 1971 before the final tractors left the factory. That was the end of Allis-Chalmers tractor production in the UK, but the factory remained in existence and became Fiat-Allis in 1974, after a merger of the two firms' construction equipment lines.

Back in North America, Allis-Chalmers continued producing agricultural tractors with ever increasing

power outputs until, in 1985, the German owners of Deutz-Fahr bought the company and formed Deutz-Allis, before AGCO was formed from a management buyout in 1990.

AGCO is a huge force in agriculture today, owning many major brands, including Massey Ferguson, Fendt, Challenger, and Valtra – with the acronym abbreviating Allis-Gleaner

Corporation. So, the ED-40 might have been something of a failure, but at least the Allis-Chalmers legacy lives on in a big way.

It is fantastic that many of the last British-built Allis-Chalmers tractors still exist, and I would like to thank Robbie Thorpe and his drivers for bringing the ED-40 to life once again on that field in South Lincolnshire. ■

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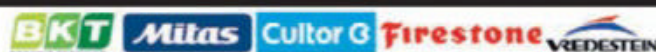
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Brodie with his Ford 4000, fitted with wheel weights and Lambourn cab.

Forestry king

Peter Love recently visited the East Sussex/Kent border to meet a man that uses venerable, but well-maintained machinery for timber extraction and reforestation.

Brodie Ross Thompson Hall has been working with trees since completing his time at Harper Adams Agricultural College in the early 1970s. He says he was born with a chainsaw in his hand!

His family has its roots in Dundee, Scotland – his grandfather was a sergeant in The Black Watch regiment, and his father had a fascinating life too. He started as an ambulance driver during the Spanish Civil War and was later a Hurricane fighter pilot in the East Africa campaign.

Whilst in the RAF he was shot down in the North Africa campaign, on 24 June 1940. His leg had to be amputated by a German doctor, who did a good job as it didn't hold him back. Later, he was a flight commander in the Indian Air Force and met his wife, who was in the WAAF, when he landed back in England after his time as a prisoner of war.

They eventually settled, running the Blacksmith's Arms, near Tunbridge Wells, and made a great success of the

venture – enabling them to take up the tenancy of the farm from which Brodie operates today, in 1987.

The countryside, timber, and coppice care has been Brodie's life and continues to be, even though he is now 72. In his early days, in the 1970s, he set up with another fellow to supply pulpwood on a weekly basis to Bowaters of Sittingbourne, Kent, for its extensive paper-making operation.

During his career he was also marketing/sales manager for Euroforest Ltd., which he says was a challenging job at times. Naturally, these roles provided him with the knowledge and experience that has left him in good stead for the environmental situation we are in today.

In his early days he used Fordson Majors of all types, and even had a Roadless 115 with Ransomes trailer. When he needed parts to keep the fleet going, he turned to East Sussex used tractor dealer/parts supplier Dougie Upton, who he had a good working relationship with.



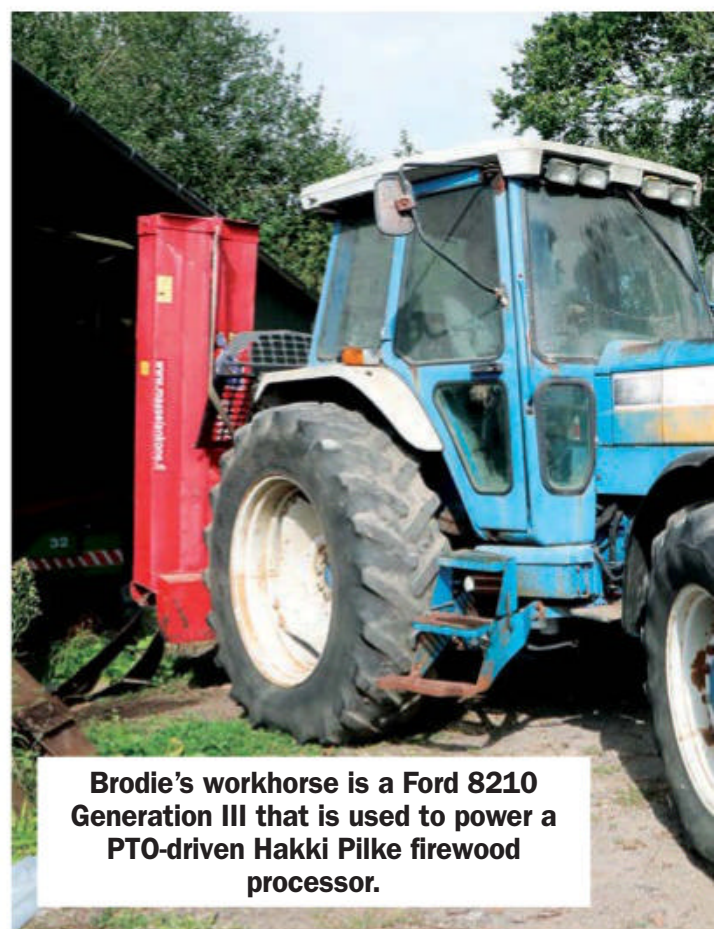
The Fordson Diesel Major was very popular for timber work for many decades in this part of the UK.

Brodie's tractors perhaps never looked the best, but mechanically his equipment was always in great order – which is a trait that continues to this day. The venerable fleet is ready to go at a moment's notice, which is good as on my visit Brodie was negotiating the purchase of 30 acres of coppice timber that he had cut down and replanted 30 years ago!

For taking the timber away he uses a four-wheel drive, 1984 Bedford TM that's fitted with a 1990 Hiab 090 4.55-ton crane, and a flatbed body with the obligatory timber stakes.

BLUE FLEET

Also in the fleet is a 1970 Ford 4000 with Lambourn cab that has 5,040 hours on the clock, having been supplied new by Testers of Edenbridge. On the back is a PTO-driven Rabaud Biface 240 post pointer.



Brodie's workhorse is a Ford 8210 Generation III that is used to power a PTO-driven Hakki Pilke firewood processor.



Brodie still uses a Fordson Diesel Major in his fleet too, and this one is an early example with Super Major wheels on the front and wide rims on the rear, as well as a Horndraulic loader. The engine was rebuilt several years ago, allowing the tractor to perform a useful role despite its advancing years.

In the shed I spotted a clean, 1968 Ford 5000 fitted with a Boughton HDF/25 winch. It features a huge anchor and was used before Brodie bought it to pull a large 'drag' back and forth. It has a Sekura cab frame attached.

The tractor that's used more than the others is a 1987 Ford 8210 Generation III with 7,214 hours behind it. Originally supplied by Invicta Motors of Canterbury, the tractor runs a Hakki Pilke firewood processor, which is used every week on various jobs and is an

Working from the cab, Brodie picks up felled tree trunks with a c1986 Rottne forwarder that's based on a Ford Series 10 skid unit.



essential tool for turning trees into logs for the fire.

Various excavators are also key to Brodie's operation, including a three-ton, 2001 Komatsu PC27R with special attachments for lifting the lighter timber out of the woods, but the pièce de résistance is a c1986 Rottne forwarder based on a Ford Series 10 skid unit.

These famous machines are still made in Sweden, with the company taking its first steps in the industry in 1955. It's an impressive machine to watch in action, particularly in the hands of a skilled operator.

Unfortunately, time waits for no man, and Brodie and his wife see a new farming adventure looming in Wales



The Ford 4000 works every week with a post pointer.

during the next few years, which means much of the equipment will be sold off. Look out for an announcement, more than likely in spring next year.

I thoroughly enjoyed my time with Brodie, and was entertained by his enthusiasm, as well as impressed by his well-maintained fleet of specialist machinery. ■



This Ford 5000 is one for fans of original tractors. Look at the length of the winch anchor!





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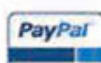
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Style with **substance**

Massey Ferguson's 8S tractors may be enjoying critical acclaim, but it hasn't gone unnoticed that inspiration may have come from one of the company's iconic ranges - the 2000 Series. We profile these innovative models.

The 1970s was a period of huge change for tractor manufacturers in Europe. End users had voiced their thoughts on the need for four-wheel drive tractors, and although the conversion specialists had enjoyed the lion's share of the market until that point, it was clear that more and more tractors with a driven front axle would be produced in house as the 1980s loomed.

With this said, the story across the Atlantic Ocean was rather different. Two-wheel drive reigned supreme, and where four-wheel drive was required, this usually meant an articulated behemoth with four equal-sized wheels. Ford's FW

tractors are an obvious example, complemented by the two-wheel drive 8700 and 9700 for those that did not need such a large tractor.

Massey Ferguson offered the Caterpillar V8-powered 1505 and 1805 for those looking for serious muscle (and latterly the Cummins V8-powered 4800 Series), with tractors like the 1135 and 1155 for two-wheel drive customers, but these were predominantly aimed at the American market, and so it concluded that a rigid-frame series of high-horsepower models that could be easily produced in both two- and four-wheel drive forms was what was required.

Ironically, Ford had reached a similar conclusion, and it transpired that its new range, Series TW, would end up going head-to-head with Massey Ferguson's new tractors!

The MF 2000 Series was conceived with two distinct variants in mind – the ➤

The MF 2640, rated at 110hp (DIN), was the first model in the range to be offered in the UK, in 1979.
Photo: Farming Photography.





At the heart of the 2000 Series was Perkins' proven six-cylinder unit – the 6.3544. The two smallest models were naturally aspirated, while the 2680 (seen here) and 2720 used a turbocharged version. The largest model also featured a charge cooler. Photo: AGCO.

two-wheel drive, primarily V8-powered monsters required for working vast acreages in North America, and six-cylinder models that could be produced in two- and four-wheel drive form for other markets – particularly Europe.

With Perkins V8.640 engines, the 160 PTO hp MF 2775 and 190 PTO hp MF 2805 were introduced to the North American market in 1977, but European farmers would have to wait almost two years to get their hands on the first 2000 Series model to be produced in France – the 104hp (DIN) 2640.

As MF's Banner Lane factory, in Coventry, was at capacity, producing both 200 Series and 500 Series tractors, and there was no scope to build other tractors alongside the 1250 at Barton Dock Road, Manchester, or at the Kilmarnock combine factory, the Beauvais facility was the sensible choice.

It was already producing 500 Series tractors, as well as others, but it had the ability to produce a new range – albeit with phased introductions. The 2640 came online first, introduced in 1979, but was followed the next year by the 2680, the 2620, and then the 2720.

Literature was ready for a December '81 preview at the Smithfield Show, but it is purported that the 2720 was not ready in time. The brochure appears to show a 2680 with 2720 decals, as there is no charge cooler fitted to the tractor's engine.

Pricing for the tractor was not finalised until June 1982, which would indicate

that the 2720 probably made its first appearance at the Royal Show or Highland Show. If anyone can confirm this, we would like to hear from them.

The bonnet and 'Supercab' would appear the same on both the US- and French-built models, but there were subtle differences tailoring them to their respective markets. Under the skin were new transmissions, and lower link-sensed hydraulics, as well as wet disc brakes and a rear-mounted fuel tank.

HIGH SPEC

The specification was comprehensive and brought together a range of components and sub-assemblies that would see the 2000 Series enjoy a long production run. Some were proven, with an enviable track record, while others were a little 'greener' – taking end users and MF dealers a little while to get used to.

At the heart of the 2000 Series was the Perkins 6.3544 six-cylinder engine. Designed in Peterborough in the 1950s, the 6.354 built on the success of the P6 and remained in production from 1960 to the 1990s. The secret to its success was that it was a compact, direct-injection unit, that could utilise DPA fuel pump technology and enable auxiliary equipment to be driven off a jackshaft (driven off the timing gears), such as pumps, compressors, and the like.

The engine proved a hit in tractors, trucks, marine, and other applications, so new versions were introduced to

better suit different markets. This included a turbocharged variant, the T6.354, for Massey Ferguson tractors and other industrial applications.

As time went on, many changes were made and this gave rise to the 'dot' series (6.354.2 etc.), but in the late 1970s a significant redesign took place – with alterations to the block, cylinder head, and other components – resulting in a new designation of 6.3544 (and T6.3544) that superseded all others.

The 2000 Series tractors would use naturally aspirated and turbocharged versions of this iconic engine – with the 2720 seeing a charge cooler added to increase power even further. The 2620 was originally rated at 93hp (DIN) but later sported an additional two horsepower, the 2640 was a 110hp (DIN) tractor, the turbocharged 2680 was rated at 120hp (DIN), 126hp (DIN), and 130hp (DIN) throughout its production life, and the 2720 used a 147hp (DIN) version of the T6.3544.

Bore size was 98mm (3.9in), while stroke length was 127mm (5in), with the engine having a capacity of 5.8 litres (354cu in). A CAV Thermostart was employed as a starting aid, with direct fuel injection used across the range.

Torque output ranged from 352Nm (259lb/ft) at 1,250rpm to 486Nm (358lb/ft) at 1,600rpm, making these tractors very competent on heavy draft applications. By way of comparison, the IH 1255XL, rated at 125hp (DIN) and



The 2000 Series was Massey Ferguson's first range to be offered with the option of a front linkage and PTO. Photo: AGCO.

renowned for its lugging ability, produced 456Nm (336lb/ft) of torque – which was not a great deal more than the 126hp MF 2680's 414Nm (305lb/ft).

With many years of testing and in-the-field success in their favour, the 6.3544 and T6.3544 served the Massey Ferguson 2000 Series well.

A 356mm (14in), single-plate, self-adjusting clutch channelled the engine's power to what MF called "a modern 16-speed gearbox with synchromesh and Speedshift change-on-the-move."

The 16 forward and 12 reverse transmission was controlled via two levers positioned to the right of the driver, on a raised column, and operated in a gate formation. A manual shuttle was incorporated, along with a clutch-less split (Speedshift) that featured full engine braking.

A differential lock was standard, with the pedal pressed once to engage and a second time to disengage.

For tractors with a driven front axle, which was an option on all four models

in the range, engagement was hydraulic (via a flick of a lever) – sending power though a protected central drive line with no universal joints or telescopic shafts.

HYDRAULICS

The braking system comprised oil-cooled, dual-faced discs (one either side), 365mm (14in) in diameter and hydraulically actuated using hydraulic oil. The parking brake was a 136mm (5.4in) disc mounted on the gearbox output shaft, and trailer braking was fitted as standard.

As you might expect for a tractor of this era, an independent power take-off system was part of the design, with engagement on the move though a hand lever acting on a hydraulic clutch pack. Both 540rpm and 1,000rpm speeds were available, with interchangeable shafts permitting this versatility.

Maximum PTO power ranged from 83hp on the 2620 to 127hp on the 2720, with drive line losses of 10-13 per cent typical across the range.

Tractors in this power sector required the right type of hydraulic system to work with large implements, and so a lower link-sensed arrangement was used to permit the use of such machinery.

Measuring the draft forces of soil-engaging implements through the lower links enabled accurate depth control and maximum traction, but could cause issues when semi-mounted equipment was used.

Position control accurately controlled the linkage height with non-soil-engaging implements, but a mix of the two (position and draft control) – Intermix – prevented the draft control system from over-compensating with semi-mounted ploughs and the like. The operator could use this to 'fine tune' the hydraulic system to ensure accurate contour following and maximum traction.

The three-point linkage was fed by the high-pressure side of the system, as well as the spool valves, steering, and trailer brakes, while the low-pressure element supplied the Speedshift, diff lock, PTO clutch, and four-wheel drive clutch. ➤

This photograph explains the thought process behind the 2000 Series design. With a heavy-duty linkage and swinging drawbar, it was a range designed for pulling. Photo: AGCO.





The Supercab set the trend for other four-post units, with a wide-opening door, flat floor, comfortable seat, and well laid out controls. Photo: AGCO.

Maximum output was initially 51 litres per minute (11.2gpm) at 155 bar (2,250psi), but the maximum pressure was later increased to 175 bar (2,538psi).

For those looking to further increase productivity, both a front linkage and front PTO could be specified, as well as a third rear-mounted spool valve (single or double acting).

A clevis-type drawbar, ideal for pulling disc harrows and the like, was fitted as standard, but a combination pick-up hitch could be specified if the tractor was required to pull trailers.

Housing the controls for all these functions was the Supercab – which shared its name with the four-post unit used on the 500 Series range of tractors. With a large, rear-hinged door, easily closed from the seat, the

2000 Series Supercab was reminiscent of that used on the 550 et al, but once inside there were clear differences.

It had a more luxurious feel to it, particularly as the Super Comfort seat was reminiscent of an armchair – with folding armrests and adjustable for height, weight, and reach.

Comfort was increased through a flat floor with pendant pedals, a right-hand console containing the main controls, tinted glass, and reduced noise and vibration – thanks to thick acoustic insulation and the cab being mounted on rubber blocks.

Visibility, particularly to the front, was assured – as the cab pillars were slim and the glass area totalled 4.7m² (50.9ft²) – although the forward position of the seat could be a hinderance to rearward visibility, depending on the stature of the operator.

Indeed, the rear of the tractor did appear quite cumbersome and not particularly forthcoming with regards to visibility, but it did have plus points with respect to maintenance and repair – but more on that shortly.

Ventilation was possible via natural and mechanical means. The side and rear windows opened to permit fresh air to penetrate, but a two-speed blower was fitted for forced entry, along with air conditioning as standard. A heater was incorporated for cold days, and filtration was employed

irrespective of whether the air was fresh or recirculated.

PRODUCTIVITY

Productivity was one of the watchwords when designing the 2000 Series, as ergonomics and comfort improve an operator's ability to increase performance, but the tractors were also designed with regular and unscheduled maintenance in mind, too.

Daily care was made easy thanks to the dipstick, engine oil filler, and filter being easily accessible on the right-hand side of the engine, the transmission oil

Now it was time for the French-built, rigid-frame models to make their mark

OWNER'S OPINION: Steve Casebrook



Photo: Steve Casebrook.

Buckinghamshire, UK

I purchased my MF 2640 in April 2010 from Stagsden, Bedfordshire. It had one previous owner, and 1,764 genuine hours on the clock, but had sat unused for six years due to a brake failure.

It was originally sold by Rogers of Sherrington, but now lives in Buckinghamshire. It still does some work on my family's farm and has helped at harvest with a 14-tonne trailer, but it's too much on the drawbar really.

I will travel 30 miles away for a day's ploughing when available, and it has ploughed 50 acres this year on the farm and at working events. It has attended local vintage tractor events for several years and is used for towing a trailer for campers at Silverstone Woodlands for the Silverstone Classic event.

The total working hours to date are 2,900!

In terms of the work it's had done in my ownership, the injector pump and injectors were refurbished, the fuel system and tank removed and flushed, O-rings in brakes replaced, wider tyres fitted front and rear, seat re-covered, and a brand-new MF passenger seat was fitted (which was a chance find at the Newark Vintage Tractor & Heritage Show in 2013).

I have also fitted a new exhaust, removed and inspected the cylinder head, replaced the cab mounts and lower link seals, repaired wiring due to rodent damage, and it now has a fully working air-conditioning unit! The next job is to re-seal the lift rams, steering ram, and leaking steering orbital, but it's not bad for a 40-year-old tractor!

I like the Massey Ferguson 2640, because for an early '80s tractor it has a comfortable, air-conditioned, and roomy cab. Others complain about the centre foot throttle, but I like it. When turning on the headlands you can move in the seat and use it with either foot.

The engine has low-down torque, which will pull from tick over. I like the exhaust note too, which has quite a civilised sound.

In terms of dislikes, the seat could do with being further back, the door takes some shutting, and the gear change can be a workout!

Overall, this classic '80s tractor is still a pleasure to drive, as long as you're not in a rush!

OWNER'S OPINION: Gary Underwood



Photo: Aaron Underwood.

Staffordshire, UK

I brought our 2640 from a farm sale in 2005, where it was mainly used for mowing and baling duties.

In 2007 we had a farm fire that resulted in the loss of all our machinery, including our Case IH 885 and my beloved Ford 7610. All was lost except for the old Scammell (my nickname for the 2640). This was due to it being on the slurry stirrer at the time.

The 2640 kept our small dairy farm afloat until we got back on our feet. She was used for mowing, wrapping, hedge cutting, straw chopping, and was even used as the yard scraper. That was a sight!

Whenever driving you felt like king of the road. She was like a Rolls-Royce back in the day of her release. Nowadays, the 2640 lives a simple life on the slurry stirrer. She never fails to start, even after sitting for months on end, but my only criticism is that it can take a long time for the clutch and brakes to start working properly. This can be quite annoying when you want to get on.

Overall, I've enjoyed my time with this tractor and plan to keep it for a while yet!

OWNER'S OPINION: Callum Walker



Photo: Callum Walker.

Staffordshire, UK

This is our Massey Ferguson 2640. It is in 'retirement' on a little farm near the JCB test track, but it was previously used for forage harvesting and manure spreading.

It only gets used every now and then to shunt things around the yard, but we've owned it for 15 years, having bought it locally. It came from a place that had a field full of run-down tractors, and sat for 12 years with the cylinder head off, sunk in the ground up to its axles.

It has been incredibly reliable, never letting us down, but there was a lot of work involved in getting it to being reliable. I am of the understanding this is one of the first 2640s ever made, with the separate power steering pump. When we bought the Speedshift overhaul kit from Old 20 Parts Company we were told that it is a very early one. The clutch pack didn't fit, and the outer casing had to be machined to fit, furthermore proving this is a very early, almost prototype-like machine.

As a driver, I couldn't think of a better place to be. The cab is very well laid out, with the gear levers on the side, and everything well in reach. Compared to other tractors of the time, it's a comfortable cab, a heavy-duty tractor that pulls very well.

I would best describe these tractors as Marmite - some people love them, and some people despise them!

OWNER'S OPINION: Philip Weston



Photo: Philip Weston.

Northamptonshire, UK

We farm a 300-acre arable rotation of winter cereals, and either beans or OSR, and have owned the Massey Ferguson 2680 since 2012.

It was restored in 2013, at the same time as a Track Marshall 135, and was used for most field duties - regularly with a modern Kuhn 40.1 W variable-rate spreader.

Since then, it has mainly been used for grain cart duties, hedge cutting, carting bales, and with an eight-metre set of Cousins Contour rolls. It even had the job of taking my late father, Christopher, to the church and on a final tour of the farm, a couple of years ago.

We do still get to show the tractor off on road runs and do the odd bit for schools and the community, talking about farming. We did have another, far rougher 2680, but that was sold around five years ago to fund a Case IH MX 240, and even that has now been sold so that a far more modern Massey 7626 could be bought.

We are currently in the process of replacing a lot of vintage tractors and concentrating on building up a collection of Massey Ferguson models.

dipstick found at the rear of the tractor, the radiator cap protruding through the bonnet, the cab air filter removable from the exterior, the battery tray sliding out from behind the steps, and several components positioned behind the grille for ease of access (radiator, oil cooler, engine air filter, and windscreen washer bottle).

For more in-depth work on the tractor, it is interesting to note that the hydraulic pump, control valves, and lift rams were all externally mounted, should repair be required. The transmission clutch still had to be accessed in the time-honoured way of splitting the tractor, but the iPTO clutch pack could be reached through the hydraulic filter side cover.

Such ease of access may not have applied to all components and sub-assemblies, but it certainly helped and reduced downtime as far as these elements were concerned.

Overall, the 2000 Series was a good range of models that heralded the end for the Massey Ferguson 1250. The equal-wheel, pivot-steer, four-wheel drive model had flown the flag for the company's 100hp-plus offering as far as British engineering went, but now it was time for the French-built, rigid-frame models to make their mark.

They remained in production until 1985, when the 2005 Series was introduced. This saw numerous improvements to reliability and

specification, and included a two-door cab, and Electronic Linkage Control (ELC). This Bosch-inspired option dispensed with the quadrant levers of old and replaced them with a control panel comprising several switches and dials.

This helped to maximise the responsiveness of the lower link draft-sensing system, improved driver convenience, and helped lower fatigue levels. As well as the electrically operated linkage, buttons now controlled other functions, where once there were levers, including the Speedshift portion of the transmission.

Like any new range of tractors, the 2000 Series was not without its problems, but it was generally well

BASIC SPECIFICATION: MF 2000 Series

Model	2620	2640	2680	2720
Engine	Perkins A6.3544		Perkins AT6.3544	
Cylinders	6		6T	
Power	93/95hp (DIN)	110hp (DIN)	120/126/130hp (DIN)	147hp (DIN)
Torque	352Nm (259lb/ft)	359Nm (265lb/ft)	435Nm (320lb/ft)	486Nm (358lb/ft)
Clutch	356mm (14in) single plate			
Transmission	16 fwd, 12 rev			
Lift capacity	5,477kg (12,074lb)	6,298kg (13,884lb)		
PTO	540/1,000rpm			
Weight	2WD: 4,800kg (10,582lb) 4WD: 5,150kg (11,353lb)	2WD: 4,980kg (10,979lb) 4WD: 5,290kg (11,663lb)	2WD: 5,160kg (11,377lb) 4WD: 5,320kg (11,730lb)	2WD: 5,310kg (11,682lb) 4WD: 5,470kg (12,034lb)
Front tyres	2WD: 10.00-16 4WD: 12.4/11-28		2WD: 11.00-16 4WD: 13.6/12-28	2WD: 11.00-16 4WD: 16.9/14-28
Rear tyres	16.9/14-38		18.4/15-38	20.8/18-38

received, and reliable. Known problems include the differentials not releasing properly due to a rather complex arrangement of linkages, pressure sensor and related wiring issues, question marks over the reliability of the Speedshift system, and increased sloppiness of the

gear lever linkages as the hours on the tractor increase.
A pick-up hitch was not a standard feature on 2000 Series models, so look for a tractor fitted with one if it is important to you, and don't worry about a bit of black smoke – this is par for the

OWNER'S OPINION: Mario Micallef



Photo: Mario Micallef.

Gozo, Malta
We've owned our MF 2720 for seven years, in which time it has been used for ploughing and pulling trailers.
We grow 15 hectares of tomatoes and barley and have found it to be a great tractor - both strong and easy to maintain.

course in terms of the mighty Perkins 6.3544!
They are not the quickest tractors on the road, and not the most agile, but if you're looking for a tractor well suited to heavy draft work, you could do a lot worse, and spend a lot more money! ■



A 2640 pulling a four-furrow MF 270 'Diamond' plough up a steep hill in France. In 1979, the list price of these machines was £16,400 and £4,107 respectively. Photo: AGCO.



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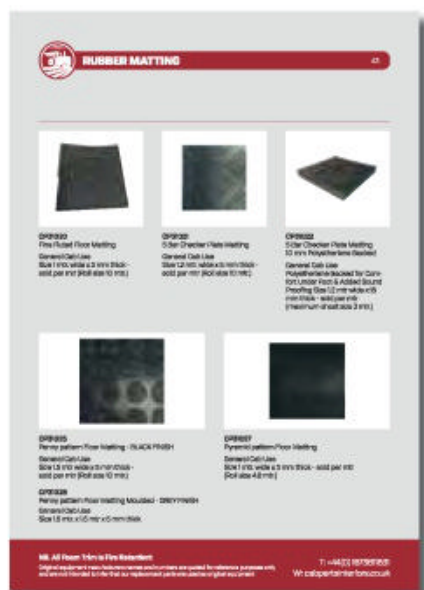
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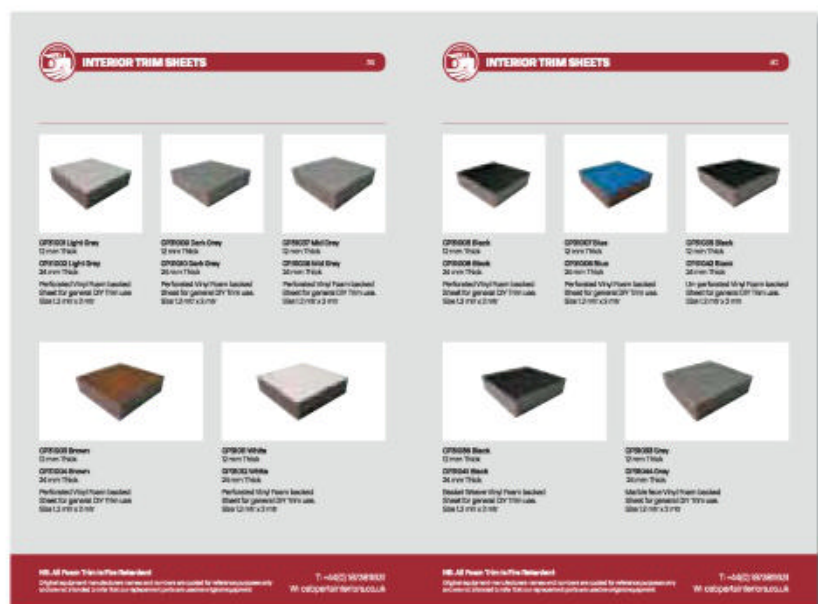
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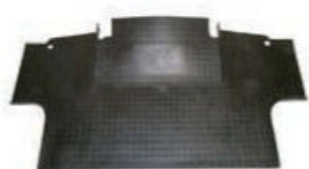
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Low-profile **luggers**

Low-profile versions of popular models were a common occurrence throughout the 1980s and '90s, with manufacturers hoping for more sales by providing universal appeal. Ford did it successfully with Series 10, John Deere provided options for 40 and 50 Series models, and Massey Ferguson's 300 Series offered a choice of HiLine+ and LoProfile+.

Case IH was no different, offering L and XL cabs, but it must be said that the L was basic in comparison to the XL. The L suited stock farmers looking for a no-nonsense cab to suit the day-to-day rigours of working with animals, but it wasn't always livestock enterprises that required a lower cab – arable farmers with low buildings or restricted access could capitalise on the benefits of a low-profile cab too.

The Case IH 844XLN was produced in Neuss from March 1989, with production switching to Doncaster in 1990. All photos: courtesy of Matthias Buschmann (unless stated).



Arable farmers spent more time in the seat of their tractors, as opposed to the on-off nature of a stock farm tractor, and therefore required a higher specification – with better visibility and better sound-deadening capability. Case IH recognised this and decided to produce a cab with the comfort and quality of its renowned XL – refinement, but without the height.

The driving force behind this was the German wing of the company and its reasoning was announced in its *aktuell* (meaning: current) publication dated December 1988. The article, entitled *XL comfort also for farmers with old farm buildings*, translated as “Low gate entrances, as found on many German farms, presented Case IH customers with the choice of either staying outside with the XL tractor or ordering the B-Family tractor with the Fritzmeier compact cab at a loss of comfort.

“From March 1989, a B-Family cab version will be available, consisting of XL components and conventionally manufactured cabs. The result is the lowest overall height (-22cm compared to XL version) and yet retaining all XL tractor and operating comfort.

“These tractors are equipped with total synchronous transmission 30+40km/h, Sens-o-draulic, Hydro Plus, excellent sound insulation and comfortable operator ergonomics.”

The XLN, with the ‘N’ denoting ‘Niedrig’ (‘Low’), had features that made it particularly suitable for farmers on the Continent, hence it was designed to suit several different models and broaden appeal. The 67hp 743, 72hp 745, 80hp 844, and 85hp 856 were chosen to receive the new cab, but it would only be the 844 version that would be offered to the UK market.

Before we get into why the model was chosen to grace UK dealerships, it is worth looking at a brief history of the 844 itself. It was a model destined for mainland Europe and therefore designed in the mould of those that had come before.

Those of you familiar with the ‘Common Market line’ of tractors produced by IH, such as the 523, 624, and 724, will recognise certain design traits, but the 844 featured the new styling that had been introduced prior to the end of the previous series ceasing production.

It was a case of evolution, rather than revolution, but it was a well thought out, straightforward design, with a power

output to suit most farmers’ needs – and available in two- and four-wheel drive configuration.

GERMAN ORIGINS

First produced in Germany in April 1974, the model was initially known simply as the 844, but variants would follow throughout the IH and Case IH eras. The 844S arrived a year after, and it was this variant that arguably gave the model the reputation that users remember fondly.

The 844’s 4,034cc D-246 engine was substituted with the 4,389cc D-268 engine, taking power output from 75hp to 80hp, and this transformed the model. The 844S was found to be a tractor that could perform far beyond that expected for a tractor of this size, and this was due in part to the engine’s colossal 5½in (139.7mm) stroke. The torque generated for an 80hp tractor was impressive (292.6Nm), and this captured the imagination of both current and prospective IH users.

One of the next major upgrades to the 844 line came in 1981, with the introduction of the XL cab. This also signified the end of 844 production, leaving the 844S and 844XL to fly the flag for the model. On the Continent the two lines were referred to according to their chassis configuration, with four-wheel drive models sporting an ‘A’ in literature and registration documentation to denote ‘Allrad’.

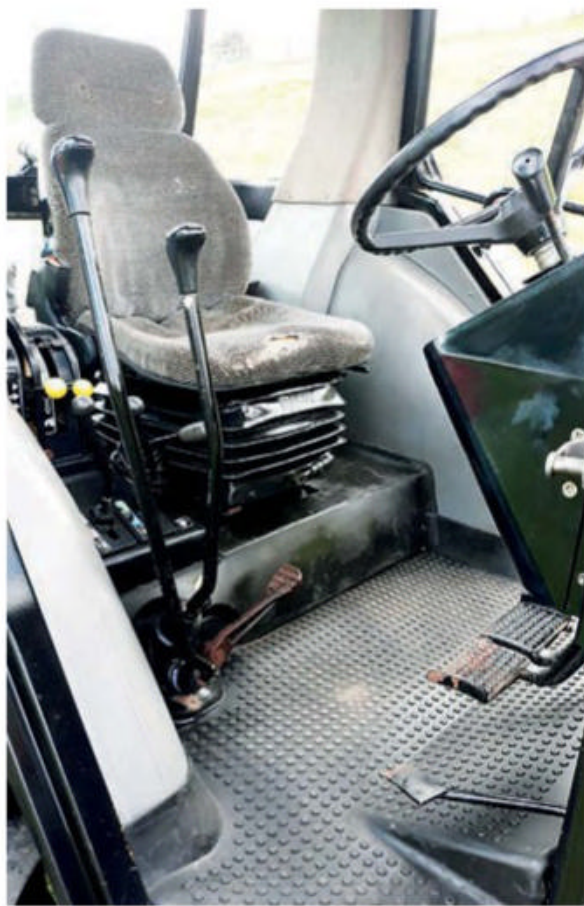


Featuring a front linkage capable of lifting two tonnes, a front PTO, and the famous ‘drop nose’ that became available on ‘Plus’ models, this ‘ultimate’ version of the Case IH 844XLN had a list price of £36,995 in 1993.



The XLN cab was fitted to the 743, 745, 844, and 856.

It is a shame that the 844XL was not introduced to the UK market at this time, as it would have fared well against the opposition, and arguably been more successful than the Doncaster-built 885XL. Admittedly, the 856XL did not do particularly well when it was introduced in 1984 (cost being a contributory factor), but the 844XL, *Tractor & Machinery* believes, would have done better.



From this angle, the only obvious sign that this is not an XL cab is the fully glazed door! Photo: Lee Evans.

Come the merger of International Harvester and J I Case in the mid '80s, and the amalgamation of the two companies' ranges, the German product line came through largely unscathed – with the 'them and us' mentality seeming to prevail much as it always had done. This would not remain the case, however, as a few years down the line Neuss needed additional space to produce the new 5100 Series tractors, and so production of some of the 'traditional' German models was moved to Doncaster.

Assembly of the 844S and 844XL was switched in 1990, with the first examples leaving the line in January and March respectively. It was also at this time that the 80hp 844XL first appeared in Case IH's UK price lists – with a list price of £19,488 for a two-wheel drive example and £23,622 for a four-wheel drive model. At the time, the list price of a four-wheel drive, 82hp Case IH 885XL with Powershift was £23,173 (£18,421 for a two-wheel drive XL model with standard transmission).

At this point the Case IH 844XL was producing 296Nm of torque at 1,400rpm, featured a synchro transmission with Speed Reducer, 16 forward gears and eight reverse, and had a lift capacity of 8,071lb (3,661kg). A two-speed power take-off was standard, with maximum power at the shaft of 72.7hp.

UK OFFERING

As well as producing the 844S, 844XL and 844XLN for mainland Europe, J I Case Europe Limited decided to offer the XLN version to its UK customers before 1990 ended. Its reasons are unclear, but it was obviously felt that there was a place for such a tractor in Great Britain and Northern Ireland, just as it had decided there was a market in Germany.

The crux of the cab was that it had the features that users liked from the XL, without the extra height. The 844XLN had an overall cab height of 95.7in (2,431mm) – which was 9.3in (236mm) lower than the 844XL. Other features included a glazed sunroof, openable windscreen, and fully glazed doors.

Initially available in two- and four-wheel drive form, the 844XLN had a list price the same as the 844XL (four-wheel drive, December '90: £24,803), but the two-wheel drive option had disappeared by '92 – purportedly as none had been built.

The 'Plus' version of the 844XL and XLN was announced in 1992, for general sale in 1993, with a new-look nose and revised decals. Beneath the bonnet it was pretty much business as usual, but the aesthetics enhanced the 844's appeal.

Significantly, upgrades and revisions for the 844XL/XLN were not finished at this point, with the final milestone

being the option of a 'drop nose' option. A sloping bonnet and front linkage, with a lift capacity of two tonnes, added a new dimension to the versatility of the tractor. At this point the list price of an 844XL/XLN Plus, equipped as described above, was £33,870, with a 1,000rpm, six-spline front PTO adding a further £3,125 to the total.

The 844XL/XLN disappeared from UK price lists in 1994, leaving the 82hp 4230 and 85hp 856XL as Case IH's offerings in this power bracket, both having the option of a 40kph transmission like the 844XL/XLN.

Unless purchased stock was being used up, 1994 was the last time we'd see the 844XL and 844XLN new on UK dealers' forecourts. They continued to be produced in Yorkshire until March/April 1996, by which time 13,460 examples had been built in the UK.

The 844XLN may be a rare sight in the UK today, but it's a slice of Case IH's history – one that it is special for being produced in two different factories, and one that is often overlooked when the best tractors of the 1990s are considered. It may not have the prowess of Case IH's 55 and 56 Series six-cylinder tractors, but it's a versatile and powerful performer.

* Thanks to Matthias Buschmann and Philip Ponton for their assistance. ■



This shot emphasises the low-profile nature of the XLN. Photo: Lee Evans.

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Reviews

Mike Gormley explains how Primetime Video's latest offerings came to fruition.

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One could say that these DVDs have been several decades in the making, as many of these original County films date back to the 1950s and onwards, but some are many years before this.

It has taken several years to gather up the film stock from various sources and more recently some months of intensive work at Primetime Video to restore, repair, and digitise the original film.

Sometime ago I set out to collect the County films. Some I knew existed and some I just hoped would still be around, somewhere.

I still had a couple of the films that we, as County Field Staff, had available to show at various events when we gave talks or hosted visitors to County's Fleet headquarters. I knew there were potentially many others.

Sadly, as years went by, my County colleagues succumbed to 'Old Father Time', so I gathered up several films and notably a couple of dusty boxes from the roof space of Roger Thomas' home, who was County's PR manager for many years and went on into the post County Commercial Cars Ltd. era with Gittins and Benson Group too.

These films were eventually stored in my shed, which wasn't ideal, but sorting them out was on my long 'to do list', not really knowing the best way to handle them. I had thought, during the Covid-19 lockdowns, that I would acquire a 16mm projector to view what I had. By good fortune I never found one, as this probably offset a disaster. Running old film stock through a projector is perhaps the worst thing I could have done!

So, the films sat in boxes for another couple of years. I was discussing all this with enthusiast Richard Mason, who by chance and good fortune knew of a company local to him that specialises in such projects. Contacts were made with Steve White at Primetime Video, and I covered the miles to Lincolnshire to set the ball rolling.

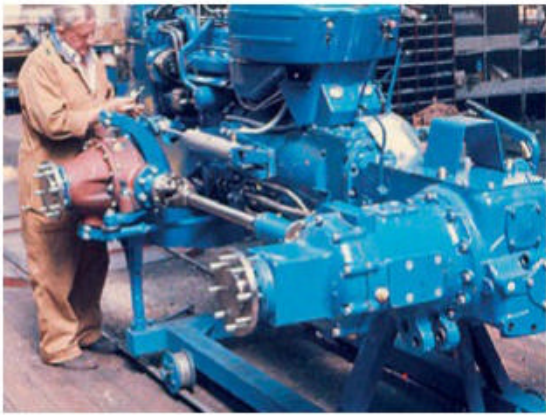
Eventually there was positive news that most, near all, of the various films, mostly in unmarked film cans, some of which were rusty, would be restorable and so could be used to make digital copies from. From then it would be a case of deciding how to go about piecing together what we had.

There was one film in particular that I had been partly involved in making,

which I and most others at County had never seen. If there, this would be a rare gem in the world of County history. This film was made for the presentation that County's directors made to Ford in the USA to try to persuade the company to take the County 004 Series – a small front wheel system – into main line Ford production, as the Ford small front-wheel drive system.



County's Forward Control models were used in both agricultural and industrial environments.
Photo: courtesy of Mike Gormley.



Left: The front axle and steering being fitted to a tractor on the production line at Fleet. Right: What is believed to be a 954 on the tilt test. Photos: courtesy of Mike Gormley.

IN BRIEF VOLUME 1

- Industrial side of County
- First lorry conversions
- Military vehicles
- Kleenaway dustbin system
- Market Loader meat-handling device
- Mark III crawler (including Braydozer)
- Four-Drive tractor
- CD50 crawler
- Forward control

VOLUME 2

- Agricultural side of County
- County Full Track
- Mark II crawler
- Super-4
- Super-6
- Swampmaster
- English Channel crossing
- Testing & development
- Ploughing & tillage

Ever since County developed and evolved this system, it had been used in increasing numbers around the world, both as a retro fit kit and as fully built-up units, mostly through Ford outlets. So it seemed an obvious way to go for Ford. County put a lot of effort into this project, hence this film, which I am very pleased to say is now part of this DVD set. It was great to see it after more than 45 years!

As well as the mainline County films, there are many fascinating insights into County, ably narrated by Allan Stennett, who is well known for his

verbal contributions in such productions. There is also input from Richard Mason, a collector of County products, who helped to stitch all this together, and I – providing input as the ‘old ex-County man’ that was there at least for some of this time when elements of this were going on.

It is good to see many of my colleagues of the time doing what they did best, in the seats of the various County models, and even I show up on a piece on a 1454!

All this has taken a lot of time and effort, but will serve to make available to the County enthusiasts across the

world what many around today will not have seen before. Importantly, these DVDS will preserve the County name and show what this relatively small engineering company, based in Fleet in Hampshire, achieved, not only for its better known and significant range of County tractors, but also for the trucks, tank, and many other innovations.

These are a ‘must have’ for anyone with an interest in County, many of whom will perhaps be surprised to see what County Commercial Cars achieved. ■

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Introduced in 1981, at a time when Adam & The Ants, Depeche Mode,

Madness, and Soft Cell were riding high in the Top 40, Series 10 replaced the 7A (600 and 700 lines) tractors and brought with it, amongst other things, improved styling, more power, and a synchromesh transmission.

The latter may not have been all that was promised in Ford's promotional literature, but it set the tone for things to come and meant that some models enjoyed a clutter-free floor, thanks to steering column-mounted gear control.

One of the most well-loved elements of Series 10 was the Sankey-built 'Q' cab, and although this wasn't new it is one of the features that most associate with this range of tractors. The smaller models were fitted with a Sekura Low-Profile (LP) cab as standard, and the All-Purpose (AP) cab was offered later, for those that wanted something better than the LP but without the bells and whistles of the 'Q'.

Four-wheel drive was available on all but the smallest models, too, so with a comprehensive range of three-, four-, and six-cylinder tractors that could be specified with various transmission options, and a choice of cabs (depending on the model), Series 10 had something for everyone.

As good as these tractors were, things improved in 1985 when Ford introduced Series 10 Force II. This was a clever marketing ploy by the company, as it gave a nod to the introduction of the updated 6Y range of tractors in the late '60s and showed that although the model numbering may have been predominantly the same, there were dramatic improvements – both mechanical and cosmetic.

The most obvious change, aside from the decals, was the introduction of the Super-Q cab. The 'Q' had been around

The 90hp (DIN) 6810 was the smallest of Ford's turbocharged four-cylinder Series 10 models. Photo: Scott Lambert.



since 1976 and was looking a little dated, so changes to the roof line, in particular, brought a fresh, modern feel to the new range of tractors.

It's fair to say that Ford's reputation had suffered thanks to the Synchroshift transmission that was introduced with Series 10. The idea was a good one, but in practice gear changing was difficult and the system earned the nickname of Rubik's Cube – after the challenging puzzle that was popular at the time.

A new, 'H' pattern column shift was introduced for the smaller tractors, while larger ones benefitted from floor-mounted gear levers on the right-hand side.

These, among other changes, propelled the popularity of Series 10 to new heights, and its arguably Force II models onwards that command the most attention among prospective purchasers today.

The other big plus point of Force II was the introduction of the 7810, in 1987. This added a compact six-cylinder tractor of roughly 100hp to the line-up and it would go on to become a volume seller for the company, as well as one of the most coveted models by enthusiasts.

A year later the Generation III tractors were introduced, with improvements across the board, including a new coolant



Rated at 47hp (DIN), the 3910 is well suited to tasks such as this. Photo: Jonathan Whitlam.

conditioning system and two-year/2,000-hour engine assurance policy.

Series 10 spanned the 2910 to 8210 (with models varying in each market) and remained a comprehensive range that offered something for all needs – from livery yard to agricultural contractor, with universal appeal.

This solid following continues to this day, with the tractors enjoying a reputation for simplicity, reliability, and performance – but it's their price that can be the determining factor.

The 7810 and 7810 Silver Jubilee models, and to a slightly lesser extent

the 7610, have rocketed in price in the past couple of years – out of reach of all but those with a bulging back account, or those that have been saving for longer than they care to remember – but not all Series 10 models command such high prices.

What follows is *Tractor & Machinery's* top three 'value for money' models, chosen with the help of those that have significant experience of these desirable tractors.

** With thanks to Bob Bailey, technician (retired) at G&J Peck Ramsey St. Marys, and Mel Eeles, technician at G&J Peck Spalding. ➤*

BASIC SPECIFICATION: Ford Series 10

Model	Power*			Cylinders	Cab
	Launch	Force II	Generation III		
2610	41hp	-	-	3	LP
2910	41hp	41hp	41hp	3	LP
3610	47hp	-	-	3	LP/AP/Q
3910	47hp	47hp	47hp	3	LP/AP
4110	54hp	54hp	54hp	3	LP/AP/Q
4610	61hp	61hp	61hp	3	LP/AP/Q
5610	72hp	72hp	72hp	4	LP/AP/Q/S-Q
6410	-	-	80hp	4	AP/S-Q
6610	82hp	82hp	-	4	LP/AP/Q/S-Q
6710	82hp	-	-	4	Q
6810	-	-	90hp	4T	AP/Super-Q
7610	98hp	98hp	100hp	4T	AP/Q/S-Q
7710	98hp	98hp	-	4T	Q/S-Q
7810	-	98hp	100hp	6	S-Q
7910	-	98hp	-	6	S-Q
8210	110hp	110hp	110hp	6	Q/S-Q

Note: Model/cab availability varies according to market and generation.
* DIN

USEFUL CONTACTS

Bowland Tractors
Westfield, Wrexham
Tel: 01978 802462
bowland-tractors.co.uk

Ford Tractor Spares
Chettle, Dorset
Tel: 01258 830991
fordtractorspares.co.uk

Frank S Foot & Son Ltd.
Micheldever, Hampshire
Tel: 01962 774209
frankfootandson.co.uk

John Conaty
Kells, Co. Meath
Tel: +353 469 247 352
johnconaty.com

RB Agri
Newmills, Co. Tyrone
Tel: 02887 746788
rbagri.co.uk

Stephen Robinson Ltd.
Hillsborough, Co. Down
Tel: 028 9268 9464
stephenrobinson.com

Tractor Cab Specialists
Broughshane, Co. Antrim
Tel: 028 2586 1300
lmcmaster.com

Ford 4610 Force II

61HP
SMALL & MIGHTY
3-CYL

As the largest of the three-cylinder models, the 4610 was an interesting machine – in that Ford’s rivals were using four-cylinder engines for their 60-65hp models, such as the Case IH 585, John Deere 1640, and MF 265, although Massey Ferguson did use a turbocharged three-cylinder unit and a naturally aspirated four in models around 60hp, with the introduction of the 300 Series.

With Synchroshift as standard, offering eight forward and four reverse gears, or the option of creep speeds, the 4610 was perhaps not as versatile as some of the larger models, but what it lacked in versatility it made up for with

assertion. The engine’s DNA could be traced back to the 6X 4000, and those that have driven a 4000 or 4600 will tell you that the ‘square’ three-cylinder engine inspires confidence and enables you to tackle tasks with vigour.

Although initially available with the choice of a ‘Q’ cab, Force II only offered LP and AP options. This is no bad thing, despite the basic controls and lack of sound insulation compared to Force II’s Super-Q, as they offer good visibility, good ventilation (openable windscreen, side windows, and rear window), and easy access.

The 4610 was the only Force II three-cylinder model with a dual

hydraulic pump option, and had a basic lift capacity of 1,413kg – but don’t let this put you off. It’s well suited to the tractor’s power output, as it would struggle to pull an implement it can’t lift anyway!

The same is true of the power take-off. The 4610 might only be equipped with a 540rpm function, but this suits its size and the type of machinery used in conjunction with it. There’s 56.8hp available at the shaft, around an 11 per cent parasitic loss, which is an ideal output for haymaking machinery, fertiliser spreaders, small rotovators, small power harrows and the like.

WHAT TO LOOK FOR
Oil and water where they should be.
Porous blocks were still an occurrence!

EXPECT TO PAY
Rough: £4-5,000; Original: £10-14,000; Restored: £9-14,000

The three-cylinder 4610 has ample power and torque, but comes into its own in four-wheel drive configuration.
Photo: Gary Hawkins.



BASIC SPECIFICATION: Ford 4610 Force II

Power	61hp (DIN)
Cylinders	3
Bore	112mm
Stroke	112mm
Displacement	3,294cc
Torque	223Nm (DIN) @1,400rpm
Fuel capacity	60.5 litres
Clutch	330mm
Transmission	Standard: 8 fwd, 4 rev Optional: Creep
PTO power	56.8hp
Lift capacity	1,413kg
Pump capacity	Standard: 32lpm Dual: 53lpm
Turning radius*	2WD: 3,505mm 4WD: 4,585mm
Length	2WD: 3,521mm 4WD: 3,688mm
Wheelbase	2WD: 2,146mm 4WD: 2,136mm
Height	AP: 2,512mm
Weight	2WD: 2,500kg 4WD: 2,750kg
Front Tyres	2WD: 7.50-16 4WD: 11.2-24
Rear tyres	13.6-36

*Without brakes

Ford 5610

Generation III

72HP
ALL-ROUNDER
4-CYL

The 5610 is unusual in that it is one of the few tractors in the range that did not feature Ford's 'square' engine design – sharing the same bore and stroke dimensions. The 4,195cc unit had a 112mm (4.4in) bore and 107mm (4.2in) stroke, and was used across Force II and Generation III, but received updates to improve performance in the latter.

Maximum power remained the same at 72hp (DIN), but rated speed decreased slightly, and torque output went up – from 261Nm at 1,600rpm to 275Nm at 1,200rpm, hence why the Generation III takes this spot over Force II.

The constant mesh, Dual Power transmission was fitted as standard to AP-cabbed tractors, but Synchroshift with Dual Power was fitted to Super-Q tractors. This is a slick, easy-to-use system with floor-mounted levers to the right of the seat, and a clutch-less, shift-under-load system to switch between Direct and Power Drive ratios (Dual Power).

The 5610 was popular with stock farmers, due to its size and performance, but it was also a good all-rounder on arable units – particularly when fitted

with a loader. It may not have had a dedicated manual or clutch-less shuttle lever, but the two-lever Synchroshift on Super-Q tractors was particularly good as the range lever (nearest the operator) could be used as such.

There was no synchronised shifting on this lever, but with reverse speeds 28 per cent faster than the equivalent forward gear it was a boon for loader work and headland turns.

Those choosing a tractor for PTO and linkage work found maximum power at the shaft to be 66hp (a loss of 13 per cent from maximum engine power), which was ample for a tractor of this size, and a lift capacity of 2,664kg (5,874lb). This was also enough for a tractor of this output, although the larger models had the option of an assistor ram. ➤

BASIC SPECIFICATION: Ford 5610 Gen. III

Power	72hp (DIN)
Cylinders	4
Bore	112mm
Stroke	107mm
Displacement	4,195cc
Torque	275Nm (DIN) @1,200rpm
Fuel capacity	AP: 79.5 litres Super-Q: 106 litres
Clutch	330mm
Transmission	AP: 16 fwd, 4 rev Super-Q: 16 fwd, 8 rev
PTO power	66hp
Lift capacity	2,664kg
Pump capacity	Standard: 36.7lpm Dual: 69lpm
Turning radius*	2WD: 3,590mm 4WD: 4,115mm
Length	2WD: 3,737mm 4WD: 3,946mm
Wheelbase	2WD: 2,223mm 4WD: 2,257mm
Height	AP: 2,604mm Super-Q: 2,695mm
Weight	AP 2WD: 3,180kg AP 4WD: 3,530kg Super-Q 2WD: 3,500kg Super-Q 4WD: 4,040kg
Front Tyres	2WD: 7.50-16 4WD: 12.4-24
Rear tyres	13.6-38

*Without brakes

WHAT TO LOOK FOR

A tractor with dual hydraulic pumps (rather than the standard) for increased output.

EXPECT TO PAY

Rough: £6-8,000; Original: £10-13,000;
Restored: £11-14,000

This AP-cabbed tractor features constant mesh (with Dual Power) transmission, with central, floor-mounted gear levers. Photo: Alan Barnes.



Ford 8210

110HP
POWERHOUSE
6-CYL

It may not have the kudos of a Series TW machine, or even the smallest six-cylinder model in the range, the 7810, but the 8210 has a lot going for it. At 110hp (DIN), and with 400Nm of torque available at 1,200rpm, it's got enough for grunt for the tasks you're likely to throw at it.

Designed with large arable farms and agricultural contracting in mind, the 8210 survived throughout the changes to Series 10 – cementing itself as the flagship and latterly (Generation III) becoming the chosen model to benefit from the technological advances that electronic draft control brought.

Fitted with Dual Power and high-flow hydraulics as standard, the 8210 could turn its hand to anything – ideal in two-wheel drive configuration for PTO

work, such as a power harrowing and forage harvesting, but also at home with a heavy-duty cultivator, disc harrow, or plough, in four-wheel drive form.

With a top speed of 17.5mph it is somewhat pedestrian by today's standards, but if you're not in a hurry you'll find the 8210 enjoyable to operate, and competent. The 'Q' cab remains a nice place to spend the working day, but you may need to tidy the interior if you're one to keep up appearances. The sea of blue can be oppressive too, but with plenty of space, all the creature comforts you'd expect from an '80s flagship, and a passenger seat, there's a lot to be said about the Sankey-built cab.

With an assistor ram fitted to the linkage, and 100hp available at the

540/1,000rpm PTO, the 8210 is great teamed with a four-furrow reversible plough, rotavator, bed former, or power harrow, but has the grunt to pull a big trailer if that's the machine you're after.

In short, plenty of muscle, without a price tag as big as some comparable tractors. ■

WHAT TO LOOK FOR

Cab rust – particularly beneath the windscreen, and on the lower parts of the doors/sills.

EXPECT TO PAY

Rough: £5-7,000; Original: £12-15,000;
Restored: £14-18,000

The first incarnation of the 8210 may not be as desirable as a Force II or Generation III, but it should be cheaper!
Photo: Jonathan Whitlam.



BASIC SPECIFICATION: Ford 8210	
Power	110hp (DIN)
Cylinders	6
Bore	112mm
Stroke	112mm
Displacement	6,571cc
Torque	400Nm @1,200rpm
Fuel capacity	178 litres
Clutch	330mm
Transmission	Standard: 16 fwd, 8 rev Optional: Creep
PTO power	100hp
Lift capacity	4,254kg
Pump capacity	75lpm
Turning radius*	2WD: 4,740mm 4WD: 4,826mm
Length	2WD: 4,148mm
Wheelbase	2WD: 2,885mm
Height	2,910mm
Weight	2WD: 3,945kg 4WD: 4,235kg
Front Tyres	2WD: 11.00-16 4WD: 13.6-28
Rear tyres	16.9-38

* Without brakes

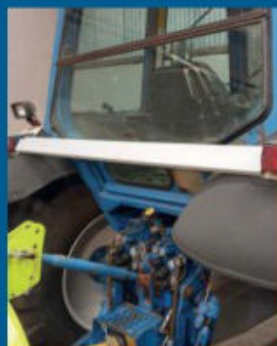


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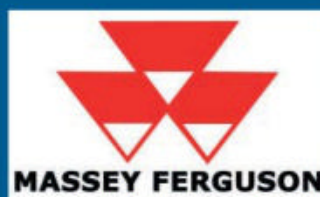
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STAR LETTER

JWT Weston

Dear T&M,

Further to Chris Williams' enquiry about JWT Weston, this is what I know about the company. It's not much, but it may help.

JWT began manufacturing agricultural machinery at Broad Oak Farm, Bury, Lancashire, at some point in the 1960s. The letters 'JWT' probably stem from 'James W Tomlinson', who dealt in used tractors and machinery from his farm at Heywood, Lancashire, near Bury.

'Jimmy' also had the agency for some new implement makers, one of which was Grays of Fetterangus, and was a contractor – running a fleet of Fordson Majors.

His son, Alan, ran the manufacturing business at Bury, specialising in slurry tankers and associated machinery. Later, I think the 'Weston' name came into it when the company took over another manufacturer, possibly after it failed.

According to Companies House, JWT Agricultural Implements Ltd. and JWT Weston Ltd. were both incorporated on 7 May 1969. At some point both companies

changed name to Tomlinson Brothers (Bury) Ltd., and that company was dissolved on 12 August 1992.

Beechdale Engineering Ltd. was incorporated on 27 January 1989 and dissolved on 2 August 1994. One of the directors of Beechdale was Mark Craig Weston, and it is possible that this was the original source of the name Weston, and he originally made Weston tankers before JWT took over.

It is also possible that Beechdale took over the tradename and manufacturing rights when Tomlinson Brothers (Bury) Ltd. was dissolved, only to be dissolved itself in 1994. Agrifab (UK) Ltd. was another company the Tomlinsons were involved with.

JWT Weston did not advertise much. I have looked through my collection of *Power Farming* and *Farm Mechanization* magazines from the 1970s and '80s to no avail, but I have a mass of *Farmer & Stockbreeder* that I will look at when I get time, too. I seem to remember a slogan, "Buy the best 'un, get a Weston!"

JWT Weston did exhibit at shows, as in December 1973 I was in London for a week and went to the Smithfield Show, where the company had a stand. I attach copies from the catalogue.

John Shepherd, Lancashire

SL: That makes for interesting reading, John. Thank you. I am particularly interested in the Traction-Drive slurry tanker, but I would like to see the range in its entirety. If anyone has more information about the products the company produced, I will be pleased to hear from them.

Fundraising register

Dear T&M,

I would like to put something to you that has been raised across colleagues in The Ferguson Club.

It has been suggested that the vintage tractor movement, across the nation, raises a large sum of money for good causes and charities, and that it would certainly be of great interest if a National Register was set up to record these events and donations annually. The figures would be very interesting and good publicity for the movement.

I believe a good group to run this would be someone

like Kelsey Media. The company's tractor magazines certainly cover the movement well, and it may even be of greater benefit if this idea was extended to cover other vintage transport areas on the back of an events calendar.

What do you think?

Gary Anderson, Website Co-ordinator; The Ferguson Club

SL: I think it's a great idea, but it will involve plenty of co-ordination, and resources, so will need to be discussed in greater depth. Perhaps there is someone out there willing to take on such a role.



Leyland 1302

Dear T&M,

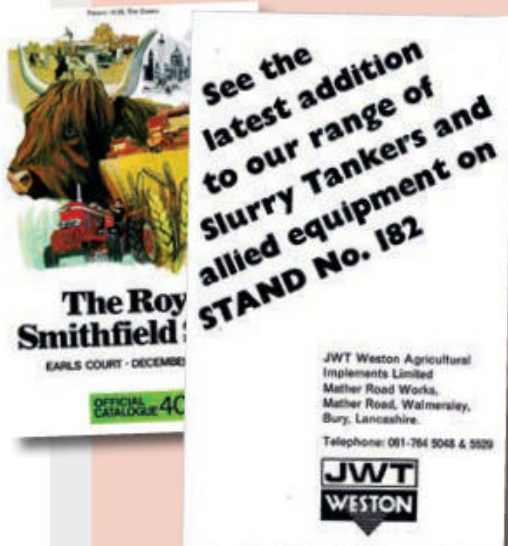
I just wanted to let you know how much I enjoyed the Leyland 1302 article by James Connolly. It's a brilliant piece of journalism that I found extremely well researched, accurate, and with superb supporting photographs.

It's a very entertaining article, and a credit to all concerned. I

have run Leyland and Marshall tractors on the farm for 40 years, so I know James got his article right!

Adrian Leighfield, Wiltshire

SL: Thank you for your kind words, Adrian. The article was well received, and James should be proud of his work, as should Graeme and David Morrow with their lovely tractor.



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

A new style

Lamborghini's new range of tractors was launched 40 years ago, complete with new technology, and water-cooled engines. Jonathan Whitlam concludes his look back at these models.

The '6 Line' was an impressive range of five models, giving a choice of power ratings to meet the differing requirements of farmers. The big news as far as existing Lamborghini customers were concerned, when the new cabs and styling was put to one side, was the fact that air-cooled engines had now been replaced by water-cooled versions, which was a big change at that time.

The baby of the lot was the 956 which, like the rest of the range, bore a model number that specified the horsepower followed by the number '6' to denote six-cylinder engines, thus the 956 was a 95hp tractor with a six-cylinder Lamborghini 916.6-W engine, effectively replacing the earlier 955 model that had been powered by a 92hp, five-cylinder, air-cooled engine.

The same 916.6-W engine was also used in the next two models – with fuelling altered to produce 110hp in the 1106 and 125hp in the 1306. The latter was also fitted with a turbocharger – the engine given the designation 916.6-WT.

With three of the five new models having the same powerplant, costs could be contained due to volume production, and parts supply was simplified. The 1106 replaced the earlier 1056 model, while the 1306 took the position of the

1356 that had introduced the water-cooled engine to the Lamborghini range in 1980.

The largest two models in the new range shared a slightly different engine, the Lamborghini 1106/14T in the 1506 and 1106/17T in the 1706, and both used a turbocharger to provide the required horsepower.

The 1506 was a 145hp machine that effectively replaced the earlier 1556 flagship model, while the new top dog was the impressive 165hp 1706, the most powerful Lamborghini tractor built so far. Both larger models shared the styling and features of their smaller sisters, but also managed to appear physically larger in comparison.

Four-wheel drive was a standard feature of the range, but the smaller versions could be had in two-wheel drive format, although this was not often specified. The R prefix to the model designation continued to refer to a two-wheel drive machine, while DT was used for four-wheel drive in the specification lists but did not appear on tractor bonnets.

There were three transmission options available across the new range, with the first being a continuation of the 12-speed unit used in the previous tractors, but there was also the alternative 24-speed version that doubled the number of

available ratios, giving a large spread of gears for a tractor at that time. The 1706 was fitted with a 27 forward, nine reverse transmission.

There was also a 20-speed creeper box available as an option for those that needed slower speeds in the low ranges, and all three versions were controlled by the two tall gear sticks positioned on the floor to the right of the driver's seat.

Another option that became popular, especially in the latter years of production, was a factory-fitted front linkage, with or without power take-off. This followed a rise in the use of front-mounted implements, and hoppers and tanks, and this option added greatly to the versatility of the tractor.

Other changes were also made during the production life of the models, with the bonnet-mounted air intake, in front of the cab, being replaced by a new type underneath the tinwork, leaving an uncluttered top to the bonnet, while rubber strips were added to the outside edge of the rear mudguards, extending their overall width, and providing some flex if they encountered an obstacle.

Front mudguards also became a popular option, as they helped to reduce the amount of dirt that was kicked up onto the front of the cab.

Otherwise, the tractors remained pretty much unchanged mechanically during their production life, and proved popular with new and old Lamborghini users alike throughout Europe and the UK; the new models appearing on more British farms than the earlier range had, the introduction of the new range ➤

A Lamborghini 956 baling straw in Suffolk in the early 1990s with a Claas Rollant 44. The styling of the new '6 Line' was very distinctive and included a brand-new cab that offered better visibility from the driving seat, as well as a flat floor with side-mounted gear levers.



BASIC SPECIFICATION: Lamborghini '6 Line'

Model	Engine	Cylinders	Transmission	Lift Capacity	Weight
956	Lamborghini 916.6-W, 5.5-litre	6	12x3/24x12/20x12	4,599kg	4,379kg
1106	Lamborghini 916.6-W, 5.5-litre	6	12x3/24x12/20x12	4,599kg	4,679kg
1306	Lamborghini 916.6-WT, 5.5-litre	6T	24x12/20x12	5,399kg	5,099kg
1506	Lamborghini 1106/14T, 6.8-litre	6T	24x12/20x12	5,399kg	5,799kg
1706	Lamborghini 1106/17T, 6.8-litre	6T	27x9	6,220kg	6,000kg



The 1506 was a 145hp tractor using a different six-cylinder water-cooled Lamborghini engine to the smaller tractors in the range, which was also turbocharged to get the necessary power rating. This late model is equipped with front linkage and front mudguards, as well as an assortment of owner-fitted headlamps and work lights.

Left: The hydraulic system was beefed up from earlier models, providing a lift capacity of 4,599kg on the smallest models and 6,220kg on the flagship 1706.

coinciding with a new distributor in the UK under the Linx Agriculture name, which also led to the brand being given a higher profile thanks to a major advertising campaign by the new distributor, throughout the farming press.

RED & GREEN SISTERS

The new Lamborghini tractors were the result of the first integrated range of models to be launched by the reorganised S-L-H company, and as such they were also produced as the SAME Laser range, but with several differences.

The red-painted SAME Laser series was only made up of four models and, although they shared the same cabs as the Lamborghini versions, as well as some other components such as transmissions, axles, and hydraulic systems, the bonnets looked very different.

Underneath, SAME air-cooled engines provided the power, with the 98hp 100 model kicking the range off with a five-cylinder power plant, the larger Laser 110, 130, and 150 using air-cooled SAME

six-cylinder engines of 110, 125, and 145hp respectively. Thus, the Laser range offered four models as an air-cooled alternative to the new Lamborghini range with mostly similar power ratings and specifications.

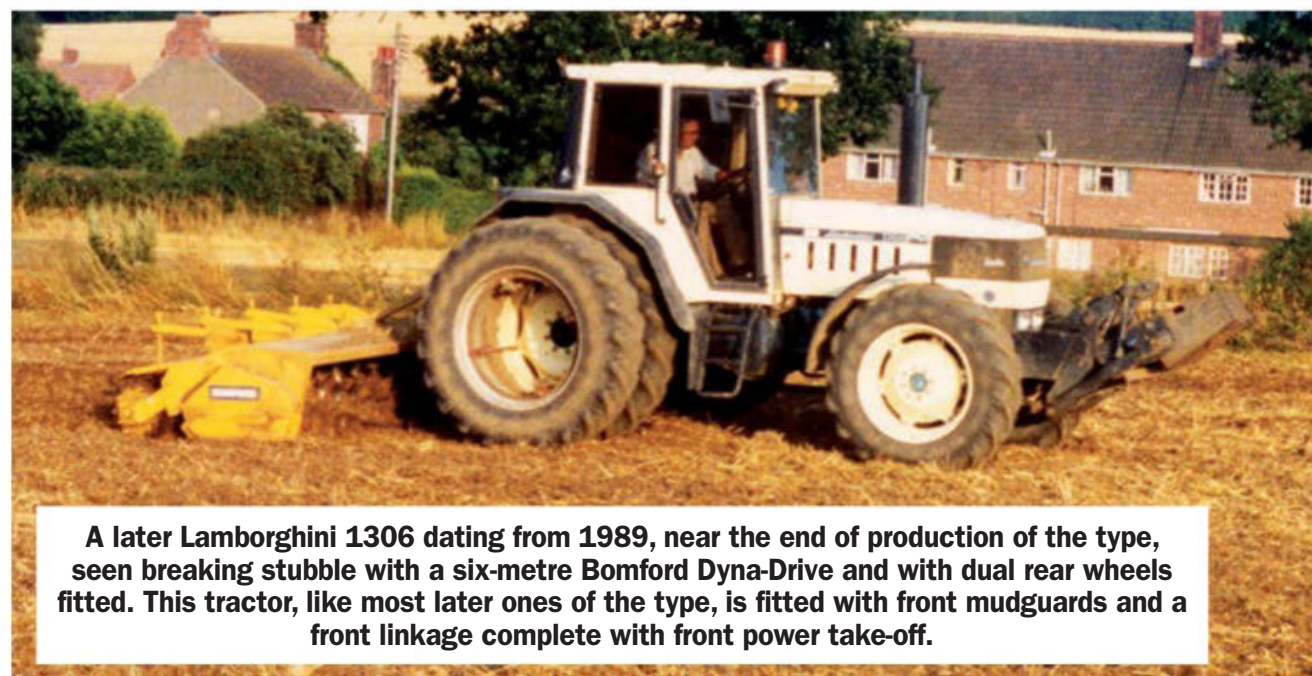
When it came to an alternative to the Lamborghini 1706, SAME produced the Galaxy 170, using a new name rather than extending the Laser series to the 170hp flagship. With slightly more rated power than the 1706, the Galaxy 170 made use of an air-cooled SAME six-cylinder engine and used the same styling as the Laser range.

Following hot on the heels of the new Lamborghini and SAME models, the final version of the new design saw the green-liveried versions arrive under the Hürlimann brand, using the same cabs, but with a square-style bonnet with a range of six-cylinder models topped off by the flagship 165hp H-6170T. The new Hürlimann tractors continued the trend of providing the highest specification versions of the S-L-H design as standard and were consequently priced slightly higher.



A look into the cab of the 1306 showing front-hinged doors and the flat floor made possible by moving the gear levers from the central position to the right-hand side, beside the seat. To assist with entry, a handrail is positioned to the right of the door, which also made a handy place on

which to mount the side lights and indicators. The steering wheel carries the Lamborghini 'bull' emblem in the centre and below this a comprehensive dashboard, for the early 1980s, displaying the tractor's main functions. The steering wheel is fully adjustable and the whole binnacle is as narrow as possible to retain forward vision through the windscreen.



A later Lamborghini 1306 dating from 1989, near the end of production of the type, seen breaking stubble with a six-metre Bomford Dyna-Drive and with dual rear wheels fitted. This tractor, like most later ones of the type, is fitted with front mudguards and a front linkage complete with front power take-off.



The SAME Laser was the red equivalent to the Lamborghini '6 Line' and shared many components, such as the cab. The engines, however, were very different, as the range used SAME air-cooled diesel engines and the smallest, the 100, was a five-cylinder tractor.

The Hürlimann H-6170T was a 165hp tractor, with a turbocharged six-cylinder engine, and was the flagship of the range when introduced in 1984. It was the green equivalent of the Lamborghini 1706 and the SAME Galaxy 170, sharing the same cab, transmission, and many other components.



MAKING WAY FOR TECHNOLOGY

The triumvirate was produced into the 1990s, when it was eventually replaced by a new design that shared the basic cab structure, but with new detailing and a higher level of sophistication. The Lamborghini models were replaced by the Formula 105, 115, and 135 and, slightly later, the Racing 150, 165, and 190, these latter three bringing in hitherto unseen levels of electronic features to the brand.

The SAME and Hürlimann ranges were also updated and grew even closer together in terms of specification and design. Smaller tractors had also received the new cabs, the Lamborghini Grand Prix series being a good example, and once again the SAME and Hürlimann designs received the same treatment.

As more advanced tractor ranges arrived and replaced the Lamborghini '6 Line', the range was not immediately consigned to history, as examples were still to be found at work on farms, even in the UK where the Lamborghini name had always been a rather niche one. They are becoming

increasingly rare now though, with most having been sold abroad after giving a lifetime of work to British farms, but quite a few can be seen at work in European countries to this day.

The design of these machines was radical when introduced back in 1983, and they combined the relatively new idea of sharing components between tractor brands with a new, striking design that incorporated a well thought out cab, as well as new, water-cooled engines.

The early versions were known to have a few teething issues, but these were soon sorted out and the later models were extremely reliable tractors that made a favourable impression on many people within the farming community; one that would pave the way for further sales of later Lamborghini tractors.

When the Racing range of Lamborghini tractors arrived in the 1990s, the huge use of new electronics caused some unreliability issues, and this inevitably led to the older models, such as the '6 Line', being considered as one of

the last 'old school' Lamborghini tractors, with their full mechanical control making them easier to maintain, and longer lived than some more recent examples.

Unfortunately, Lamborghini tractors have not been sold in large numbers in the UK since S-L-H became SDF with the acquisition of the Deutz-Fahr business in 1995, and the subsequent forming of SAME-Deutz-Fahr replacing S-L-H.

The green tractors have been the main brand sold in Great Britain since then, making the Lamborghini tractor a rather uncommon sight on these shores today – a far cry from the late 1970s, 1980s, and early 1990s when they offered something very different to that being supplied by the larger manufacturers, with a combination of style and very useable features.

It was probably no coincidence that many farms that tried a Lamborghini tractor during the 1980s ended up running several machines afterwards – and that is probably the best accolade you could give any farm machine! ■



A demonstration in 1984 led to the purchase of this 1306 the following year, joining a 1356DT as the largest tractors on a mixed arable and dairy enterprise. The Krone Mustang four-furrow plough was well within the 125hp tractor's capability, even on the tough clay of this Suffolk farm. It was soon upgraded to five furrows!

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THE CROP



Fordson Major



MIGHTY MAJOR

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Here is our six-year-old son's drawing for Junior's picture gallery.

Helen Pick

AT THE MATCH

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Dear Junior,

My Uncle Ivor is on his David Brown 990, with three-furrow plough, at the Teme Valley Ploughing Match. I don't think he will do very well!

Wilfred Wright, (aged 5), Shropshire



Phoebe mason 5

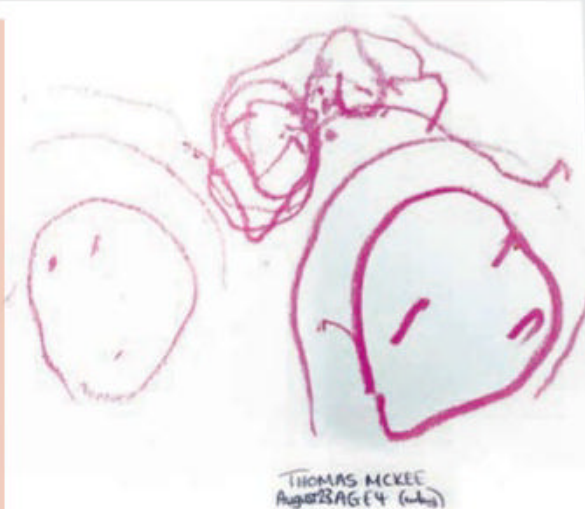
BROTHERLY LOVE

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Dear Junior,

I have drawn a pink tractor for my sister because I love tractors so much and want her to enjoy them too!

Thomas McKee
(aged 4), Belfast



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Dear Junior,

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Phoebe Mason (aged 5), Powys

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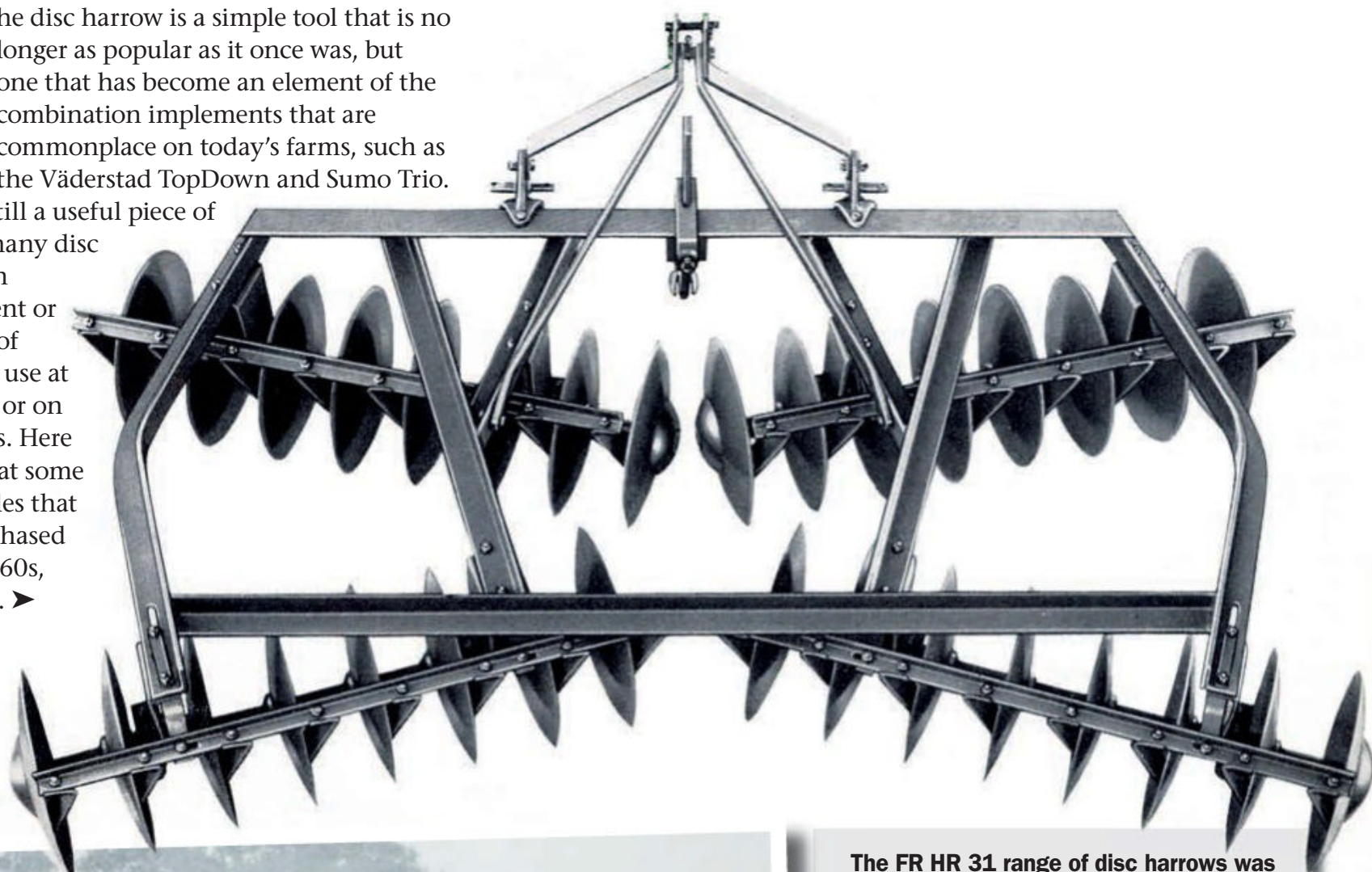
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Disc harrows

The disc harrow has changed very little since the days of horse-drawn implements but has evolved over time to become mounted equipment as well as trailed. We turn the clock back to look at some of the models produced over the years.

The disc harrow is a simple tool that is no longer as popular as it once was, but one that has become an element of the combination implements that are commonplace on today's farms, such as the Väderstad TopDown and Sumo Trio.

Although still a useful piece of equipment, many disc harrows are in semi-retirement or in the hands of collectors, for use at working days or on smallholdings. Here we look back at some of the examples that could be purchased during the 1960s, '70s, and '80s. ►



The FR HR 31 range of disc harrows was produced by Ransomes Sims & Jefferies Ltd. (RSJ) and marketed in conjunction with the Ford Motor Company Ltd., of Dagenham. It is one of the most recognisable ranges of mounted disc harrow ever produced, available in several widths to suit different tractors and conditions. The HR 31-76 and HR 31-86 were available first, with working widths of 7ft 6in and 8ft 6in respectively, but these were later joined by the HR 31-97 which, as the designation suggests, had a working width of 9ft 7in. All images from promotional literature (unless stated).

◀ International Harvester's B-920 mounted disc harrow was available at the time of the B-250 and B-275 tractors. With a working width of 7ft, the implement could be specified with 18in or 20in discs, and had fixed gang angles of 12, 16, and 20 degrees. The high carbon steels discs were spaced at 7in.





W J Cooper & Sons Ltd., of Newport Pagnell, produced various implements over the years and was famed for its bright yellow livery. This mounted model, produced in the 1960s, was available in two widths, 6ft 3in and 7ft 3in, with either 18in- or 20in-diameter discs. The angle of the disc gangs was easily adjusted by removing a lynch pin – no spanners were required. It was marketed as 'The Cooper' by the company and as the 'SKH Cooper Disc Harrow' by Salopian Kenneth Hudson Ltd., of Shropshire.



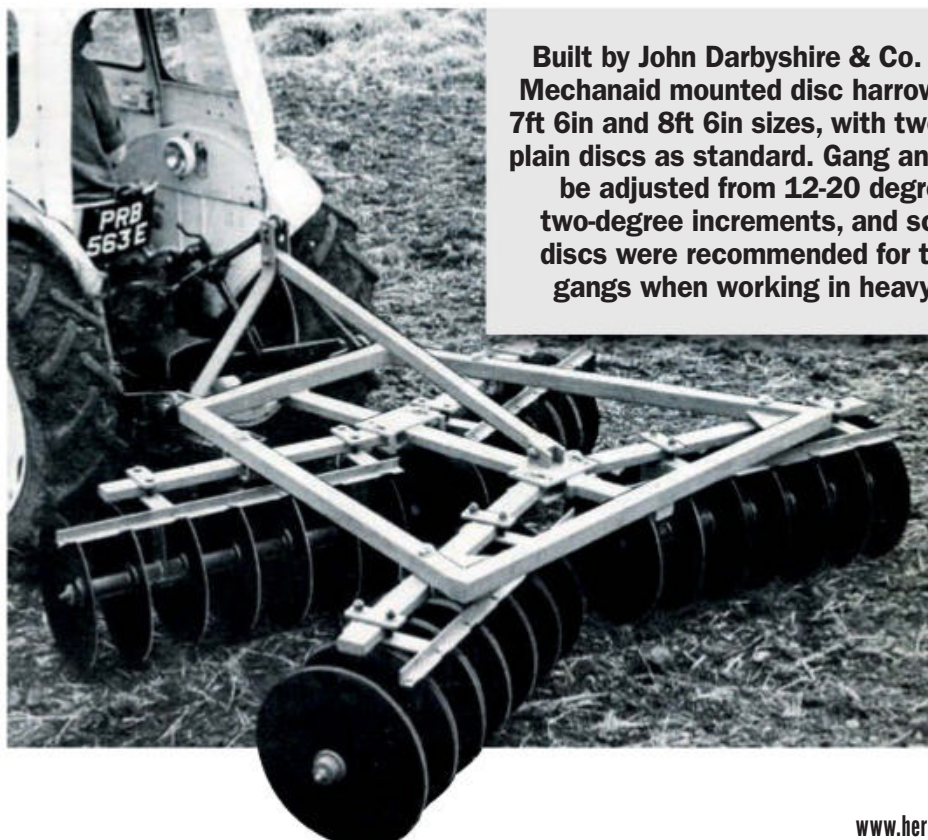
Although not seen in the UK, Ford marketed trailed disc harrows in the United States for use alongside its 6X range of tractors. The 204 featured four independent gangs, with widths of 8ft 6in, 10ft, 11ft, 12ft, and 14ft, while the 207 was a rigid-frame design in widths of 11ft 1in, 12ft 2in, 13ft 4in, and 14ft 6in. Plain, notched, or a mixture of both disc types could be specified.



Rubery Agricultural Equipment Ltd. marketed the RAE range of mounted disc harrows in the late '60s. The 7ft model featured 24 20in discs, while the 8ft model was fitted with 28 discs. Hardwood bearings were fitted, and gang angle was simply adjusted by removing a pin. A floating headstock was standard, enabling the machine to negotiate uneven ground effectively.



For larger farms in the 1960s, Bamfords Ltd. produced the Fortifold D32/20 and D40/20 – with the model number referring to the number and diameter (in inches) of discs. The patented trailing/lifting device afforded weight transfer to the rear wheels, whilst reducing overhang in the lifted position. A single hydraulic ram was used to unfold the implement into its working position.



Built by John Darbyshire & Co. Ltd., the Mechanaid mounted disc harrow came in 7ft 6in and 8ft 6in sizes, with two gangs of plain discs as standard. Gang angles could be adjusted from 12-20 degrees, in two-degree increments, and scalloped discs were recommended for the front gangs when working in heavy trash.



The Massey Ferguson 722 is one of the most recognisable mounted disc harrows produced. Easily adjustable from the driver's seat, gang angles could be changed in four-degree increments from 0-20 degrees, and working widths were 6ft, 7ft, or 8ft. 18in-diameter discs, at 6½in spacing, were standard across the board, with plain and scalloped available. The two largest models were category I and II.

F W Pettit Ltd. was almost as famous for its disc harrows as its trailers, producing both mounted and trailed models over the years. The Multiplex could have the gangs in five different arrangements to suit the conditions and ground being worked, and featured 20in discs as standard, with 22in discs as an option. Working widths were 8ft 4in, 8ft 6in, 9ft 6in, or 10ft.



IH's 120 and 130 disc harrows looked similar, but the 120 had a folding frame and was designed for use with category I tractors, while the 130 had a rigid frame and could be used with category I and II tractors. The 120 was particularly versatile, as it could be used with a rigid frame, a floating rear section, or as a light- or heavy-duty single gang. Working widths for the two models were 7ft 6in and 9ft respectively.

Lely Fisher-Humphries heavy-duty disc harrows had working widths of 8ft 2in (Model 820), 9ft 3in (Model 925), 10ft 4in (Model 1030), and 11ft 5in (Model 1140). A minimum of 45hp was said to be required, with the 1030 capable of withstanding the forces generated by a 130hp four-wheel drive tractor.

IMPLEMENTS



MF's 28 mounted disc harrow could be purchased in 90in, 108in, 126in, or 144in widths, for category I and II tractors. The front gang angle could be adjusted from 12-25 degrees, while the rear was adjustable from 12-23 degrees. Accessories included a coil-tine smoothing harrow (seen here) and a flexible top link connection.



Parmiter's Force range was interesting in that each model could be used in mounted or trailed form – all that was needed was to turn the 'A' frame and support into a drawbar! Power requirements were 45hp, 55hp, 75hp, and 100hp for Force 8 (8ft 6in), 10 (10ft 6in), 12 (12ft 6in), and 15 (15ft 6in) models respectively.



In the '70s, Pettit introduced new ranges – including the Series 44. This was designed specifically for lighter soil conditions and featured models of four working widths, from 2.1m to 3.6m, requiring power outputs from 30-45hp, 40-55hp, 45-65hp, and 55-75hp respectively. Disc spacing was 230mm, but 180mm spacing was optional.



Pettit's Series 55 was marketed as medium-duty and could be mounted or trailed. The additional weight ensured better penetration, and to relieve stress on the three-point linkage a transport wheel could be specified. Gang angle was adjustable from 7-20 degrees, and plain or cutaway discs could be specified.



Bamlett of Thirsk produced both the Razzler and Super Razzler disc harrows, but it is the latter that is the focus of our attention here. Available in 8ft 10in, 10ft, or 11ft 2in widths, with 28, 32, or 36 discs respectively, the Super Razzler was constructed using heavy-duty box section and was suitable for category II and III tractors from 35-75hp, depending on the implement's width. Gang angle was 0-22½ degrees, in eight increments.

Cousins of Emneth was producing an array of implements when it introduced the Strawboy range of trailed disc harrows. With working widths of 9-18ft, transport width was 9ft for all models. Disc diameter and spacing was the same across all versions, at 26in and 9in respectively. Approximately 90-150hp was said to be required, depending on the model.





P J Parmiter & Sons Ltd. was renowned for producing heavy-duty equipment for use, primarily, with high-horsepower tractors. The company's Mk2 Utah trailed disc harrows were designed for tractors of at least 80hp, with 220hp recommended for the largest model – with a working width of 27ft.



Famous for its ploughs, Dowdeswell also produced several disc harrows over the years, including the Series 84 trailed models – sandwiched between the Series 77 middleweight models and Series 88 ultra-heavyweight models. With widths of 4.8m and 5.5m, disc diameter could be specified at 660mm or 710mm, with gang angle adjustable up to 25 degrees.



For those with 80-200hp tractors, RSJ offered several trailed models in the 1980s. The HR46A range had working widths of 10ft, 12ft 10in, and 15ft 9in, with the model number corresponding to the number of discs – such as the 34-disc HR46A/34. Plain discs were fitted at the rear, with plain or cutaway available for the front gangs. The HR 46A/34 could be fixed or hydraulically folding, while the HR46A/42 was hydraulic folding only.



For conditions where penetration might have caused an issue, Kverneland produced the Model AA – with trays mounted on the frame to enable up to 300kg of ballast to be added. Working widths were 2.4m, 2.8m, or 3.2m, with weights of 686kg, 726kg, and 766kg respectively. Plain or cutaway discs with a diameter of 50cm could be specified, and a centre 'S' tine was optional.



The 520 followed the 52 trailed disc harrow range, and was available in working widths of 10ft, 12ft, 14ft, 18ft, and 21ft, with the larger two having spring-assisted 'wings' to reduce transport width to 10ft and 14ft respectively. Disc diameter was 22in or 24in, and gang angles were adjustable from 12-22 degrees and 9-21 degrees (front and rear respectively).

Simba Machinery Ltd., of Sleaford, was renowned for its heavy-duty implements and the Mark 4 and 4B disc harrows were no exception. Available in six widths, from 6ft 4in to 19ft, the major difference in the two variants was the disc diameter. The Mark 4 featured 800mm discs for cultivating to a depth of 250mm, while the Mark 4B was fitted with 900mm discs for working depths of up to 300mm. The latter was designed with export markets in mind, for developing land for sugar cane, cotton, maize, and the like.





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All systems go!

The working field was one of the highlights at this year's Shrewsbury Steam Rally, held at Onslow Park over the August Bank Holiday weekend, *writes Bob Weir*. With more than 80 tractors and several pairs of working horses in action, there was plenty to whet the appetite of the large number of spectators.

The County of Salop Steam Engine Society Ltd. rally has traditionally been

one of the highlights of the August Bank Holiday, and with other rallies taking a temporary break, the pressure was on to cater for a bumper turnout. Section Secretary Martin Lane did not disappoint, and plenty of tractors turned up to join in the fun.

The Golden Age of Victorian Farming was a crowd favourite, and the earliest tractor dated from 1916. There were 14



Colin Owen and his 1964 Roadless Ploughmaster.

demonstrations in all, including a David Brown Cropmaster and Albion binder, a Massey-Harris 735 combine, and even apple press cider making.

Plenty of tractor clubs had turned up to grace the occasion, including the Ferguson Club and Blue Force, but the tractor pulling was also getting a great deal of attention. It has become a favourite in recent years, and more than 30 tractors took up the gauntlet to pull the Challenger sledge.

In addition to the working field, there was a static display organised by Ian Davies, featuring nearly 100 tractors.

For further information, please visit the website: shrewburysteamrally.co.uk ■



An International 684 readies itself for action.

Yesterday's Farming

The 2023 Yesterday's Farming event was held at Stream Farm, Drayton, Somerset, on 19-20 August, by kind permission of Trevor and Debbie Stanbury, *writes Joseph Lewis*.

Organised by the South Somerset Agricultural Preservation Club (SSAPC), highlights included self-propelled combine harvesters, around 300 tractor entries

(with John Deere as the theme), horticultural tractors, and the Saturday auction run by Pitcher and Associates. The Parade of Somerset registration vehicles was another intriguing new element.

The Best vintage tractor awarded went to Richard Edmonds, from Tedburn St. Mary in Devon, for his impressive International TD-24 crawler. This was a recent purchase and completes Richard's 'petrol-start diesel' International crawler collection.

Best John Deere was awarded to a Model MC crawler, serial number 16145, owned by the Perkins family from South Devon.

Classic highlights held one of only 260 IH 634s converted to All-Wheel Drive by County, and a former carnival tractor – an International 1046.

Out in the working area, a Massey-Harris 744 and a Ford 4000 proved too fast for the belt on the Kneller family's Aktiv trailed combine harvester. Fortunately, Steve Dunster was on hand with his McCormick IH B-275, which worked well.

Eight self-propelled combine harvesters were working, along with Mike Lawrence's 1954 Jones Minor SP (self-propelled) baler.

* Thanks to Dennis Burston, the Mancini family, and SSAPC. ■



Steve Dunster enjoyed using his International B-275 to power the 1951 Aktiv trailed combine harvester.



Best John Deere was awarded to this 1952 Model MC crawler, which worked on a hop farm in Kent. It came from a Cornish collector and is owned by the Perkins family from South Devon.

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A big hit!

Since the Kent County Agricultural Society took over the running of the Biddenden Tractorfest two years ago, held this year on 19-20 August, it has moved into a different league. Now back on its original site at Holden Farm, the event is still growing, *says Peter Love.*

This year there were 276 tractors on site, most of which had a log sheet on them to inform interested onlookers. Tractors, however, are just part of this event, which sees more than 800 exhibits and two parade rings, as well as other country pursuits.

Last year the event donated £20,000 to support the future of agriculture in Kent, clubs, amenities, and charities within the local area. Many of these were supported with free or discounted stands at Biddenden Tractorfest 2023, which they were able to use to generate additional funds and awareness of their respective causes.

The show was paradise for Ferguson fans, with Fred Crouch's 1949 TE-20 and J Ellis' 1949 TE-D 20 making for a nice welcome in their working clothes. Lee Blackford had a line of original machines, including a 1947 Ferguson TE-20, high-clearance 1959 MF 35, 1964 MF 35, and 1955 TE-P 20.

Others of note included Russell Watts' 2022 purchase – a 1957 FE 35 vineyard supplied by Lenfields of Canterbury. Russell has nearly finished his industrial MF 35, and it looks great in its yellow livery. It certainly contrasted with Tim Cathcart's TE-E 20, which is also a well restored tractor.

An incredible line of former Kent County Council machines included Ben Eames 1951 Ferguson TE-D 20, fleet number T84, and Lee Blackford's 1962 Massey Ferguson 35 industrial, fleet number T7. It was certainly interesting to see the variations in KCC's green livery.



Ian Sellers' original 1982 TW-30 looked the part.

Amongst the Massey Fergusons was Simon Wright's lovely 178, registered CWD 484J, which the children at the show loved. Other nice examples were Keith Fuller's well restored 1968 MF 135 and Mick Blunt's MF 165.

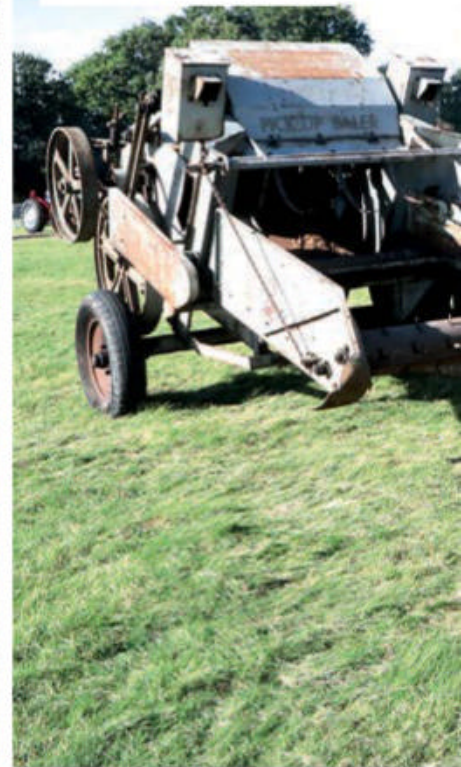
The vintage tractors were attracting attention – particularly the Field-Marshalls – both restored and original. Stuart Maynard's restored Series 2 looked nice and contrasted well with an original late example, no.4325, from the Thompson collection of Staplehurst. It was pulling a Lorant baler. In my opinion, the best example at the event was a Series 2 Contractor Mk2, registered LKR 267, which had a career in east Kent.

Stuart Maynard also had his 1941 John Deere H row-crop at the event. It starts

Mark Hellier's 1967 John Deere 5020 was one of approximately 50 that were re-powered with a Cummins 903 V8 engine in working times.



Field-Marshall Series 2, no.4325, from the Thompson collection, with a Lorant baler.





This narrow Ford 4110 Force II was excellent.



A wonderful Fordson E1A Major with three-furrow plough.

well and features a black, cast plate attached by its supplier – W Wilder & Sons Engineers, Crowmarsh, Oxfordshire, which was a steam contractor and dealer.

The Ford & Fordson Association stand was proving popular, and as it's the FFA's 20th anniversary next year it's hoped that the FFA Expo can be staged in the county where it all started, and hopefully at Biddenden Tractorfest.

One of the biggest Fords present was Ian Sellers' original, two-wheel drive, 1982 TW-30, while one of the smallest was B E Barden's 1944 Ford 2NAN. Tom Webb was exhibiting a very interesting, narrow Ford 4110 needing some panel work, which caught the eye as it is unusual to see a Series 10 model without a cab. A second example, a Force II

model, looked to have been well restored.

Sebastian Wells' 1964 Super Major, Oliver Colyer's 1959 Power Major, and Tristan Gordon's 1960 Power Major were prominent in the huge display, while Solomon Mitchell had a 1952 Major fitted with a six-cylinder engine conversion for all to enjoy.

Tractor dealer Mark Hellier had several great tractors at Biddenden, including a 7600 with 'Q' cab, 7810 Silver Jubilee, and County 1184 – all original, clean machines. The stand-out machine amongst his exhibits was a 1979 Caterpillar 950 that appeared to be in restored condition, but had in fact been stored since new, until Mark bought it in 2022.

Ross Douglas was parading his rare, 1967 Northrop 5004, which was used in construction before moving to Kent for a quieter life! Oliver Thorpe's 1972 Ford 3000 was in its working clothes, while Nick Ward's 1952 Fordson Diesel Major was well restored.

Some of the more unusual tractors included Godfrey Jordan's 1947 Landini Velite, on steel wheels, which was running well, and a 1965 Eicher Puma 200 belonging to Merrick Jardine – a very talented young engineer.

It was a great show that was well organised, with John Kingsnorth and his team looking after the tractor fraternity well. Biddenden Tractorfest has now become a major player on the events circuit and is worth attending. ■



Merrick Jardine's Eicher Puma is seen here coming to the aid of a Massey Ferguson 148.



The line-up of KCC Fergusons was interesting to see and included a Weeks of Maidstone Ferguson-Brown converted for hop garden use.

A Porsche Junior 108K (introduced 1957) with an Allgaier A22 (1950-54) on the trailer.



Porsche stars

was delighted to attend the 42nd Internationaal Historisch Festival on 29-30 July, at Panningen in The Netherlands, not far from the German border, writes *Peter Love*.

This is the largest tractor show in Europe, and it was a pleasure to return to it, following a hiatus due to Covid-19.

I first visited the show in the early '90s, when the event was on a different site, and I was driving a diesel Montego estate, which was a good cruiser for such trips! In those times it was very much a rally for single-cylinder tractors, with Lanz the star.

In this area of Holland pig farmers were predominant, and they used rusty-looking Lanz tractors, as they could not afford anything else. It was one of the last places in Europe that you could find such tractors, and a place that German and Austrian dealers regularly 'raided' for stock! Now, ironically, it's almost gone full circle!

The feature at this year's show was Allgaier/Porsche, which was set to be the star at one of the shows that was cancelled due to Covid-19. There were approximately 130 on show, with Wil

Fuchs' 1961 Master 419 proudly placed on a plinth for all to savour.

Approximately 1,175 50hp Masters are said to have been built from 1960-63 – in the 408, 418, 419, and 429 specification. It was the finale for the Porsche adventure into building tractors, having never been profitable.

It started out as the Nazi's 'people's tractor', like the post-war VW Beetle was for the car industry. In 1939 Ferdinand Porsche started on his tractor design, but he didn't get that far with it at first, and further progress was made leading until



Left: Classic Fords were plentiful, and the selection included this four-wheel drive 9600.

Middle: This Neuss-built IH 624 Allrad had just been restored.

Right: Rain stopped proceedings in the working area on several occasions, but it was still nice to see M Jenniskens' 1966 Deutz D5505.



A 1953 Allgaier A133 (33hp, three-cylinder), with an Allgaier A122 on the trailer.



A three-cylinder Porsche 133, with front weight and rear wheel weights.



A Steyr fan arrives!

1943, when some prototypes had been built and tested.

In the post-war years things were different, and connections were established with Allgaier of Udingen (a manufacturer of sheet metal tooling), in 1948, which took out a licence to build the Porsche-designed 'unified people's tractor' (Allgaier AP17) alongside its own successful tractor range.

A special factory was set up for the post 1950 Allgaier-Porsche tractors, on the ex-Dornier aircraft site at Friedrichshafen-Manzell, following

Erwin Allgaier taking on the eastern section of these very smart premises.

The entire story is a complicated one, for another time, but the short version is that the company struggled to build enough of these air-cooled tractors, and once that hurdle was overcome it could not sell enough!

By 1955, 50,000 various Allgaier models had been produced, but the two families that made up Allgaier (Hundt and Allgaier) decided to pull out and concentrate on the machine tools business – particularly as they had

long-term agreements with various car manufacturers and sales were booming, as Germany was recovering well. As it transpired, they made the right decision to pull out.

On 1 January 1956, Porsche Diesel Engine Manufacturing was established, which was really Mannesmann Ltd. (Porsche undercover), and it went on to make Porsche tractors and engines until 1963, with dwindling sales each year. Renault took on the tractor side of things, which did not last long either, and it sold that part of the business on later. ➤



Left: The tractor pullers featured this French-built Someca.

Middle: David Brown was a popular marque in The Netherlands at one time.

Right: The German-built Eicher 3085 was one of the last models produced before the company was bought by Massey Ferguson.



Left: This John Deere 1030 was fresh from the restoration shop.
Middle: Schlüter tractors have featured at the IHF in the past, but there was only a minimal presence this year.
Right: A very desirable Fendt Favorit 626 LS Turbo was on towing duties.

In 1959, Porsche sold a total of approximately 18,000 tractors. This was made up of the single-cylinder Junior V (4,687), Junior HK (1,367), Junior HL (1,841), Junior S (130), two-cylinder Standard V (2,019), Standard H218 (4,229), Standard S218 (121), three-cylinder Super N308 (2,783), Super L308 (631), Super B308 (38), and four-cylinder Master N408 (82). From 1956-63, Porsche built a total of around 120,000 tractors.

Fans of the marque were at the event to enjoy the display, which included various unusual and rare prototypes from Manfred Kramer's collection.

Amongst them were a 1963 Gigant 2096, 1960 609 (65hp), 1962 2096 (36hp), and a 1959 two-cylinder model. At least another eight Masters were exhibited, including an interesting 429V owned by Paul Jame, from Belgium.

The popular marques were well represented, with Dennis Vercoulan exhibiting more than 50 tractors alone, but David Brown and Nuffield models were very thin on the ground. John Deere, it seems, is gradually becoming the marque to have.

All the major continental marques could be seen, as well as trucks,

motorcycles, military vehicles, working horses, stationary engines, steam engines (mostly former UK steam rollers converted to steam tractors), and tractor pullers.

There were more than 1,800 tractors at the event and 2,400-plus exhibits in total. The trade stands were full of literature, new and used parts, tyres, and more, but not many parts for tractors built from the 1970s onwards.

Despite showers on the Saturday afternoon, it was a great show and one that you should visit at least once in your lifetime. I would like to thank Des Boughton for making it possible for me. ■

Honiton Hill highlights

The Honiton Hill Rally was held at Smeatharpe Airfield, Devon, on 27-28 August, writes *Joseph Lewis*.

Attractions included the harvest and baling demonstration, vintage, and classic tractors with a 'Stars of the 1980s' theme, South West Tractor Pullers Association's tractor pulling, and the Kivells traditional Monday auction.

Tractor highlights ranged from Nick Bryne's Fordson F, judged Best Fordson, to tractor section leader Phillip Arcscott's Fiat 100-90 and 110-90. The John Hawkins Memorial Shield, for Best Presented Tractor, was awarded to David Aylward for his Nuffield Universal.

Another notable tractor was a two-wheel drive Ford 8730 Dual Power, owned by Matt King from Cheddar, Somerset. This is believed to be a North American or Canadian model and the Dual Power specification makes this tractor unusual, as on the changeover from Series TW to Series 30, most were Power Shift models. ■

** Thanks to the Honiton Hill Rally committee, and Cynthia Underdown for help with photography.*

Right: The winner of the 'Stars of the 1980s' theme was this 1983 MB-trac 1000, owned by Tim Hunt.

Below: This 1990 Ford 8730 Dual Power is an import brought in by Rodney Cowle Machinery. It is owned by Matt King (Retro Tractors Ltd. of Cheddar) and was on loan to Martin Evans to exhibit.





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In the next issue...

**DECEMBER
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COUNTY CAPERS

Willie Carson admires Tommy Moorhead's County 4000-Four – a tractor that has been the subject of a thorough restoration, following what appears to have been a hard life.



DEALER PROFILE

Tamar Vintage Tractors proprietor Matt Young chats to James Webber about the business, how it started, and what tractors and implements you can expect to find in stock.

COMPETITION HEATS UP

Anne Bates reports from the 63rd All Wales Ploughing and Hedging Championships, on Saturday 9 September, where dry ground and high temperatures proved tricky.

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

Note: Planned features in T&M may be subject to alteration, due to circumstances beyond our control.



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

Workshop

Projects, expert advice
& product news



64 A NEW CHALLENGE

Work on the Perkins three-cylinder engine concludes, leaving the project well advanced.

67 NEW PRODUCTS

New items for your workshop, and the chance to show your tractor some love.

68 EXPERTS' ADVICE

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

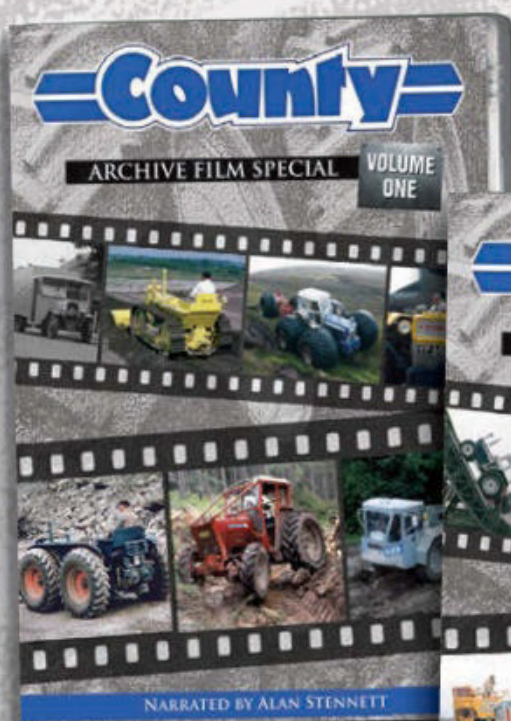
machinery-related query, please get in touch with the editor via e-mail: tm.ed@kelsey.co.uk

70 TRAILER BRAKE ACCESS

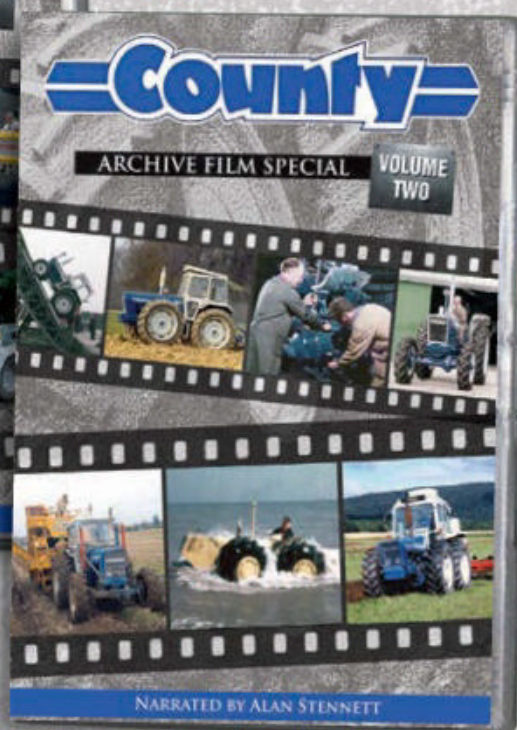
A basic guide to removing the brake drums on your trailer, for inspection or maintenance.

75 780 RESCUE

This long-running project has finally come to an end, after the battle with corrosion.



**NEW
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County images and County logo
courtesy of CountyTrac Ltd.

PRIMETIME
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ARCHIVE FILM SPECIAL

County is one of the great names of British agricultural and industrial machinery, with its innovative use of tracks and four-wheel drive mechanisms, mostly based on Ford and Fordson power units. The company was also a pioneer in the use of film as a promotional tool.

This two-volume DVD set makes use of all those surviving films, including some recently discovered items, which have all been digitally restored to give County fans and other machinery enthusiasts a unique opportunity to discover more about the products and marketing of this legendary company.

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Written & narrated by Alan Stennett.
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A new challenge

Work on the rebuild of the MF 35's engine concludes.

PART EIGHT



Since last time, I had craned and bolted the engine back onto the clutch housing, so now it was time to start putting more bits back into the engine.

Firstly, the timing case was looking all nice and shiny, and crying out to have the gears refitted. These timing cases always look nice when they're cleaned, as they're aluminium and have had their whole working life being splashed with oil.

The first item in was the camshaft, which is located in the top left corner. This had been cleaned and inspected for wear. Before I slid it into place, the areas where it locates into the block were given a good squirt of oil. At the rear of where the camshaft is located features an aluminium housing that contains an oil seal. This seal always needs replacing, as they go brittle and hard and often leak.

The reason for this housing is to provide somewhere for the tractormeter outer casing to locate onto. The cable itself locates onto the back of the camshaft in the engine, hence the need for a seal.

The middle gear in the timing case was next. This is the biggest and just connects the other gears together. A big bolt in the middle holds it in place, which is secured by a tab washer. This gear has the three timing marks on that I dabbed with different coloured dots to make it easier to locate the other gears to the correct marks.

The gear on the far right is connected to the injector pump, which was also ready to be fitted. This had been away to Dieselec Services in Ditton Priors. I always have these pumps and injectors overhauled, as I never know what condition they're in, and having this precision part in good order is most important.

Not only did it come back in perfect condition inside, but also on the outside.

I am often tempted to leave the pump in bare metal when I restore tractors, but I am aware they wouldn't last looking this good. While the main case is made of a metal that appears to be cast aluminium, which wouldn't go rusty, there are items connected to it that would. Plus, when this tractor left the factory, the pump would have been sprayed the same colour as the skid unit.

The pump has three studs and nuts in a triangular pattern that hold it to the timing case, and where these studs go through there are three grooves in the case that allow for the whole pump to move slightly. This movement allows the pump to rotate enough to allow for fine tuning when it comes to starting

the tractor. I always tend, at this stage, to bolt it up in the middle on its timing groove, then I can move it either way if required later.

Inside the timing case the gear that corresponds to the pump has three bolts that are also in a triangular pattern. You can't fit this gear wrong, as there is a dowel in the gear and a groove in the hub of the pump that it bolts into.

I now had the timing case intact, all the gears were fitted and timed up correctly, made easier by those coloured dots I put on previously. I could close this part of the engine up with the outer timing case, but before I could I needed to fit a new spring that would press against the camshaft. The old one had



The Massey Ferguson 35 before Ben started work.

worn and had gone slightly thin, so I decided to replace it with a new one.

At the bottom, a new front crank oil seal was fitted, and now the outer timing case could be bolted in place.

Getting the top of engine complete was now the next stage, starting with fitting a set of new studs. If you remember back to when I stripped it down, the old studs had their threads damaged due to odd nuts being fitted. Luckily, a new set was available to buy, along with the correct nuts. A new copper gasket was slipped over (I always love the gold gasket next to the silver pistons).

Very often cylinder heads on these Perkins 3.152 engines have gone too far

for any economical repair, and this was the case for this one. The face needed skimming, the valves needed replacing, the valve seats needed work, and that's without having the water jackets caked up with rust.

The easiest, cheapest, and quickest option is to buy a new cylinder head. While this might sound sacrilege, there comes a time when parts like this are just worn out too much to mess with.

New cylinder heads come with the valves already fitted and lapped in, but there are a few things that need to be done. Most of the jobs are replacing various studs and the three pre-combustion chamber caps. I always replace the caps with new, as in my

experience they don't transfer successfully, and the old ones end up leaking.

Another item that often needs replacing is the back plate. This is often very rusty, and I have seen them bend due to the force of rust building up.

Once the cylinder head was torqued down, I could fit the rocker shaft which I had renewed for the cast type, as opposed to the standard pressed metal version. Now came the job I dislike the most – setting valve clearances. I find it fiddly, but it was soon done and double checked.

The last job was to bolt the injectors down. I hadn't done this before doing the valves, as it made the engine easier to turn over. Now the engine work was largely complete. ■



Timing case

1 As the engine was now bolted to the rear portion of the tractor, it was time to fill the timing case.



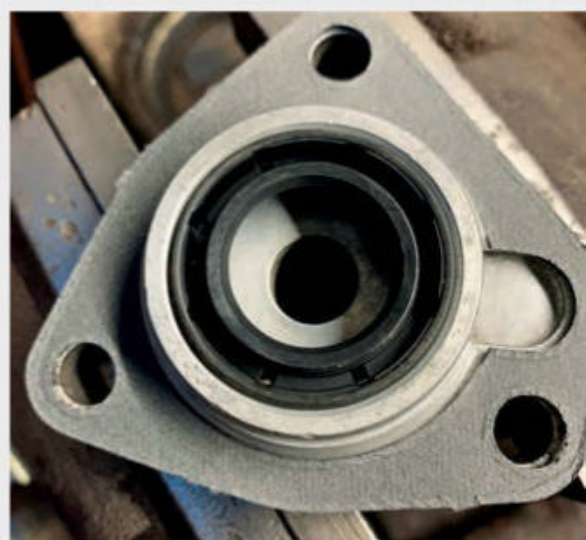
Camshaft

2 The camshaft was first, but before I fitted it, I cleaned and inspected the lobes for any damage.



Lubrication

3 The area the camshaft was going to be slid into required lubricating first, as it was metal on metal.



Seal replaced

4 At the rear of the camshaft was the drive for the tractorometer, and this seal around that area needed renewing.



Tab washer

5 The middle intermediate gear is secured by this big bolt that has a tab washer holding it in place.



Overhauled

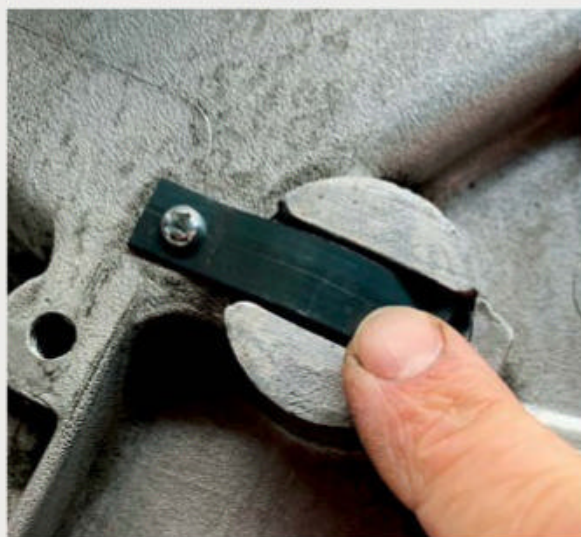
6 The final gear in the front was connected to the injector pump, which had been sent away and overhauled.

WORKSHOP



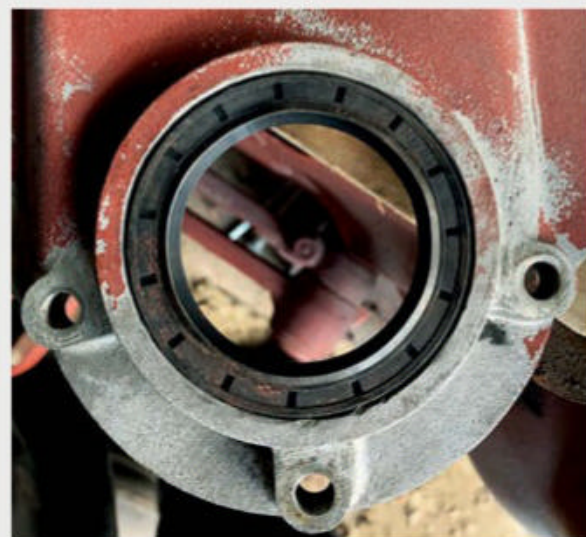
Timing marks

7 Now the timing case was complete and timed up, those different coloured dots helped with reassembly.



Spring replaced

8 I renewed this spring on the outer timing case that holds the camshaft in place.



Crank seal

9 Another item in the timing case that was replaced was this front crank oil seal.



Head gasket

10 Now the front was done, it was time to move onto the top of the engine – fitting a new set of studs and gasket.



New studs

11 These studs were new due to the old ones being damaged by someone putting odd nuts on them.



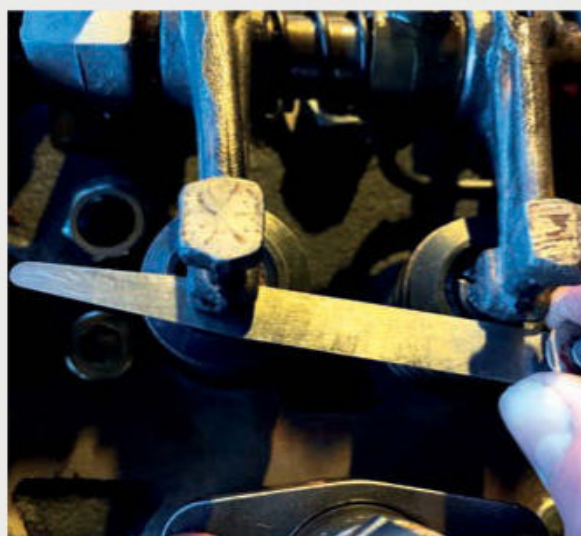
Cylinder head

12 A new cylinder head was far more cost effective than messing around with the old, worn one.



Rocker shaft

13 I always replace the rocker shaft on these, as once I had the original pressed steel-type break.



Valve clearances

14 With a set of feeler gauges, I set the inlet and exhaust valves up correctly.



Injectors

15 It was nice to install the overhauled injectors into their corresponding cylinders, meaning that most of the engine work was done.

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

POUND-THRU SCREWDRIVERS

£36.58 inc. VAT
Kamasa
Tel: 01926 815000
kamasa.co.uk

New to the Kamasa range is this pound-thru screwdriver set (part number 56148). This set of seven screwdrivers is designed to provide professionals and DIY enthusiasts with a convenient solution for releasing seized fixings effortlessly.

With the pound-thru feature, the screwdriver can be struck with a hammer, providing an additional force to help release stubborn fixings during the application of torque. This design ensures that users can tackle even the toughest jobs with ease and efficiency.

The strong polypropylene handles feature thermoplastic rubber (TPR) inserts that offer excellent grip. Crafted with user comfort in mind, these handles allow for extended periods of use without causing discomfort or fatigue. Magnetic tips grip the screws securely for safe retrieval.

The set includes a range of sizes to cater to different fixing requirements. The PzDrive screwdrivers come in Pz1 x 80mm and Pz2 x 100mm sizes, while the Phillips screwdrivers are available in Ph1 x 80mm and Ph2 x 100mm sizes. For flathead screw applications, the set offers 4.5 x 90mm, 5.5 x 100mm, and 7 x 125mm screwdrivers. The blades of the screwdrivers are manufactured from durable materials, with chrome vanadium used for the PzDrive and Phillips blades, and SUP 11 carbon steel for the flathead blades.

To ensure convenient storage and easy access, the set comes with a wall-mounted storage stand. This practical feature allows users to keep their screwdrivers organized and readily available, saving time and effort during projects.



SEAT COVERS

See website for details
Town & Country Covers
Tel: 02392 474711
townandcountrycovers.com

In the 19 years since the founding of Town & Country Covers, the company has grown to enjoy an enviable position in the automotive, agricultural, and consumer markets.

By using its relationships and contacts with top vehicle and machinery manufacturers, Town & Country Covers can ensure its seat covers are the perfect fit. Either through its tailored range, or adaptable universal range, most vehicle models and machines can have a Town & Country Covers seat cover fitted within minutes.

Town & Country Covers prides itself on sourcing high-quality materials for all its products. Its signature polyester blend is the perfect balance of style, comfort, and toughness, which is guaranteed to add years to the life of any seat.

The company hasn't stopped at seat covers, as over the years it has also launched lines of rubber mats and accessories, designed to keep interiors covered from the ground up. Products include steering wheel covers, boot liners, seat organisers, and more!

There are tailored covers to fit popular tractor seats produced by Grammer and KAB, as well as universal covers, and those looking for the personal touch can take advantage of the company's custom embroidery service – with files supplied by customers able to be transferred to seat covers, head rests, and the like.



Items of interest for your tractor and the workshop.

TOOL PROMOTION

See website for details
Jack Sealey Ltd.
Tel: 01284 757500
sealey.co.uk

WIN



Set to run from 1 October to 31 December, the latest Tool Promotion from Sealey highlights a diverse array of cutting-edge tools and introduces more than 100 new products. The promotion offers discounts on selected items from every catalogue section, with a special emphasis on seasonal essentials such as Space Warmer® heaters, battery chargers, and lighting, all designed to get you through the colder months ahead.

The Christmas gift guide, on pages 4-5, features stocking fillers, like the innovative 4V cordless screwdriver with a 25-piece bit set, and grander gift options like the award-winning Premier 144-piece Mechanic's Tool Kit.

Continuing its commitment to innovation within the versatile one-battery-fits-all range, Sealey's SV20 series boasts an impressive line-up of more than 40 tool bodies, including the latest 20V cordless belt sander and 20V cordless planer.

You can also enter a competition to win a workshop trolley, tool storage, tool kit, inspection lamp, and mechanic's utility seat, valued at more than £830.

To discover all the new products featured in the latest Tool Promotion and to enter the competition, please visit the website.

Experts' advice

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

Massey Ferguson 135

Q We have a Massey Ferguson 135 that we use around our smallholding for paddock maintenance. In recent times it has developed an oil leak from the bottom of the clutch housing. The oil is black in colour, so we assume it is coming from the engine. To keep costs down we hope to undertake the repair ourselves.

The tractor dates from 1967 and a friend informs us that there were two types of oil seal during the manufacture of the 135. Can you confirm which oil seal type a '67 tractor would have please, so that we can order up the correct replacement?

Also, although we have experience working on motor vehicles, we would appreciate some tips/advice on how to do the job. Thanking you in anticipation.
John & Peter Wood,
via e-mail

A You are correct in assuming that the oil leaking from the clutch housing is engine oil, due to the black colour.

There were two types of seal used during the production of the 135. The early tractors used a rope seal, whilst later machines used a lip seal. Your tractor should have the rope seal, unless the engine has been changed for a later one.

You will need to obtain the two rope seal halves and a gasket that locates between the seal housing and the cylinder block.

To do the job you need to park the tractor on level, firm ground and ideally use a splitting rail to facilitate separating the two halves of the tractor. Without a rail, a sturdy trolley jack can be used under the engine sump, with a bottle jack and axle stands to firmly support the rear half of the tractor!

The bonnet must be removed, and the fuel turned off before disconnecting the fuel supply pipes. The tank is then unbolted from its rear support bracket and can be wedged up to clear the engine. The throttle and stop control,

tractormeter cable, air cleaner hose, oil pressure gauge pipe, and temperature gauge tube are then disconnected, together with the wiring loom at the dynamo and starter motor. The loom is then moved back out of the way.

With the tractor suitably supported, the radius arms and steering drag links can be removed, followed by the bolts around the clutch housing. The front half can then be moved forward, clear enough to access the clutch and flywheel.

The clutch assembly is removed before removing the flywheel to access the seal housing. The seal housing is secured by six setscrews and two vertical nuts and bolts, all of which are removed before prising the two halves of the housing away from the block.

The new seal ropes should be soaked in clean engine oil overnight before fitting them. The old ropes can be levered out and the grooves cleaned before pressing the new ropes in tightly. The ends of the new ropes should be cut with about 0.75mm protruding each end, to ensure an oil-tight fit on reassembly.

When refitting the housing, fit all setscrews and vertical nuts/bolts before tightening any of them. The two bolts should then be tightened first, followed by the remaining six setscrews. Reassembly is the reverse of dismantling, and a clutch alignment tool will be necessary to accurately line up the clutch.



Fordson Super Major

Q I wonder if you can help with a problem that I have with my 1964 New Performance Super Major three-point linkage.

Following on from the article in the October issue relating to the operation of the hydraulics on the Fordson Major, I notice that when in position control my linkage wanders randomly up and down. I use the tractor to top my paddocks with a five-foot topper.

I set the linkage to the desired operation height and set off. The main control lever doesn't move, as I have the adjustable stop set so that the lever sits on top of it. As cutting progresses the topper will either drop, or start to rise of its own accord.

Until I read your article, I presumed that this was just how it worked, but your article suggests that it's able to be set at any desired height by moving the control lever,

and it remains at that height.

What I am finding is that once I set the height, moving the level by say ¼in in the lift direction causes the implement to rise and keep rising until it reaches the maximum height. However, I have intervened before this to stop the PTO shaft from being bent on the topper.

Similarly, a ¼in down from the set position will cause the links to drop to the bottom limit. Any clues to the problem would be most welcome.

Mark Rose, via e-mail

A Firstly, are you sure you have the position/Qualitrol lever set correctly? It should be in the horizontal position for position control, as your problem sounds like it may be in the Qualitrol setting.

The behaviour of the linkage is like how it responds when in Qualitrol, where the implement



is either fully raised or fully lowered. Your lever setting might be just on the neutral setting between raise/lower and vibration causes the lever to move either way very slightly, thus raising or lowering instead

of holding at the desired height.

If it is in the correct setting for position control, it may be that the internal linkage of the Qualitrol/position lever is stuck in the Qualitrol setting, due to a disconnected linkage internally.

Fordson Major Diesel

Q I have a question regarding the engine oil pressure on my 1954 Fordson Major Diesel tractor. When I purchased the tractor, the oil pressure gauge was broken and didn't register any pressure, but the engine ran well with no nasty noises or indications of any damage.

I have since replaced the gauge with a new one and this has brought some concerns over the oil pressure reading. When the engine is cold it registers approximately 10psi, and once the engine is warmed up it drops to between

3-5psi and remains there.

My question is, should the engine oil pressure be higher than this, and will it cause any damage to the engine running it at the quoted pressure?

James Winston, via e-mail

A Low oil pressure readings aren't uncommon on the Diesel Major engine. Providing the gauge shows some pressure, the engine can run indefinitely. The official oil pressure according to the instruction manual is between 35-40psi (2.41-2.75 bar).

To put your mind at rest, if

you run the engine until it's hot and remove the oil filler cap from the engine, you can observe the oil flowing over the valve rockers. If there is a

good flow visible at the top of the engine, you can be sure that there is plenty of oil reaching the crankshaft and big end bearings!



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

Trailer brake access

Periodic checking and overhaul of your trailer's braking system leads to improved safety for you and other road users. Here's how to get to them.



The agricultural trailers of today are a far cry from those that are typical of the models owned and used by classic tractor enthusiasts. Air-operated systems are now commonplace, as many trailers are fitted with commercial axles that can withstand the rigours of heavy loads and high speeds, but in the 1970s and '80s, when trailer braking systems began to be fitted to tractors, the pace was slower, and the loads carried not as substantial.

Initially, many trailer braking systems were operated by the tractor's spool, with a changeover valve on the trailer to switch between the tipping ram and the brakes, but this was less than satisfactory. The skill of the operator and the sensitivity of the tractor's hydraulic system was tested to the maximum, but very often the trailer brakes were simply either on, or off!

A dedicated trailer brake coupling, with oil directed to it via the tractor's brake pedals, was soon the norm, meaning that there was no longer a need for a changeover valve on the trailer. It was one pipe to tip, and one for the brakes (and one or two for the hydraulic tailgate if you were lucky).

This was a much better system, and one that remains in place on agricultural trailers today – with air-operated systems reserved for the largest, fast-tow models. As such, the same basic hydraulic braking arrangement can be found on thousands of trailers built from the 1970s to the present day.

There will be slight variations, but the basic premise is the same. In this case the trailer is a twin-axle, 7.5-tonne Foster Loadmaster, built in the early '80s and fitted with drum brakes actuated by a cam, that had been purchased at a

retirement auction, having spent its whole life on the same farm.

Having got the trailer back to his premises, the new owner was concerned to find that the brakes were not operational, due to the linkage between the hydraulic ram (acting upon the shaft operating the cam) and drums being disabled. There was some concern that this was due to the brakes being unfit for use, and so it was decided to remove the drums to inspect the condition of both them and the shoes.

At the same time, this would also permit an inspection of the wheel bearings and ensure peace of mind for future use.

What follows is a basic guide to removing the brake drums on a typical agricultural trailer.

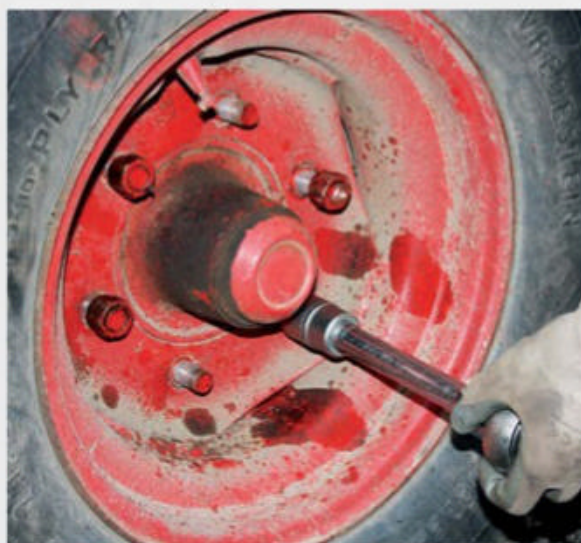


This 7.5-tonne Foster Loadmaster was something of an unknown quantity when purchased, resulting in an inspection of the brake drums/shoes and wheel bearings.



Position jack

1 Position the jack under the axle, or chassis, ensuring that it cannot slip during the jacking process.



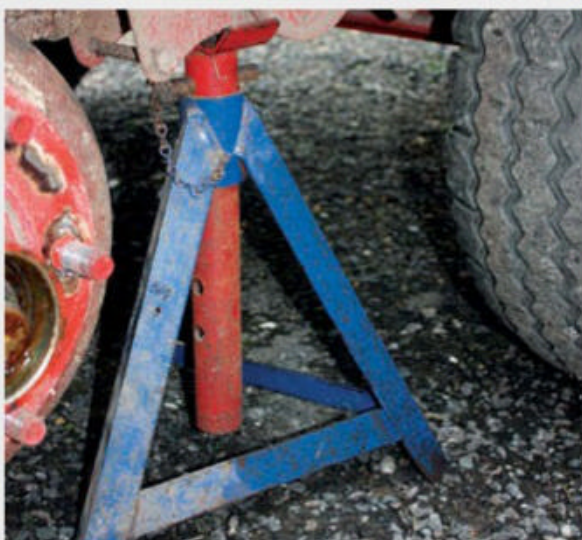
Loosen wheel nuts

2 Before lifting the wheel off the ground, loosen the wheel nuts. Note the use of WD-40 to lubricate the threads.



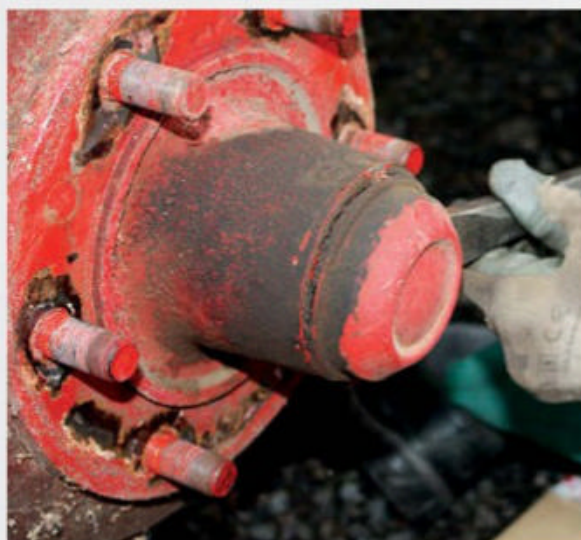
Jack up & remove wheel

3 Operate the jack, and once the tyre is clear of the ground, remove the wheel and set it aside. It is advisable to check the rim and tyre at this point.



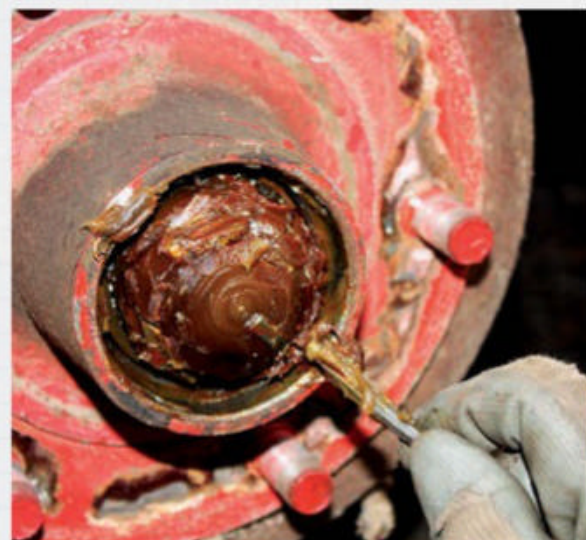
Axle stand

4 Place an axle stand in a suitable position for additional safety. This is imperative when jacking a single-axle trailer.



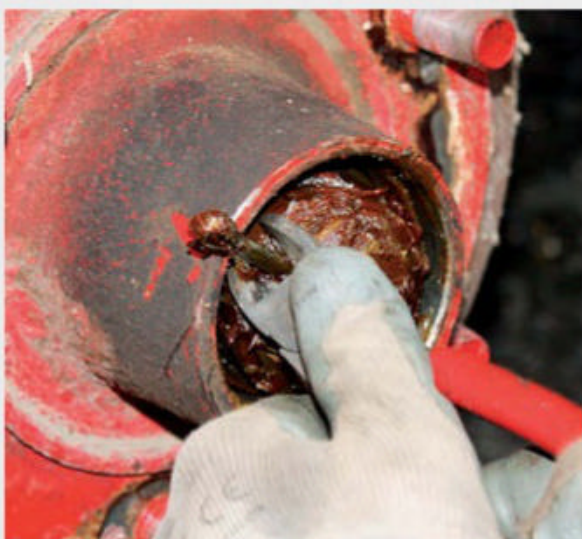
Dust cap

5 Remove the dust cap using a chisel, pry bar, or other suitable tool. It may be stubborn!



Expose split pin

6 Remove the grease, using a suitable tool and rag, to expose the split pin that retains the hub nut.



Remove split pin

7 Remove the split pin using pliers and/or a punch. In this case, side cutters proved useful.



Loosen hub nut

8 Find a suitable socket and use a ratchet/breaker bar to loosen the hub nut. It may have a left-hand thread!



Remove hub nut

9 Once loose, unscrew the castellated hub nut by hand, clean it, and put it to one side. ➤



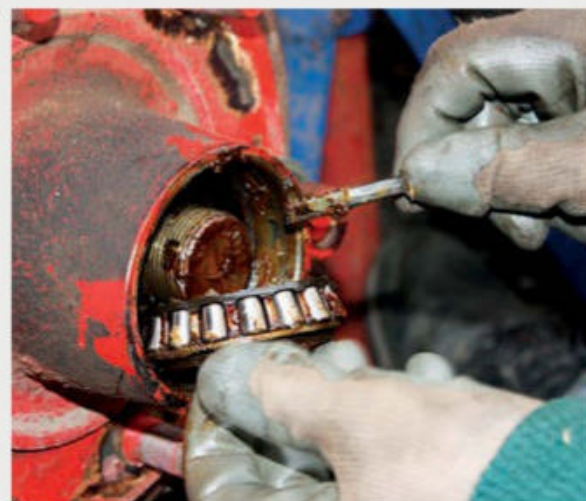
Remove drum

10 It may now be possible to remove the outer wheel bearing, but this one was stubborn, so it was decided to remove the drum first.



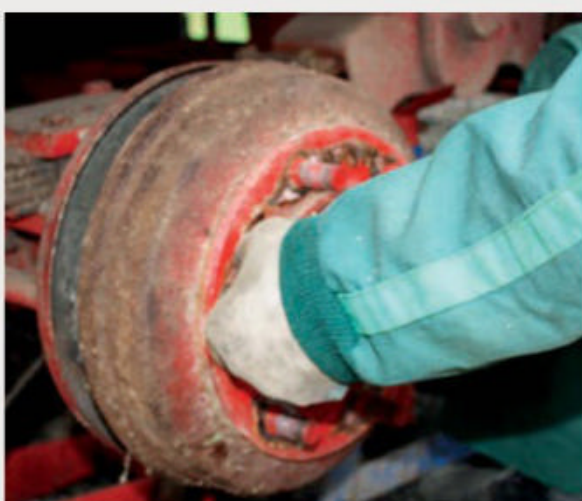
Hydraulic puller

11 Despite shocks from a soft-blow hammer, the drum would not yield, so a hydraulic puller was used to withdraw it.



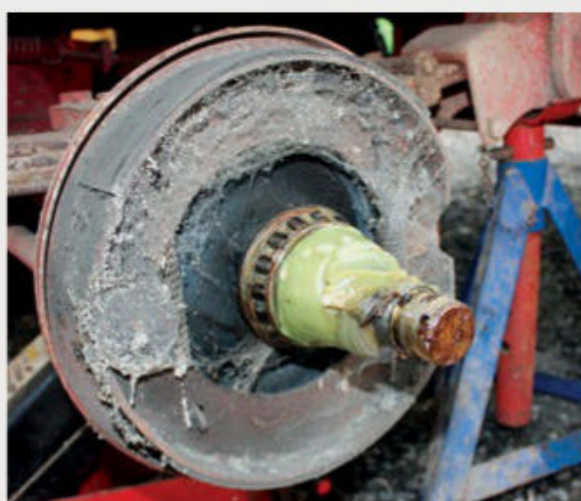
Outer bearing

12 With the drum loosened by the hydraulic puller, the outer wheel bearing could be carefully removed, cleaned, and inspected.



Slide drum off

13 The drum was then slid off to expose the brake shoes. Take care, as these drums are heavy!



Shoes exposed

14 Be sure to wear PPE, as brake shoes of this age are likely to contain asbestos. These appear to have not seen use for some time.



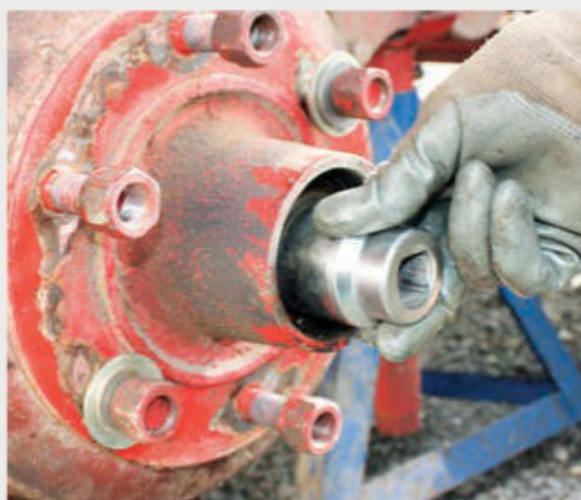
Remove old grease

15 The grease was removed – using a plastic bag to get rid of the bulk of it, and then a rag to clean up the shaft and inner bearing for inspection.



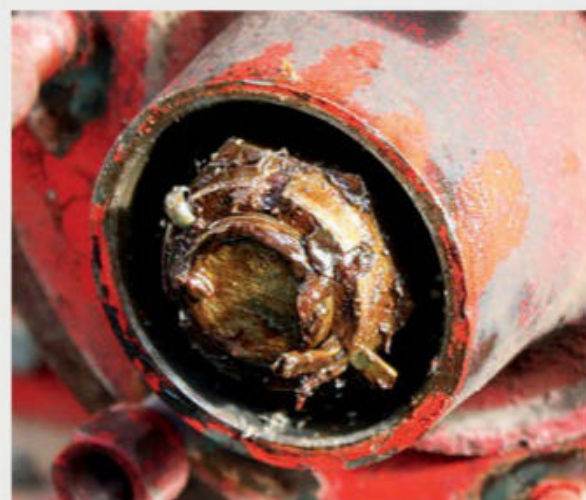
Check & clean

16 Drum and shoes were sprayed with brake cleaner, inspected, and found to be in good order. The problem was later found to relate to the actuating linkage on the axle.



Refit drum & bearing

17 With the bearings deemed fit for further use, the inner packed with new grease, and the drum refitted, the outer bearing could be tapped onto the shaft using a suitable socket.



Tighten nut & fit split pin

18 The nut was then tightened to seat the bearing, before being backed off to the nearest flat for the split pin. Ensure that the hub can spin freely before fitting the dust cap.

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MM U302 - £7500

1969, 4-cylinder Super Diesel. Runs very well, good turn of speed. Power steering, Torque Amplifier, drawbar, PTO, twin-spool valve. 5000hrs. V5.



Track Marshall 55 - £4250

Perkins Four 270D, 55hp, 6-speed gearbox inc high & low range, 4000 hours. Well presented older restoration, drives well, good tracks, very little wear of sprockets.



Ferguson TED20 - £1650

Perfect winter restoration. Good overall condition, runs & drives well. Some surface rust. Hyd & PTO function. New battery, electronic distributor & carburettor.



Ford 3600 - £4995

3-cylinder, Ford safety cab & roof. 4500 hrs. Starts instantly from cold, runs very well. Gears & hydraulics work well. Good tyres. Great workhorse.



David Brown 995 - £4500

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780 rescue

After four years, the restoration work on Andrew Hall's DB 780 is complete and it's now ready for work and play.

PART
TWENTY-
ONE



Regular readers of *T&M* will recall my series on the rescue and restoration of my David Brown 780. It all came about after a telephone call informing me of the tractor, having been discovered languishing under brambles for approximately 20 years. Most of the vegetation had been cut away before my first visit to view the tractor, and it looked in a sorry state.

Initial inspection

An initial inspection showed the engine to be free and not stuck due to standing around, but virtually all the controls of the tractor were seized due to lack of use. The hand and foot throttle were solid, as

was the clutch pedal, and neither of the brake pedals would move. A blanket of moss covered the gearbox, which is a three-lever, 12-speed 'box, and the hydraulic control lever was also stuck!

The tinwork was well and truly corroded and in need of attention, which is not uncommon on the later Orchid White models, as their tinwork wasn't the most robust.

On the plus side, the pattern on the brake and clutch pedals was virtually unworn, which was evidence that the tractor hadn't done many hours. The instruments on the dashboard were definitely past saving, so I could see a long wish list being drawn up in due course.

Back home

After purchase, I extricated the tractor from its long-standing parking space with my MF 550 and flatbed trailer, in order to ferry it home. Once back, and as time allowed, I started restoring it, which began as a gardening task to clear the moss and pieces of bramble still attached.

The first tasks undertaken were to free off as many of the controls as possible, beginning with the throttle and stop controls. This led to the desire to see if the engine would run after the lay-up. Oil levels in the tractor were checked and were good, but when water was added to the radiator it ran out as fast as it went in, so a new radiator was ordered, along with new hoses and fan belt. ➤

After nearly four years, I'm pleased with the result. It's a great transformation from the condition we found it in back in 2019.



With that sorted, a fully charged battery was fitted and the engine cranked by directly bridging the solenoid, as the starter switch was defunct. To our delight the engine started and ran like a sewing machine, but the clutch pedal was still seized. This was soon dealt with, and the pedal could be operated once again. However, the clutch itself was stuck fast and wouldn't allow us to put the tractor into gear.

Further work was undertaken to free off all the controls, including the hydraulic control levers, and a run up, operating the controls, proved the hydraulics to work satisfactorily, so another potential hurdle had been jumped!

Stuck clutch

This proved to be the most demanding of the restoration tasks, and required the tractor to be split to access and free the clutch. Readers may recall the PTO clutch plate being stuck on its spline and having to be cut off the shaft. The clutch mechanism itself was in good order and only required stripping and rebuilding with new traction and PTO plates.

Work continued

With all the mechanical work complete, attention turned to the corroded tinwork. The mudguards were discarded, as they'd been butchered when the ROPS structure had been fitted many years ago, so new ones were ordered.

The bonnet was well corroded, with one of the side panels broken away from the bonnet top. With bonnet panels in short supply, I elected to repair what I had, so much time was spent cutting out rusty metal and replacing it with new.

Electrical components

The next target was to remove the wiring loom and defunct instruments. To do this the fuel tank was removed, followed by the dashboard assembly and wiring loom complete. I marked up the wiring as it was removed, to facilitate reassembly.

New instruments were ordered, along with new warning lamps for the dashboard, and a new steering wheel to replace the damaged one.



As found

1 The David Brown 780 with the brambles cut back, in its resting place of around 20 years. Tractors don't take kindly to being left unused for such periods!



On its way

2 A tow from the Massey Ferguson 550 soon had it out of the bushes and ready to load onto the trailer for its journey home.



Back home

3 Once home we could assess its real condition. There was much corrosion on the tinwork, and still a layer of debris on the gearbox from the brambles.



Ever hopeful

4 The distinct lack of wear on the clutch pedal indicated a very low-hour tractor, giving us hope that it wouldn't need much mechanical restoration.



Gearbox top garden

5 Never mind a roof-top garden, the debris on the gearbox required some 'gardening' to clear it up!



Bonnet preparation

6 Repairing the tinwork was the most demanding part of the restoration. The bonnet is seen here after rebuilding the left-hand side panel and chin panel before any paint was applied.

Preparation & painting

Whilst all tinwork, wiring, and other components were removed from the skid unit, it was cleaned down and prepared for painting. The footplates were removed to improve access, and to free off the brake linkages.

The skid unit was primed in red oxide and then finished in Chocolate Brown, which was applied on one of the hottest days of 2022! Meanwhile, work continued on the tinwork, which was primed and finished in Orchid White.

Rear wheels

One of the rear wheel rims was too badly corroded to reuse, and so a pair of matching rims was sought to replace the

originals, but ultimately a fresh pair of rear wheels and tyres was selected and painted before refitting.

The front wheels had their tyres removed and were cleaned and repainted. The front tyres were good and able to be reused.

Recently, I was lucky enough to come across a pair of rear wheel weights to suit the tractor, and these have been prepared and fitted to enhance the look and aid traction in due course.

Reassembly

With much of the restoration complete, the tractor began to take shape once again. The dashboard and wiring loom were installed, along with the new

instruments, followed by the repainted fuel tank.

The electrical terminals of the loom were cleaned up to obtain good contact, whilst some badly corroded ones were replaced with new. New lights were fitted to the mudguards and bonnet and wired in.

The Rest 'O' Ride driver's seat had been repaired and fitted with new rubber spring blocks and a new seat cushion set fitted.

Registration plates were made up and fitted in the original, pressed black/silver style to suit the tractor's age. As each detail was completed, it encouraged us to finish the restoration, as we were on bit of a roll. ➤



Mudguards & lights

7 As the project progressed, new mudguards were obtained and can be seen here during the fitting and wiring of the side lamps.



End result

8 I'm very pleased with the result, which is a great contrast from the front view of the tractor when first discovered.



Rear view

9 The rear view shows the detail of the tractor, including the reflector units, which were good enough to retain and fit to the new mudguards.



Original bonnet

10 The bonnet has restored very well and is set off by the new decals. The white paint is, however, a magnet for flies, as can be seen in this view.



New instruments

11 The original fuel and temperature gauges were beyond restoration, so new ones were fitted, along with a new horn button.



Tractormeter

12 A second-hand tractormeter was used, which had come with my 990 Implematic, but is right for the 780.

WORKSHOP

Finishing touches

A decal set was purchased and with all the tinwork back on, the various decals were fitted around the tractor.

The bonnet decals are always the most critical to apply, due to their prominence and size. I found the easiest way to accurately fit these was to use fridge magnets to secure them in their correct positions. Three magnets were used on the long decals – one each end and one centre.

With a decal in position, one magnet was removed from one end and the backing paper peeled off and cut off

using scissors. The decal was then applied to the panel and the other magnets removed, along with the remaining backing paper and the other end then applied. This works well if the magnets are strong enough!

Many hours have been spent bringing the David Brown 780 Selectamatic back to life, and I hope to use it next year at our local ploughing matches, with a Ransomes Robin two-furrow plough that we have.

Its impressive turn of speed means that it will be good for the occasional road run too! ■

USEFUL CONTACTS

David Brown Parts Ltd.
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Hydraulic control

13 The main hydraulic control quadrant is set off nicely with its new decal. Note the mudguard-mounted decal displaying 'lift-lower'.



Cushion set

14 A cushion set was fitted. The Rest 'O' Ride seat required the backrest to be curved more than the standard seat to enable it to fit snugly.



Rear lamps

15 The original style of rear lamp was fitted – commonly seen on narrow versions, and less obtrusive than the Butler-style side/tail lamps.



Headlamps

16 I did consider using inboard headlamps, but kept to the original side-mounted lamps, which suit the tractor very well.



12-speed box

17 This tractor has the three-lever 12-speed gearbox, which gives a good road speed. New knobs and gaiters were fitted to finish things off.



Rear wheel weights

18 A bonus was the addition of rear wheel weights to suit the tractor. A lucky find on a well-known marketplace site!

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



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

Match plough frustration

Match ploughing requires regular adjustments, resulting in wear and tear on threads and components. Andrew Hall highlights one such situation.



We are well into the ploughing match season, with my son and I having competed in two or three local matches. This year has been very different to last year because the soil conditions have been much harder, despite the 'rainy season' we experienced during July and August, followed by a very warm period once the school holidays finished.

My son has been using my Massey Ferguson 35 tractor with a Ransomes TS59 two-furrow plough he has built up himself. When first acquired it was a three-furrow, and had three International Harvester legs and bodies

fitted, which didn't look out of place on the plough. It has since had the IH parts removed and a pair of TS59 legs and YL183 bodies fitted, along with some new disc coulter arms and skims.

Frustrating problem

Despite selecting the best of the parts available when building the plough up, there have been one or two compromises along the way, one of which being the thread on one of the disc coulter eyebolts, that secures the disc stalk to the bracket.

It was given the benefit of the doubt at the time, and for the first three matches my son competed in it held out sufficiently. However, during his fourth

match the thread gave out, resulting in the disc coulter not holding in the required position.

When making an opening, the rear coulter is lowered and positioned as close as possible to the point (share) to create a clean furrow wall in the shallow opening run. It is generally raised for the third run onwards, and this is where his problem arose!

Limited tools

When attending matches there are limited tools and spares able to be carried along, but fortunately there was enough thread length available on the eyebolt to allow the nut to engage further along, and a spanner was placed under the nut as a spacer to enable the nut to be tightened, which held out until he finished the match.

Once home, and with a little time to spare, I set about sorting the eyebolt, and to do this the support bracket needed to be removed to allow the eyebolt to pass



All set for the next ploughing match. The damaged thread on the disc coulter eyebolt has been sorted by replacing it with a better one from a spare plough.

out through the rear of the bracket. The position of the bracket was noted, and the height of the coultter stalk before they were removed, in order to replace them in the original position.

Collars

When the plough was being built up, we made a pair of collars with locking bolts on them to assist in holding the stalks at their required heights, so the height of the stalk protruding above the collar was measured to retain the setting.

With the stalk loosened off it was dropped out from the bracket, which was itself loosened and tapped free from the plough frame to reveal the eyebolt.

Welding repair?

My first thoughts were to find a length of studding or a bolt of the same diameter and thread (5/8 UNC) and cut off the worn thread and then weld on the fresh piece to the eye of the bolt.

Despite much searching I couldn't find anything suitable, so I looked at a spare plough I have. This yielded a suitable eyebolt as a replacement, and the plough was reassembled and set as it was before! Hopefully there won't be a repetition of the problem during further matches.

Tailored to the tractor

Originally, the Ransomes TS59 would have been matched to a Fordson Major

or similar-sized tractor and featured category II mounting pins on the cross-shaft. Previously, we ran a Ransomes TS1013 category I plough on the 35, so the pins have been swapped to allow the TS59 to fit the category I lift arms of the 35.

Some extra weight, in the form of a pair of front wheel weights, has been bolted to the plough frame to assist in penetrating the hard ground, as it has been this year, and the 35 copes very well with the plough!

Broken lift arm

On the way to a match in recent times we suffered a broken right-hand lower ➤



Clear of the ground

1 To enable the TS59 to be used behind our Massey Ferguson 35, it has had category I mounting pins fitted. The tractor copes well with it pulling two YL183 bodies.



Left-hand disc

2 Note the left-hand disc coultter, which is used on the opening run to obtain a clean furrow wall in the shallow opening.



Damaged thread

3 This is the damaged thread that prevented the disc stalk from clamping firmly. Problems such as this aren't welcome when under pressure on the match field!



Collars

4 A pair of collars was made to prevent the stalks from dropping whilst adjusting them. The required measurement was taken to enable it to be reset on reassembly.



Bracket removed

5 The bracket was removed to enable the eyebolt to come out through the back. The thread was rather strained, due to many previous adjustments.



Reference marks

6 Some reference marks were made to ensure the bracket could be refitted in the same position after the replacement of the eyebolt.

WORKSHOP

link arm, which happened when my Ferguson two-furrow plough was attached. It had been broken and welded before, and was replaced with a very little used lift arm.

Since then, the replacement link arm has bent unaccountably. We thought it may have been the weight of the TS 59 plough, and as a precaution it was replaced with a new lower link from Agriline Products. This has performed well so far, with no signs of bending, so the bending of the previous lift arm is still a mystery.

Our fingers are now crossed for the remainder of the ploughing match season. ■



Worn thread

7 Although the thread doesn't look worn, the nut slips at the point the pressure increases as it tightens. A fresh thread can be welded in place of the original.



Replacement bolt

8 In the absence of a fresh thread to weld onto the eye, a bolt was found from a spare plough to get us out of trouble. The thread is much better, so should tighten well.



Back in place

9 The disc coupler assembly is back in place with the replacement eyebolt, which now tightens, as it should.



Category I pins

10 The category I pins swapped easily from the TS1013 plough, but the cross-shaft is still the same length and unaltered.



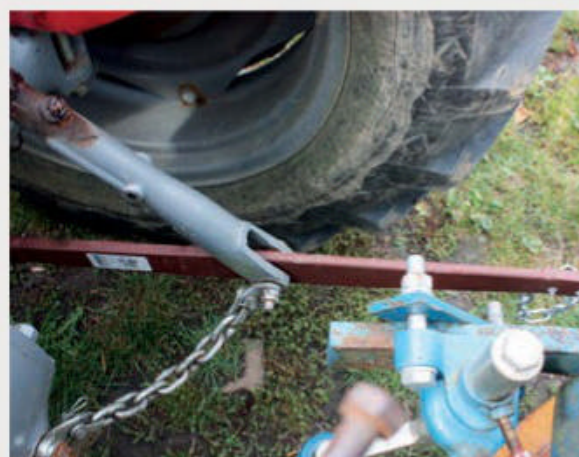
Extra weight

11 To assist in penetrating hard ground, a pair of front wheel weights has been bolted to the plough frame. Much needed this year!



Skim coulters

12 The skim coulters are set as close as possible to the disc coulters, with their points almost against the discs, which helps prevent trash build-up.



New lower link arm

13 A new lower link arm from Agriline Products has been fitted, as the previous used one bent unaccountably. This has done four matches with no evidence of any bending.



Bent lower link

14 This is the bent lower link. An original MF-made arm replaced before it snapped, taking no chances!

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

YOUR REGULAR ROUND-UP OF WORLDWIDE AUCTION NEWS

TRACTOR MART

WELCOME!

As I write, the September sales have proved to be good, with Cheffins' 7 September auction near Bedford standing out, as did Bonhams' Goodwood Revival auction, featuring Porsche tractors, the following Saturday.

Hobbs Parker's 23 September auction, with three working Muir-Hills 121s, saw them reach the money expected of them, with the market certainly strong.

As for threshing drums, we have seen two extremes recently. On 16 September, H J Pugh & Co. sold a 36in RSJ example, in restored condition, for a colossal £4,900, and the following Saturday a rare 42in Marshall, needing work, sold for just £20!

This long-wheelbase Porsche 329 Super Export reached £28,750 at Goodwood. Photo: Bonhams.



Desirable classics



The MB-trac 800 is a desirable classic.



This John Deere 4255 is among the lots.

On instruction from Ingles Farms, Cheffins will stage a sale in Gloucestershire, on Wednesday 15 November, that includes a 1993 Ford Versatile 946, 1986 Steiger 1000 Puma, and Versatile 145.

There is also a good John Deere 'spoker' D, R, an early Allis-Chalmers United, and a lovely 1983 MB-trac 800. Other lots include a 2011 CAT Challenger MT765C, 2000 Claas Challenger 85E, 1995 Fendt 818 Turboshift, Fendt 524 Xylon, 1991 John Deere 4255, and John Deere 2040S. It will be a very interesting sale.

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

Jim Russell auction

Saturday 25 November sees Cheffins stage an auction of Jim Russell's Ferguson ephemera, literature, models, and a full-size Ferguson-Brown A (no.48) at its Sutton, Cambridgeshire, site.

Jim passed away a couple of years ago, and was fastidious in the way he went about things – with an infinite knowledge on the subject of Ferguson – and collected accordingly.

There will be things here that you are unlikely to see again, and so the sale is not to be missed.



The scratch-built Ferguson Black Tractor and amazing demonstration model are part of the auction on 25 November.

Kivells at Honiton Hill

The traditional Honiton Hill Rally Sale returned to Smeatharpe Airfield on Monday 28 August, conducted by Kivells. The lots ranged from tractor tyres to a 1968 Ford 3000, supplied by Hawkes & Sons Ltd., for only £2,600.

Auction highlights

1978 David Brown 885, BYB 704S, 1.7, £1,200
1968 Ford 3000, Sekura cab, TYC 417G, 4.8, £2,600
1966 Nuffield 10/60, JDD 394D, runner, 1.8, £1,200
1964 Massey Ferguson 35X, downswept exhaust, 4.9, £4,800
1957 Fordson Diesel Major industrial, 1.7, £1,000
1952 David Brown Cropmaster Diesel, KWO 328, 4, £2,100
1952 Ferguson TE-D 20, runner, 2, £1,300
1940 Fordson N, original, repair to mudguards, 2/3, £1,300
Teagle 510 toppler, new PTO, £700
Ferguson saw bench, with pulley, £250
Fordson steel wheels, £30

One of the nicest tractors, described by bidders as the best lot in the sale, was a 1940 Fordson N 'wide wing' in original condition, that reached £1,300. The top-priced tractor was a 1964 Massey Ferguson 35X, at £4,800.



This 1964 Massey Ferguson 35X was the top-priced tractor at £4,800.



1952 David Brown Cropmaster Diesel was sold for £2,100, with the Ferguson TE-D 20 at £1,300.



Many bidders loved the honesty of this 1940 Fordson N at £1,300, with the 1968 Ford 3000 making £2,600.

Record classics in Bedfordshire

Cheffins staged an auction at South Pillinge Farm, Millbrook, near Bedford, on Thursday 7 September, marking the end of the tenancy of John Tomkins & Sons.

More than 400 lots featured, and as the owners had looked after their machinery the prices achieved reflected accordingly. The highlight was a 1988 Case IH 1455XL with just 4,600 hours on the clock. Those present guessed what it would make, with £20,000 and £30,000 suggested, but it ended up at £43,000 +VAT.

The sale of tractors started with a 2004 New Holland TM140 (KR53 WJE), with

4,621 hours behind it. It made an incredible £33,500, which must be some kind of record. A 1997 John Deere 8100 AutoPowr (R123 YNV), with good BKT tyres and 5,470 hours on the clock, was yours at £32,500, again another record. The 1999 Claas Challenger 55, with 10,324 hours under its belt, still sold well at £18,000.

A 1988 Ford 7610 Force II, registered E931 FHK, had just 3,485 hours on the clock and made a record £31,000. A 1993 JCB 525-58 Loadall Farm Special was clean, with low hours, and saw the hammer fall at £18,500. There was VAT on all lots.



The 1988 Case IH 1455XL made £43,000.



The Ford 7610 Force II reached £31,000.

We are delighted to announce the following

‘The Bill Cassie Collection’

Dispersal Sale on behalf of The Executors of the above estate

Online Auction Sale of Vintage & Classic Tractors, Vehicles, Classic
Commercials, Implements, Ploughs, Spares & Bygones

To include a total of over 350 Vintage & Classic Tactors



Phase One:- Live Online - Monday 23rd October 2023 & ending
Monday 30th October 2023 from 10am

Future Sales will follow in 2024

This is the largest Auction of this kind ever to be conducted in Scotland and
one of the Largest Collections to be Offered for Sale in the UK.

VIEWING DETAILS:

LOCATION - Hillhead Business Park, Cortachy Road, Kirriemuir DD8 4PB

DATES - Wednesday 25th October, Thursday 26th October, Friday 27th
October 2023 10am – 3pm & Saturday 28th October 2023 – 9am – 12 noon

Out With the Above by Strict Appointment Only.

Buyers please register via the Online Auction option at our Website
To Bid Over 5K Please Contact the Office

Please visit our website www.pentlandlivestock.co.uk for regular updates on all Sales

GRAHAM BURKE Tel: 07547 369295 Email: graham@pentlandlivestock.co.uk

Record prices for Porsche

As always, the Goodwood Revival race weekend, over 8-10 September, featured a Bonhams auction, and on this occasion it included several concours Porsche tractors, restored by Jonny Orwin of Holmfirth, West Yorkshire.

First up was a 1957 Porsche PIII (no.12524) 822cc, 12hp, single-cylinder model. Later, the PIII became known as the Junior. Like many of these Porsche tractors that come up, this one didn't have all the lower linkage components and was very much a show tractor. It sold for £17,250.

It was followed by a 1957 Porsche P122 (no.5831) with a two-cylinder, 1.6-litre, 22hp engine. This model started out in 1953 as the A122, as an Allgaier Porsche. The late red example had undergone a meticulous nut-and-bolt restoration, with no expense

spared, and featured the five-speed transmission. It sold for £19,550.

A long-wheelbase (for a mid-mounted mower) 1961 Porsche 329 Super Export (no.3988) three-cylinder featured the full linkage and an eight forward, two reverse transmission. It looked a lovely tractor, and this was reflected in the £28,750 that was paid for it.

The ultimate model in the Porsche line is the Master – and the 429 particularly. This 1961 example (no.163) features the 50hp, four-cylinder air-cooled engine with a five-speed ZF transmission, linkage and row-crop wheels and mudguards – making it different to most of the other models in the Master range. It went on to sell for a huge £63,250!

You can expect to pay more than £40,000 for a reasonable Master, but this one took things to another level!



This 1957 Porsche PIII is a late example of the model and was yours at £17,250.



The ultimate in Porsche tractors is the Master 429. This rare row-crop example sold for an impressive £63,250.

Euro Auctions

There was the usual variety of tractors at the latest Euro Auctions sale, near Leeds, on 13 September, which saw around 75 machines go under the hammer. As ever, bidding was quick and competitive at times, with some quality tractors being sold. There were also some older machines on offer, with prices adjusting accordingly.

Starting things off were some crawlers, which saw a 2003 Caterpillar Challenger

MT765 come out on top at £18,000, while not that far behind was a rather tidy Morooka MK125, with blade, that went on to sell for £15,000.

There were only a couple of Ford tractors in the sale, with an original-looking 7600 coming out on top at £7,500. It was followed by a 1989 Ford 4110 on turf tyres that looked to be in good shape. It came with a Bomford front loader and sold for £4,500, as did an original Massey Ferguson 165.

A 1988, two-wheel drive MF 3060 looked in good condition overall and sold for just £4,500, while looking a little battle scarred was a Massey Ferguson 362 that did slightly better at £6,250. Fitted with a front loader and roll frame/canopy was an MF 240 that appeared to be in good working order. It was yours at £4,750. A good-looking MF 165 appeared to be in original condition, but in need of some restoration, and went on to sell for £4,500.

It was another varied sale, with older and newer tractors selling together, and with no reserves to worry about everything found a new home.



This Ford 7600 looked to be original, but an import from overseas. It went on to sell for £7,500.



This 1989 Ford 4110 was fitted with the LP cab and came with a Bomford front loader, but sold for only £4,500.



Complete with canopy and front loader, this Massey Ferguson 240 eventually sold for £4,750.

Timed Online Collective Machinery Auction

Clarke & Simpson Auction Centre, Campsea Ashe, 1st Wickham Market, Suffolk. IP13 0PS

To include vintage, classic & modern tractors, plant, vehicles, implements & trailers; together with a range of livestock & workshop equipment, tools, models, literature & spares

Bidding via www.i-bidder.com & www.bidspotter.co.uk opens 9am Wednesday 1st November 2023 & closes from 9am Wednesday 8th November 2023

Viewing 9am - 4pm on Friday 3rd, Saturday 4th & Monday 6th November 2023

Online catalogues available Mid-October



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www.clarkeandsimpson.co.uk

i-bidder.com



ONE TO PUT IN THE CALENDAR!

On instructions of Mr Haydn Morris who is retiring

*A genuine dispersal sale of Vintage Agricultural Machinery and miscellanea briefly comprising:
20 Vintage + classic tractors being (all makes from 1940 - 1985) A collection of vintage farm machinery including three threshing machines, a vast array of vintage and commercial parts, workshop/garage tools + equipment.*

To be held by timed online auction with bidding starting on Saturday 16th of December and finishing on Tuesday 19th of December 2023, Via Marteye.

A viewing day at the Livestock Auction, Parc, Glasdir, Denbighshire LL15 1PB will be held on Saturday 16th, Sunday 17th and Monday 18th of December 2023 9am - 4pm, where Mr Morris will be in attendance to answer every question about the machinery.

Website: www.ruthinfarmers.co.uk Tel: 01824 705000 Email: admin@ruthinfarmers.co.uk

Combine relics

On Saturday 23 September, at Southam in Warwickshire, H J Pugh & Co. conducted a 600-lot retirement sale comprising fabrication equipment, metal, building materials, agricultural equipment, vintage tractors, and horticultural machinery. There was something for everyone, but some of it was not in good order when you looked closely.



The two Massey Ferguson 135s sold for £12,000 between them.



Very hard to find, and in good order, 71-year-old International baler made £400.

The gems were a Massey-Harris 21 combine in good, original condition, which sold for £2,100. An even better 1967 Massey-Harris 788 tanker, registered NAC 739F, made £900, and a dusty, but good International baler with Farmall Cub engine, hard to find, was yours at £400. Earlier on, a rare Bristol 10 orchard crawler, with covers over the tracks, sold for £220.



The star lot was this Massey-Harris 21 combine, selling at £2,100.



Looking good, the 1967 Massey Ferguson 788 combine sold for £900.

A very good, original 1989 Belarus 1507 with turbocharged V6 engine and three-range transmission, which had been exhibited at Tractor World in the past, sold for £10,200. A two-wheel drive Belarus 860, in not such good condition, raised £2,800.

Auction highlights

- Allen Autoscythe, 2, £55
- Fordson N, wide wing, original, 1.7, £620
- Allis-Chalmers BN, good original, 2, £580
- Allis-Chalmers B, so so, 1, £400
- Ferguson TE-D 20, vineyard conversion, 2/3, £1,620
- BMB President, 2, £600
- Farmall A, 2, £650
- Trusty Steed, with implements, 2/3, £170
- Bristol 10, complete, good, 1.7, £300
- Bristol 10, complete, 1.7, £400
- Bristol 10, with early car radiator, 2, £480
- Bristol 10, orchard, 1.7, £220
- Ransomes MG2, in bits, 1.7, £260
- Welger baler, 2/3, £480
- 1952 IH pick-up baler, Farmall Cub engine, rare, 1.7/3, £400
- 1947 Massey-Harris 21, the real thing, good, 2/3, £2,100
- 1967 Massey Ferguson 788, NAC 739F, excellent, 2/3, £900
- 1989 Belarus 1507 turbo, artic, good, original, 10, £10,200
- Belarus 860, not bad, 9.2, £2,800
- Massey Ferguson 703 baler, 10, £700
- Massey Ferguson 135, restored, 4.9, £7,200
- Massey Ferguson 135, restored, 4.6, £4,800
- Ferguson two-furrow plough (x2), £280
- David Brown Albion pick-up baler, £380
- Michigan 75A loading shovel, ex-military, £1,400

Marshall saw bench stars

H J Pugh & Co.'s steam and vintage sale at Sheffield, on Saturday 16 September, was rather 'hit and miss' – like other sales in September this year.

The two steam lots were in good order, but the money offered (£56,000 and £62,000) was not accepted. A superb 36in Ransomes threshing drum, magnificently restored, sold for a very good £4,900.

A c1944 Fordson Standard N Utility, painted an odd shade of green, reached £4,000. An original Marshall saw bench saw the hammer fall at £6,000, and a restored 1951 Ferguson TE-F 20 reached £3,400.



Looking good, the original Marshall saw bench sold for £6,000.



Fordson N was yours at £4,000.

R C Atkinson Caterpillars

On Saturday 16 September, Browns conducted the R C Atkinson deceased estate sale at Burton Hastings, on the Warwickshire/Leicestershire border. Bob Atkinson, a builder by trade, liked a bit of everything – from trucks, Caterpillars, and plant, as well as his very interesting 1930 Marshall 6hp portable, no.85246, which was sold for just £14,900 – with a virtually new boiler and firebox, but needing a new set of boiler tubes, which were supplied with the engine.

As for the 13 Caterpillars, there was no VAT on these lots, and things started with a 1937 Caterpillar 22, no.1J1753SP, selling

for £4,000 (grade 2/4). The average price for the Caterpillars was a little more than £3,000, but a Swedish D4, no.7U3612, with peeling military green paint sold at a good £5,000. That was topped by an amazing £7,800 Internet bid for a Caterpillar no.40 6-ton trailed hydraulic scraper in excellent condition.

Lastly, a Ruston Bucyrus 10RB with crane fitment sold for £2,900. The re-engined dragline was started up after the sale and after the smoke had cleared it appeared to be in good condition, tracking well.

It was a very interesting sale, full of enthusiasts, which made for a pleasant atmosphere.



The 1978 Zetor 8011 with Bomford hedgecutter made a good £3,050.



Caterpillar Twenty-Two went on to sell for £4,000.

Auction highlights

David Brown Cropmaster, SNX 299, 1, £600
Zetor Crystal 8011, Farmhand loader, 2, £1,600
1978 Zetor Crystal 8011, BAH 913T, 3,299 hours, Bomford hedgecutter, 2, £3,050
Ruston Bucyrus 10RB, runs and tracks well, replacement engine, good, 3, £2,900
Caterpillar no.40 6-ton hydraulic trailed scraper (rare), 2/3, £7,800
1944 Ransomes MG2, no.1351, with TS41 plough and discs, 2/4, £1,300
International TD-9 (listed as TD-8) with Bucyrus blade (not fitted), 2, £1,600
1937 Caterpillar 22, no.1J1753SP, 10in tracks, good, 2/4, £4,000
Caterpillar R2, 12in tracks, 2/4, £3,000
1940 Caterpillar D2, no. 3J4580SP, 417 hours showing, 2/3, £1,300
1941 Caterpillar D2, no. 5J3903SP, 992 hours, 2/3, £1,850
1939 Caterpillar R4, no. 6G1021WS, 16in tracks, 1.4, £1,500
1948 Caterpillar D4, no. 7U3630, 16in tracks, 2, £3,850
1949 Caterpillar D4, no. 7U5568, wide tracks, 1,448 hours, 2/4, £1,900
1948 Caterpillar D4, no.7U3612, ex-Swedish army, green paint peeling, Hyster winch, 2, £5,000
1948 Caterpillar D6 8U, rear winch, so so, 1.8, £2,600
c1944 Caterpillar D7M, 22in tracks, rear winch, so so, 1.8, £3,200
1950 Caterpillar D6 9U, pipe layer with side crane, 2, £4,850
Caterpillar D8D, so so, 1.6, £1,900
Caterpillar 619C, self-propelled scraper, 2 £4,200

Muir-Hill fleet

This sale was staged by Hobbs Parker of Ashford, in fine weather, on Saturday 23 September at Wickham Court Farm, West Wickham, Kent. It featured Michael Dallyn's good, clean stock – due to his retirement from the Bromley Council-owned farm, which amounts to nearly 500 acres.

Numerous Muir-Hills have been used on the farm over the years, including a Perkins V8-powered 171, 141, and a fleet of 121s, that Michael's son, Guy, explained were used on the farm earlier in the year. The machinery had been looked after order, which helped the hammer prices.

A 1984 Ford TW-35, with 5,202 hours on the clock and needing some love, reached £9,500, while the two John



What a rare line-up! The Muir-Hills sold for £52,500 +VAT between them, which was as expected.

Deere 2064 and 2066 combines with 20ft headers made £23,000 between them.

It was a sad day for the vendor, but the lots sold well.

Auction highlights

1984 Ford TW-35, 5,202 hours, B695 AKM, rear wheel weights, cab so so, 9.1, £9,500
1974 Muir-Hill 121 Dual Power, F121A32045, CJJ 632N, best one, 2/3 £15,000
1974 Muir-Hill 121 Dual Power, F121A31986, CFW 458N, 2/3, £15,000
1979 Muir-Hill 121 Dual Power, F12132036, NWC 316V, 2/3, £14,500
Muir-Hill 121 Dual Power forward-control sprayer, 20-24m, Q plate, 2,000-litre tank, good order, 2/3, £8,000
1972 Muir-Hill B5000 loading shovel, LLK 779K, so so, 9, £2,500
1987 Muir-Hill B5000 loading shovel and back actor, E40 MKH, good, 9.8, £4,500
1985 Massey Ferguson 158F, Duncan cab, 3,280 hours, V5C, 4.4, £5,400 (no VAT)
1955 Ferguson 3-ton trailer, good, spare tyres and wheels, 4, £320

PART M-R

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

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

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

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

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

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

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

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

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

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

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

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

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

WHAT OUR CODING SYSTEM MEANS

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

Band 1

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

Band 2

A tractor that is running and needs some work.

Band 3

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

Band 4

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

Band 5

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

Band 6

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

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



MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
MASSEY-HARRIS (CONTINUED)							
555	1954-57	NA	£3,700	NA	£4,100	£4,600	NA
444	1954-57	£900	£1,900	£4,800	£3,800	£4,400	NA
Pony 11 & 14 Woodstock CN made	1947-57	£1,000	£1,900	£2,000	£2,100	£2,900	NA
Pacer 16	1953-56	£1,000	£1,600	£2,300	£2,000	£2,700	NA
Pony 811-812-814-820 French	1951-58	£850	£1,200	£2,100	£1,200	£2,900	£5,700
Pony 820 vineyard	1953-58	£1,000	£1,600	£2,400	£1,600	£2,900	NA
MATBRO							
Super Loadstar loading shovel	1953-64	£1,400	£2,600	£2,800	£2,400	£3,800	NA
M25D Major Forklift	1954-63	£1,500	£2,000	£2,500	£2,300	£2,900	NA
Mantis	1956-62	£1,300	£1,700	£3,100	£2,300	£2,800	NA
Mastiff 6-100MT & MKII	1962-67	£26,000	£31,000	£65,000	£42,000	£52,000	NA
MUIR-HILL							
Fordson F Industrial Shunter	1924-8	NA	£2,100	NA	£3,000	£4,500	NA
Fordson N Industrial Shunter	1928-45	£1,400	£1,900	£3,200	£2,500	£3,400	NA
Fordson N Dumper various sizes	1931-38	£1,000	£1,700	£2,800	£1,900	£3,500	NA
Fordson N Dumper various sizes	1939-45	£850	£1,800	£3,500	£3,900	£4,300	NA
Fordson N Crane	1934-45	£750	£1,200	£2,900	£1,900	£2,900	NA
Fordson E27N Dumper 10RB	1946-52	£1,000	£1,600	£2,400	£2,100	£2,800	NA
Fordson E27N Shunter P6	1946-52	£1,600	£2,400	£4,500	£3,900	£4,800	NA
Fordson E27N Shovel p/p	1946-52	£900	£1,400	£2,500	£1,800	£2,900	NA
Fordson E1A 2WL Loader	1953-63	£900	£1,700	£2,100	NA	NA	NA
Fordson E1A Shunter	1953-61	£2,600	£2,300	£4,200	£2,900	£4,100	NA
101 Mk 1/2&3	1966-72	£5,900	£7,900	£18,100	£14,300	£21,500	£24,700
110 P 6354	1968-75	£6,800	£9,800	£24,600	£13,400	£23,900	NA
111 Mk3	1972-82	£6,900	£8,900	£22,000	£18,200	£24,100	NA
121 Series 1-2 & 3	1972-82	£6,800	£11,100	£24,000	£20,900	£23,100	£33,000
141	1978-82	£9,600	£12,800	£26,900	£21,500	£26,900	NA
161	1969-75	£11,200	£12,900	£48,100	£25,400	£27,400	NA
171	1975-82	£12,700	£24,400	£37,000	£26,900	£34,170	NA
MB-TRAC (MERCEDES-BENZ)							
U406	1976-82	£4,600	£7,900	£15,800	£12,900	£14,100	NA
65/70	1973-82	£4,700	£9,800	£26,800	£16,000	£22,900	NA
700	1976-82	£6,800	£12,200	£18,900	£14,100	£20,200	NA
800	1976-82	£7,850	£12,700	£21,500	£22,500	£28,300	NA
900 Turbo	1976-87	£8,480	£16,900	£24,300	£20,500	£24,800	NA
1000	1976-84	£8,400	£14,800	£22,250	£24,900	£28,700	£21,000
1100	1976-87	£12,400	£23,900	£70,250	£23,300	£32,800	£46,500
1300	1976-87	£12,200	£24,100	£24,200	£27,100	£36,700	NA
1400	1987-91	£12,300	£20,900	£56,000	£37,000	£48,500	NA
1500	1980-87	£12,700	£21,700	£60,000	£28,500	£51,200	NA
1600	1987-91	£13,200	£27,600	£54,700	£34,400	£56,400	NA
1800	1989-91	£14,100	£27,900	£61,800	£38,500	£62,700	NA
MINNEAPOLIS THRESHING MACHINE CO.							
40-80	1912-20	NA	£47,000	£122,000	£92,700	£127,900	NA
20-40	1914-19	NA	£52,700	£32,700	NA	£44,200	NA
No 15/15-30/12-25	1915-26	NA	NA	NA	NA	NA	£69,700
35-70	1920-29	£21,300	£32,000	£46,000	£108,500	£122,000	£149,890
22-44	1919-27	£35,300	£39,800	£54,000	£52,150	£64,754	NA
17-30A-B	1920-34	£9,500	£8,200	£21,900	£25,800	£21,400	£16,600
39-79	1929-31	£9,100	£14,900	£26,200	£24,100	£28,200	NA
MINNEAPOLIS -MOLINE							
ZTS	1937-47	£1,850	£2,200	£3,600	£2,900	£3,000	NA
RTS	1939-47	£1,500	£2,400	NA	£3,600	£4,100	NA
RTU	1939-54	NA	NA	NA	£1,900	£2,950	NA
RTI	1947-54	NA	£2,100	NA	£3,300	NA	NA
UDLX	1938	£33,200	£39,200	£77,638	£75,400	£75,200	£97,333
UTS	1939-54	£1,800	£2,800	£4,000	£3,200	£4,400	NA
UTS Perkins P4	1939-54	NA	NA	NA	NA	£4,800	NA
ZTU	1936-48	£1,700	£2,500	£3,400	£2,300	£3,900	NA
GT	1938-41	£2,700	£3,600	£5,400	£4,100	£6,100	NA
GTA	1942-47	£2,400	£3,850	£5,100	£4,200	£5,900	NA
GTB	1947-54	£2,800	£3,100	£4,000	£3,400	£4,900	NA
GT/A Perkins Conv	1938-47	NA	£4,900	NA	£6,800	NA	NA
UDM Meadows engine	1947-50	£3,200	NA	NA	NA	£16,000	NA



Three Muir-Hill 121s were sold at auction on 23 September, with this one making £15,000.



This example also sold for £15,000, which was as expected.



The cheapest of the three 121s was this example at £14,500.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
UDS Dorman engine 1	947-50	NA	NA	NA	NA	£10,000	NA
ZA	1949-53	NA	£1,800	NA	£2,400	NA	NA
ZB	1953-55	NA	NA	NA	£3,000	NA	NA
GB	1955-59	£2,200	£2,600	£6,600	£6,200	£8,900	NA
GBD	1955-59	NA	£3,900	£6,100	£6,100	£6,300	NA
UB Special	1955-57	£2,400	NA	NA	£5,200	NA	NA
G1000 Wheatland/Vista	1965-69	£2,300	£2,800	£3,400	£3,100	£3,800	NA
Jet Star 4 diesel	1960-62	£950	£1,100	£1,900	£1,800	£2,000	NA
G1050	1969-71	£900	£2,100	£3,400	£6,900	NA	NA
A4T-1600 Artic	1969-72	£4,500	£6,700	£21,000	NA	£10,400	NA
MOLINE PLOW CO.							
Universal C 2-cylinder	1916-18	£9,000	£15,700	£34,000	£14,900	£36,200	NA
Universal D 4-cylinder	1918-23	£8,100	£18,200	£26,000	£27,250	£28,750	NA
NEWMAN							
AN3 three-wheeler	1948-53	£900	£1,200	£1,800	£1,900	£2,400	NA
AN4	1948-53	£450	£1,000	£2,500	£1,000	£2,300	NA
NORMAG							
K18	1952-57	£1,200	£1,300	£2,700	NA	£3,400	NA
NORTHROP							
5004	1965-5	£26,000	£49,500	£74,000	£44,000	£37,500	NA
5006	1966	NA	NA	£106,000	NA	NA	NA
NUFFIELD							
M4 Universal	1948-56	£850	£1,700	£5,600	£2,400	£3,900	£5,900
MV3 rowcrop	1948-56	£2,600	£4,600	£7,900	£5,600	£7,400	£8,500
DM4 Perkins P4	1950-54	£1,700	£3,200	£6,900	£3,300	£5,300	£6,100
DM3 Rowcrop Perkins P4	1950-54	NA	NA	NA	£7,300	NA	NA
Universal DM4 & 4DM	1954-61	£780	£1,750	£3,600	£2,900	£4,900	£6,200
Universal DM4 4WD Canttore	1958-61	NA	£4,900	£8,400	NA	NA	NA
3DL Universal Three	1957-61	£850	£1,500	£4,300	£2,900	£4,800	£5,200
Universal Three 4WD	1960-62	NA	£5,600	NA	NA	NA	NA
460	1961-64	£750	£1,500	£3,900	£2,200	£5,600	£6,400
460 rowcrop	1961	NA	NA	NA	£4,000	NA	NA
3/42	1961-64	£875	£1,400	£3,400	£2,700	£4,700	£5,900
10/42	1964-67	£950	£1,900	£3,900	£2,900	£4,200	£5,200
10/60	1964-67	£900	£1,900	£3,900	£3,100	£4,600	£5,300
M4 Universal	1948-56	£850	£1,700	£4,200	£2,400	£3,900	£5,900
MV3 rowcrop	1948-56	£2,600	£3,600	£7,900	£4,600	£6,900	£8,500
DM4 Perkins P4	1950-54	£1,700	£3,200	£6,900	£3,300	£5,300	£6,100
DM3 Rowcrop Perkins P4	1950-54	NA	NA	NA	£7,300	NA	NA
Universal DM4 & 4DM	1954-61	£780	£2,000	£3,600	£2,900	£4,900	£6,200
Universal DM4 4WD Cantore	1958-61	NA	£4,900	£6,200	NA	NA	NA
3DL Universal Three	1957-61	£850	£1,500	£4,300	£2,900	£4,800	£5,200
Universal Three 4WD	1960-62	NA	£9,600	NA	NA	NA	NA
460	1961-64	£950	£1,500	£4,900	£2,200	£5,600	£6,400
460 rowcrop	1961	NA	NA	NA	£4,000	NA	NA
3/42	1961-64	£875	£1,400	£6,400	£2,700	£4,700	£5,900
10/42	1964-67	£950	£2,100	£3,900	£3,900	£4,200	£5,200
10/60	1964-67	£900	£1,900	£5,900	£4,100	£4,600	£5,300
BMC Mini (with hydraulics)	1965-68	£950	£1,800	£4,200	£2,900	£5,100	£5,400
BMC Mini (without hydraulics)	1965-68	£780	£1,000	£3,250	£1,100	£2,000	NA
4/25	1968-69	£850	£2,950	£4,850	£3,100	£4,200	£5,900
3/45	1968-69	£950	£2,950	£4,900	£3,400	£5,600	£6,400
4/65	1968-69	£1,000	£2,600	£5,800	£3,800	£5,750	£7,100
4170 4WD Cantore	1964-67	NA	£7,400	NA	£8,600	NA	NA
OLIVER							
Oliver 18-28	1930-36	£1,900	£2,500	£4,600	£2,800	£4,300	NA
Oliver 28-44	1930-36	£2,000	£2,200	£5,000	£3,200	£4,500	NA
Oliver 90	1930-37	£2,100	£2,900	£5,600	£5,900	£5,400	£7,000
Oliver 99	1938-48	£1,900	£2,300	£4,900	£3,800	£4,800	NA
Oliver 80 Standard	1938-52	£1,900	£2,500	£6,400	£3,200	£5,100	£8,800
Oliver 80 V rowcrop	1938-52	NA	NA	NA	£3,100	NA	NA
Oliver 70 V rowcrop	1938-52	NA	£2,600	£3,400	£3,100	£5,200	NA
Oliver 70 Standard	1937-48	£2,300	£2,900	£4,100	£4,900	£7,300	NA
Oliver 60 Standard	1935-48	£1,700	£2,100	£4,000	£3,900	£4,000	NA
Oliver 60 rowcrop	1935-48	NA	£1,700	NA	£2,500	£3,000	NA
Oliver 77 Fleetline Petrol	1948-52	£1,900	£1,800	£3,200	£2,600	£3,600	NA
Oliver 88 Fleetline Diesel	1948-52	£1,900	£2,700	£3,900	£3,800	£7,200	NA
Oliver 99 Super Diesel	1954-58	£2,000	£3,600	£4,500	£4,200	£5,900	NA
Oliver 99 Super GM Diesel	1954-58	£3,900	£4,800	£6,400	£6,200	£7,300	NA
Oliver 55 Super Diesel	1954-58	NA	NA	NA	£5,100	£10,000	NA
Oliver 770	1958-63	NA	NA	NA	NA	£5,200	NA
Oliver 880	1958-63	£1,600	£2,100	£3,600	£2,900	£3,100	NA
Oliver 990 GM Diesel	1958-61	£1,800	£2,900	£3,900	£3,100	£5,800	£11,000
Oliver HG crawler	1944-51	£1,600	£2,100	£3,300	£2,300	£3,400	NA



This 1966 Nuffield 10/60 sold for £1,200 at the Honiton Hill Rally on 28 August.



This is a good example of a Porsche P122, with full linkage, selling for £19,550.



The Ransomes 36in drum looked the part on 16 September and sold for £4,900.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
Oliver OC-3 crawler	1944-51	£950	£1,200	£3,600	£2,900	£3,100	NA
Oliver/Cletrac FDE w/blade	1945-52	NA	£2,900	NA	NA	£6,750	NA
Oliver OC-6D	1953-60	NA	NA	NA	NA	£3,100	NA
Oliver-OC18 with blade	1952-60	NA	NA	NA	NA	£8,000	NA
Oliver-OC4	1956-58	NA	£1,850	NA	NA	NA	NA
Oliver-OC-46	1962-65	£1,600	£2,300	NA	NA	NA	NA
Oliver G1355	1969-71	£2,700	£3,800	£6,900	£5,600	£7,200	NA
Oliver	1955	1970-74	£1,900	£2,300	£3,500	£2,900	£3,600
Oliver 2255 V-8	1972-76	£3,400	£4,600	£9,100	£8,100	£10,300	£15,700
OPPERMAN MOTO CART							
Tipping Cart JAP Tricycle	1948-56	£120	£450	£1,800	£1,200	£1,700	NA
OTA (OAK TREE APPLIANCES)							
Row Crop three-wheeler Monarch	1949-55	£560	£900	£1,400	£1,200	£1,800	£2,100
PAMPA (ARGENTINA)							
IAME 55hp hot-bulb Bulldog copy	1951-55	£4,800	£7,200	£9,800	£5,900	£8,900	NA
DINFIA 60hp hot-bulb Bulldog copy	1955-60	£3,900	£6,900	£5,900	£6,300	£9,250	NA
PARRETT							
12-25 H	1918-20	£26,600	£32,000	£46,000	£37,600	NA	NA
PATTERSON (GOLF COURSE TRACTORS)							
Ford AA/B	1929-39	£650	£1,200	£2,900	£1,900	£3,800	NA
Bedford W	1934-39	£900	£1,400	£3,000	£2,000	£2,400	NA
Ford 10hp MK14	1939-50	£650	NA	NA	NA	£2,700	NA
MK12SB Land Rover eng conv	1939-56	NA	NA	NA	£1,800	NA	NA
PETERBRO							
Peterbro 18-35	1920-28	£28,600	£48,000	£55,000	£36,000	NA	NA
PIONEER							
30	1910-27	NA	NA	NA	£145,350	NA	NA
PORSCHÉ							
Allgaier AP17	1950-53	£3,100	£4,600	£9,800	£4,950	£12,600	£16,200
Porsche A111	1952-57	£2,250	£4,800	£10,600	£7,200	£9,200	£17,400
Junior 108-9	1957-63	£2,100	£4,900	£16,800	£8,600	£15,400	£18,300
AP Standard & Star & 122	1952-63	£1,950	£5,900	£19,100	£8,200	£15,900	£22,900
Super 308 range	1957-63	£1,900	£8,100	£22,900	£17,500	£18,900	£16,900
Super Export 329	1957-63	£2,750	£8,200	£20,200	£19,950	£16,200	£17,200
Master 408 range	1958-63	£8,250	£12,750	£54,700	£15,900	£24,700	£29,800
RANSOMES							
MG2	1936-48	£480	£700	£1,650	£1,300	£1,500	£1,900
MG5	1948-53	£490	£750	£1,400	£1,200	£1,250	£2,250
MG6	1953-60	£520	£900	£1,600	£1,050	£2,000	£2,200
MG40	1960-65	£690	£1,200	£2,000	£1,300	£2,100	£2,600
MGITC	1953-60	£800	£1,900	£2,600	£2,000	£2,800	NA
RENUALT							
PE-1	1926-30	£8,200	£10,300	17,800	£12,400	£17,200	NA
YL-E Vineyard	1933-38	£2,800	£3,300	£6,900	£4,600	£15,400	NA
304E	1944-47	£1,100	£1,800	£2,400	£2,300	£2,800	NA
R3040	1947-48	£900	£1,600	£3,500	£1,900	£2,400	NA
R3041/3042 3043 3044 3045 3082	1949-55	£950	£1,600	£1,900	£2,200	£2,600	NA
3050 7050 7051 7052	1956-60	£1,300	£1,800	£3,000	£3,100	£3,400	NA
Master 717 4 x 4	1966-70	£720	£1,900	£3,400	£2,900	£3,900	NA
ROADLESS							
Fordson Irish & N crawler	1930-39	£3,900	£5,300	£9,600	£9,800	£11,200	NA
Fordson N crawler	1939-45	£5,700	£8,200	£18,700	£12,700	£15,700	NA
Fordson N RAF crawler f/winch	1939-45	£5,750	£9,200	£23,500	£14,200	£18,500	NA
Fordson E27N DG4 h-track p/p	1945-52	£5,100	£6,100	£8,200	£6,400	£10,400	NA
Fordson E27N DG4 h-track P6	1948-52	£5,900	£7,800	£12,100	£8,200	£11,800	£12,200
Fordson E27N Hi-clear p/p	1951	£6,200	£4,900	£8,200	£7,100	£8,600	NA
Fordson E27N E Full-track p/p	1950-52	£4,400	£16,000	£19,200	£12,800	£15,400	NA
Fordson E1A Major Half-track	1953-62	£3,600	£4,200	£11,400	£7,100	£9,200	NA

NEXT ISSUE: ROCK ISLAND | ROLLO | RUSHTON | SAME | SAMSON | SAUDERSON & MILLS & CROSSLEY | SCHLÜTER

OCTOBER

20 October

Timed Online Auction of Plant, Machinery & Sundry Items.
Brightwells.
brightwells.com

20-21 October

Cambridge Vintage Auction.
Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT.
Cheffins.
cheffins.co.uk

21 October

Annual Collective Machinery Sale.
Lincolnshire. Longstaff.
Tel: 01775 766766

21 October

Machinery Sale.
Chevin Lodge, Otley LS21 3BD.
Wharfedale Farmers Auction Mart Ltd.
Tel: 01943 462172

23-30 October

Online Auction Sale of "The Bill Cassie Collection".
Vintage & Classic Tractors, Vehicles, Classic Commercials, Implements, Ploughs, Spares & Bygones.
Pentland Livestock Ltd.
pentlandlivestock.co.uk

23-31 October

Online Timed Sale.
Symonds & Sampson.
symondsandsampson.co.uk

24 October

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

25 October

Online Collective Monthly Auction of Agricultural, Farm, Garage, Industrial Machinery, HGVs, Small & Large Plant, Tools, Boats etc.
Husseys.
husseys.co.uk

27 October

Online Timed Machinery Collective Auction.
Edward Buckland
edwarduckland.co.uk

27 October

Kidderminster Machinery Sale.
To include Special Vintage Tractors & Implements Section. The Gallops, Stanklyn Lane, Stone, Kidderminster DY10 4AR. Halls.
Tel: 01562 820880

27 October

On Farm Dispersal Sale.
Stuartslaw, Duns. Harrison & Hetherington,
Tel: 01228 406200

27 October

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

27 October

Auction of the Wilbur Jueneman Caterpillar Collection.
Online Bidding. 413 N Railroad Street, Hanover, KS, USA. Aumann Auctions.
aumannvintagepower.com

28 October

Vintage & Classic Tractors, Engines, Implements, Cast Iron Seats, Signs & Tools.
Hazle Meadows Auction Centre, Ross Road, Ledbury, Herefordshire HR8 2LP.
H J Pugh & Co.
Tel: 01531 631122

28 October

Farm Dispersal Sale.
Kenwick, Cockshutt, Ellesmere. Halls.
Tel: 01691 622602

28 October

Wadebridge Machinery Collective Auction.
The Royal Cornwall Showground.
Edward Buckland.
Tel: 01872 306090

28 October

Auction of the Aloys Ebe Estate Tractor & Equipment Collection.
Online Bidding.
2976 West Main Street, Custer, WA, USA.
Aumann Auctions.
aumannvintagepower.com

30 October

Jerry Stroebe Fall Tractor Auction.
Online Bidding. Saginaw, MI, USA.
Aumann Auctions.
aumannvintagepower.com

NOVEMBER

1 November

Jerry Stroebe Fall Tractor Parts Auction.
Online Bidding. Saginaw, MI, USA.
Aumann Auctions.
aumannvintagepower.com

1 November

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

3 November

Machinery Sale.
Applegarth Mart, Northallerton DL7 8LZ.
Northallerton Auctions.
Tel: 01609 778786

3 November

Collective Sale.
Chepstow Racecourse Car Park, NP16 6BE.
Gwilym Richards.
Tel: 01600 860300.

3 November

Collective Machinery & Equipment Sale.
Ashford Market, Monument Way, Orbital Park, Ashford, Kent TN24 0HB.
Hobbs Parker.
Tel: 01233 506246

3-8 November

Timed Online Auction.
York Auction Centre.
ylc.co.uk

4 November

Auction at Newark Vintage Tractor & Heritage Show
On Site Bidding Only. Newark Showground, Lincoln Road, Newark, Nottinghamshire NG24 2NY.
Brown & Co.
Tel: 01480 598861

4 November

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

4 November

Collective Sale of Vehicles, Farm Machinery & Associated Tools.
Tyne Green, Hexham, Northumberland NE46 3SG.
Hexham & Northern Marts.
Tel: 01434 605444

6 November

Sale of Tractors, Quad Bikes, Commercial Vehicles, Implements, Machinery & Equipment.
Longtown Mart, Townfoot, Longtown, Carlisle CA6 5LY. C&D Marts.
Tel: 01228 791215

6 November

Auction of Peter Family Collection.
Online Bidding. 26591 S Bolland Road, Canby, OR, USA. Aumann Auctions.
aumannvintagepower.com

6-7 November

Cambridge Machinery Sale.
Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT.
Cheffins.
cheffins.co.uk

8 November

Online Collective Sale of Combines, Tractors, Plant, Vehicles, Trailers, Machinery, Tools & Spares.
Clarke & Simpson.
Tel: 01728 724200

9 November

Timed Online Plant, Machinery & HGV Auction.
Brightwells.
brightwells.com

9 November

Auction of Christianson Oliver & John Deere Collection.
Online Bidding. Lucerne, IN, USA.
Aumann Auctions.
aumannvintagepower.com

11 November

Salisbury Vintage Sale.
Netherhampton Road, Salisbury SP2 8RH.
Southern Counties Auctioneers.
Tel: 07971 571612

12 November

Auction of Greg Peterson Collection Part 3: Toys, Literature & Memorabilia.
Online Bidding. 20114 IL Route 16 Nokomis, IL, USA. Aumann Auctions.
aumannvintagepower.com

15 November

Auction of Classic & Vintage Tractors, Combine Harvesters, Telescopic Loader, Self-Propelled Sprayer/Spreader, Implements & Machinery.
Gloucestershire. Cheffins.
cheffins.co.uk

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

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TRACTORS AND MACHINERY**BRISTOL BRISTOL 10**

1945, £2. Bristol 10 crawler Circa 1945 Good running order. New radiator. In primer needs painting £2000 Ono *Tractor only not trailer* Please call 07591436412. Please call 07951436412, East of England.

120692

CASE

CASE C running good block. Please call 07855399487, South West.

120462

COUNTY 1124 VGC

POA. Restored 5 years ago with new tyres and little use. Please call 01507 523739, Yorkshire and the Humber.

120410

DAVID BROWN 780

David Brown 780 highways model, power steering, for restoration, runs well. Please call 01747 828272, South West.

120311

DAVID BROWN 996

David Brown 996, power steering, pick up hitch, good tyres, good working example. Please call 01747 828272, South West.

120312

DAVID BROWN 780 SELECTAMATIC

1968, £5,000. 1968, £5000. Everything works, has been well refurbished. V5. Please call 07831329971, North West.

120517

DAVID BROWN

£3,000. David Brown 1412 h./DRA. Shift 90HP born stored 4./new front tyres starts button. Please call 07767 815977, South West.

120569

DAVID BROWN 885 STRAIGHT

£4,250. Good Tyres 1976 power Steering. Please call 01981242061, West Midlands.

120580

DAVID BROWN 880 IMPELMATIC

1962, £4. front loader bucket and forks good condition starts on the button tyres 90% reluctant sale due to ill health. Please call 07761501058, North West.

120796

DAVID BROWN 1490

David Brown 1490, rusty but sound for work or restoration. Please call 01747 828272, South West.

120297

DEUTZ-FAHR M660

1985, £2,300. Deutz Fahr M660 Combine 8ft cut. Working, barn stored. Includes large selection of spare belts, bearings, screens and much more. £2,300 no VAT. Lincoln collection only. Please call 07786947470, North West.

120514

FERGUSON TEF

1954, £2,500. Restored 5 years ago Runs well Good Tyres Full modern lighting Used mainly for road runs Roll Bar. Please call 07980996137, West Midlands.

120445

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Landini L55/60 - fully restored



Minneapolis Moline Z - fully restored



Balilla - 1938 - older restoration



Case 9-18 - 1917 - older restoration



Case 75 steam tractor - 1909 - fully restored



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John Deere Lanz D6006 - 60 hp tractor



Hornsby 9 HP engine

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Get your Land Rover ready for the year with our industry recommended parts!

FERGUSON TEA20

1952, POA, offers welcome. Ferguson TEA20 1952. Hasn't been running for 20 years, restoration project. Original restoration book, two owners. Please call 07831 271604, South East.

120508

FERGUSON TEA 20

£2,450. TEA 20 Ferguson tractor. Excellent engine, hydraulics, bodywork comes with spare tyres, petrol+TVO good runner, V5. Please call 01249750384, South West.

120540

FERGUSON TED 20

1952, £2,500. starts and runs well, front tyres and new lights. tin work and paint shot on. Please call 01706814255, Yorkshire and the Humber.

120564

FERGUSON

£3,500. Tractor T20 diesel good runner tyres good with mc connel saw bench with tipped blade. Please call 079898817460, East Midlands.

120572

FERGUSON FE35

1957, £3,500. FE35 Diesel, in lovely and reliable condition. Owned 22 years, retirement forces sale. Please call 01228 710 672, North West.

120663

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.

120245

FERGUSON T20

£2,850. Ferguson T20 with reduction gearbox, good working condition. Please call 01747 828272, South West.

120305

FIELD MARSHALL TRACTOR

£5,250. 1/2 scale field master tractor diesel engine. Please call 01803 411097, South East.

120341

FORD 7810

Ford 7810, with loader, sound ex farm. Please call 01747 828272, South West.

120308

FORD THAMES TRADER BULKER LORRY

1960, £18,000. 1960 Ford Thames Trader Bulker Lorry. In good running condition. Please call 01327 260620, East Midlands.

120185

FORD 4000

£4,750. New piston rings and shells, very tidy old tractor surplus to requirements, £4750. Please call 01406 258468, South East.

120244

FORD 7710

1983, £11,000. £11,000 plus VAT. 1983 FORD 7710. 4WD. Owner driven last 34 years. Mechanically v good. Unrestored. Please call 07885 823251, Yorkshire and the Humber.

120277

FORDSON DEXTA



£2,500. Fordson Dexta double clutch it runs good restoration project £2500 ono. Please call 07585004935, South East.

120411

FORDSON E1A

£2,000. Fordson Major 1953. It has had new. Starter motor. Battery. Radiator all fitted by tractor mechanic. Needs coat of paint. Please call 01323 842609, South East.

120423

FORDSON E27N



POA. FORDSON E27N none running block has been patched 4,3 gear box engine free looks complete. Please call 07855399487, South West.

120457

FORDSON DEXTA

1962, £4,495. Fordson Dexta 1962 Live drive. Very good original paint work. Everything works as it should and the engine is beautiful. Just had a new clutch steering box parts and a full service. Good tyres and linkage. Please call 07787882204, North East.

120523

FORDSON MAJOR E27N



£5,000. Fordson Major E27N, with brand new tyres. Please call 01469 530373, Yorkshire and the Humber.

120556

FORDSON E27N P6

1948, £5,000. Engine fitted with Hy Low speed back end good running order. Please call 01379650504, East of England.

120656

FORDSON KFD



1952, 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 0113-50 77 05, Channel Islands.

120248

FORDSON MAJOR



£2,850. Fordson Major, good runner, for work or restoration. Please call 01747 828272, South West.

120303

FORESTRY MACHINERY DISC HARROWS



£4,200. Disc Harrows, Cousins K100XN. Please call 07970 856341, East of England.

120276

13 TONNE GROSS SILAGE TRAILER WITH TWIN 6.50 TONNE AXLES



1995, £2,600. Maxwell 13 tonne gross silage trailer, twin 6.50 tonne axles and very good tyres. Approx. 13 foot long and 7 foot wide. Very substantial chassis with no rot just surface rust. No leaks on 3 stage ram and complete with full road lights, indicators and trailer braking system. Tailgate opens automatically as it tips and closes when lowered as usual. If not sold, the sides, front and rear door will be removed and sold separately and the trailer converted to a dump or flat body. Age is estimated as need to complete the box! Viewing welcome anytime by arrangement. More photos available on request, Email rcc765@yahoo.com Mob 07775713002. Please call 07775713002, East Midlands.

120521

INTERNATIONAL TITAN 10/20



1919, £17,000. International Titan 10/20, 1919 running order complete with own trailer, £17000. Collection only. Please call 07876353346, South East.

120491

INTERNATIONAL BTD6



£2,750. Nile straight crawler all works starts first time running gear good 1956 original log book 3947 hours barn stored. Please call 07860 346682, South East.

120576

INTERNATIONAL W4



POA. International W4 electric start. Starts and runs well with original working lights. Please call 07855 399487, South West.

120721

INTERNATIONAL W6



1941, International W6 for sale Electric start Petrol TVO 1941 Lease lend tractor with V5 older restoration reluctant sale due to lack of space. Please call 07703435909, Scotland.

120233

INTERNATIONAL W6



£2,750. International W6 good running example. Please call 01747 828272, South West.

120301

INTERNATIONAL 434



International 434 with loader,rebuilt engine a good working. Please call 01747 828272, South West.

120304

JOHN DEERE



POA. JONH DEERE B,W running. Please call 07855399487 , South West.

120454

JOHN DEERE



POA. JOHN DEERE B,R ELECTRIC START running. Please call 07855399487, South West.

120455

JOHN DEERE



POA. JOHN DEERE D ELECTRIC START RUNNING. Please call 07855399487, South West.

120456

JOHN DEERE AR



POA. JOHN DEERE A,R electric start, running. Please call 07855399487, South West.

120458

JOHN DEERE 830



POA. JOHN DEERE 830 ELECTRIC START, good runner. Please call 07855399487, South West.

120459

JOHN DEERE BW



POA. John Deere BW, electric start, runs and drives. Please call 07855 399487, South West.

120734

TRACTORS JOHN DEERE A,R



POA. John Deere A,R, electric start, starts and drives. Please call 07855 399487, South West.

120735

JOHN DEERE D



POA. John Deere D, electric start, starts and drives. Please call 07855 399487, South East.

120737

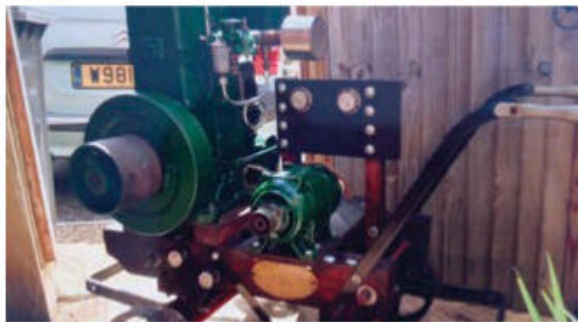
JOHN DEERE 15/27



JOHN DEERE 15/27 D starts and drives. Please call 07855 399487, South West.

120824

LISTER D



1948, £250. 1948 Lister D, on Drake and Fletch Trolley. Set up as a Gen Set. Restored over few years, will run, no MAG.S/S exhaust, Brass tank straps. Never been rallied. Please call 07816596100, South East.

120405

LISTER D PUMPING SET



£550. March 1955 Lister D driving a H2 pump mounted on a steerable steel trolley. Restored, smart appearance, easy to start, good runner and ready to rally. Please call 01782661670, West Midlands.

120471

LISTER D



£50. Lister D for sale £50. Buyer collects. North Kent. Please call 07789236282, South East.

120774

MASSEY FERGUSON 135



Massey Ferguson 135,ex farm for restoration or work. Please call 01747 828272, South West.

120309

MASSEY FERGUSON 185

£8,500. Excellent original condition. Mechanically good and very clean. Square axle tax book. Please call 01628 862886, Ireland.

120437

MASSEY FERGUSON 185



£8,500. Excellent original condition, mechanically sound and very clean. Please call 0035387 9570041, Ireland.

120438

MASSEY FERGUSON 398



1989, POA. MF398, 3 stick, 1989, 5100 genuine hours, original paint, hard to match this condition. Please call 07769744816, Ireland.

120479

MASSEY FERGUSON



£6,250. Massey Ferguson 165, £6250. Multi-power, excellent starter, everything works including lights. Has a V5. Please call 07759 254695, South West.

120505

MASSEY FERGUSON 135



£10,000. 1978, 3500 genuine hours, a beautifully fully restored tractor with new Good Year tyres. Possibly one of the best on the market. Please call 07983 915823, East Midlands.

120518

MASSEY SMALLHOLDER TRACTOR



1998, £3,250. Little used, Liser engine, just serviced, new battery, all in good working order, 2 hydraulic springs, only stored in garage. Please call 07775 608608, South West.

120728

MASSEY FERGUSON 135



1978, £8,500. MF 135 for sale, very little work since engine reconditioned, new front tyres, all electrics working, excellent starter, power steering, straight front axle, 1978, pick up hitch. Please call 07968651115, South East.

120777

MASSEY FERGUSON 4704



2019, £30,000. warranty to 2024, immaculate condition one owner from new. Please call 01622 890893, South East.

120779

MASSEY FERGUSON 188

Original and genuine tractor in very good order. Four wheel drive, cab, new tyres, PAVT wheels, front weights. Registered V5, no VAT. Please call 07702 333087, South West.

120241

MASSEY FERGUSON 135



1972, £5,250. 1972, Good original condition, cab with doors, loader, counter weight, bucket, Operators book.2045hrs, Light use on a small holding for the last 24 years, used for gardening. Kept undercover. Please call 07794 618367, East Midlands.

120258

MASSEY FERGUSON 35X



1963, £12,500. Professionally RestoredThis outstanding little Massey has undergone a full high quality extensive restoration of many hours of labour, cosmetically and mechanically.To mention a few:Complete engine rebuild, new chrome liners, pistons, rings, bearings mains and big ends etc.Complete clutch overhaulHydraulic pump overhauledHalf shaft sealsInjectors calibrated.New Complete Cylinder Head, starter, injection diesel pump, oil bath, battery, exhaust, wheels, tyres, instruments, steering, etc.Basically a " Reborn " 35x ready to serve another 60 years and more.Tel: Mobile 07967 384827 (any time 01494 758984 (office) Email: johangerhard@msn.com. Please call 07967 384827, South East.

120292

MASSEY FERGUSON 130



Massey Ferguson 130 for restoration. Please call 01747 828272, South West.

120302

MASSEY FERGUSON 550



Massey Ferguson 550,ex farm,for restoration,good runner. Please call 01747 828272, South West.

120306

MASSEY-HARRIS 102



£3,800. Massey Harris 102 senior, starts and runs well,new electrics, new oils and filters. Please call 07969 736230, Scotland.

120345

MASSEY-HARRIS



POA. MASSEY HARRIS 33 ELECTRIC START nice original running tractor. Please call 07855399487 , South West.

120461

MASSEY-HARRIS



POA. MASSEY HARRIS 203 ELECTRIC START RUNS VERY WELL. Please call 07855399487 , South West.

120465

MASSEY-HARRIS 33



1953, £4,850. 1953 Massey Harris 33 Diesel. All original and in working order. Electric start, 3 point linkage and belt pulley. Please call 07896096905, South West.

120234

MASSEY-HARRIS 22



1951, £4,850. 1951 Massey Harris 22 Petrol model. Fully restored. New front tyres and rear tyres have good tread. 3 point linkage – electric start – good runner. Please call 07896096905, South West.

120235

MASSEY-HARRIS 203



£6,150. 1943 Massey Harris 203 – 6 Cylinder Continental Engine – Electric start – petrol/paraffin – new tyres all around – good runner. New rear mudguards. Please call 07896096905, South West.

120236

MB TRAC MB TRAC 1500



1981, MB trac 1500. A very nice Mercedes 1500 1981 Very good condition all round, drives perfectly on fast axels.UK reg, located Skipton area. Please call 07779712148, North West.

120333

MCCORMICK W14



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

120344

MCCORMICK INTERNATIONAL HARVESTER VINEYARD TRACTOR



1960, £1,750. c1960's McCormick International Vineyard Tractor. It last started last year, but doesn't currently start now, although I don't think it would take much to get it started. Selling due to family bereavement and looking to sell quickly. It was converted from a crank start to push button start. Doesn't come with any paperwork. Lovely little tractor that needs a new home. Call 07879446677 for more details. Open to sensible offers. Please call 07789470805, South East.

120808

NUFFIELD UNIVERSAL PERKINS TRACTOR



1954, £6,000. Nuffield 1954 Universal Perkins Diesel Tractor. Fully restored, new engine fast road tractor. Very good starter. Collection only. Please call 07876353346 , South East.

120492

NUFFIELD 3/45



1968, £4,995. 1968 Nuffield 3/45. Good original condition, sympathetic restoration to the wheels. New clutch, wiring loom and tyres. Instant start. V5. Fantastic show/ploughing tractor. Please call 07976983942, South West.

120269

NUFFIELD 4



£1,850. Nuffield universal 4, good runner, for restoration. Please call 01747 828272, South West.

120298

NUFFIELD 10/60



Nuffield 10/60, loader, power steering, good tyres good working example. Please call 01747 828272, South West.

120300

AEROGRAPH SINGLE CYLINDER

Advert info: Aerograph single cylinder compressor with fast and loose pulley drive, Galvanised riveted air tank. Drive from Brooks 2hp 955rpm single phase 230 volt slip ring capacitor start motor. Direct on line starter. All mounted on mobile trolley. Please call 07774 889455, South West.

120348

VICKERS VIGOR 180



1958, Bulldozer VICKERS VIGOR 180: rolls royce engine running, gearbox problem, modified with hydraulic blade. Original winch with blade. Make offer. Bulldozer CATERPILLAR D8R 1941: engine running, first Cat with hydraulic blade WWII survivor with a ROADLESS unit 1942. Located in France near from Paris (60kms). Please call (33)607166913, Greater London.

120352

STATIONARY ENGINE TRAILER



£200. Originally made for a Ruston And Hornsby AP6 sprung with Indespension units, it can be altered as it is bolted together. Please call 01935812975, South West.

120412

WHEEL HORSE GARDEN TRACTOR

£1,250. Wheel horse lawn ranger tractor 1969. Kohler engine 32 inch twin cutter deck. In nice condition. Please call 07889 990971, West Midlands.

120430

INTERNATIONAL W4



POA. INTERNATIONAL W4 ELECTRIC START with original working lights nice original running tractor. Please call 07855399487 , South West.

120460

TRACTORS



POA. Mk1 trojan needs work open to sensible offers. Please call 01803 411097, South East.

120474

NATIONAL K



1926, £6,250. National K 1926, £6250. Very good condition, older restoration, petrol, no P1694, 4.5HP, 30 inch flywheels, new water tank. Please call 01962 772203, South East.

120506

2" MINNIE



£3,000. 2" Minnie steam. Fowler A7 single cylinder. Lovely representation of a tractor engine. Very near completion. Selling due to failing health preventing completion. Copper boiler, previously tested. All paperwork and further photographs can be emailed. Please call 07932694605, South East.

120507

MUNKTELLS

1937, £5,750. 25 HP hot bulb original condition. Please call 01348837733, Wales.

120592

TEA 20 PETROL



1953, £2,500. new 6V Battery, coil distributor, new front hubs and bearings, good hydraulics, rec starter complete respray tyres 90% photos for all work done V5 cert work done. Please call 01308 425160, South West.

120781

CRICHTON THRESHING MACHINE



POA. Crichton threshing machine 42". Fully restored. All new belts. Delivery can be arranged. Open to Offers. Please call 07836598208, South West.

120409

OLIVER 140 SIGLE FURROW PLOUGH

£200. Oliver 140 Sigle Furrow horse drawn Plough, oak beam. In good Condition. Please call 01733 253116, East Midlands.

120429

RAPIDORE HACK SAW

POA. Rapidore Hack Saw machine single phase. Spare blades. Please call 01273833286, South East.

120435

CULTIVATOR



£780. 16ft folding manual chain Harrow in good tidy order new matts ready to go. Please call 07854 440159, South West.

120490

NEW HOLLAND 68 BAKER



£995. New Holland 68 Baker, meticulously maintained, with a dismantled baler for spares. Also 3 technical maintenance manuals. Please call 07765345613, East of England.

120499

JOHN DEERE

£2,300. 456A bales wide pickup used this year. Please call 07885496730, East of England.

120594

RETIREMENT SALE

1960 MF 65 MKI good starters 99% tyres £5000, 1 TS 59 plough polished TCN bourds windover cross shaft weights spare discs and points £1500. Please call 01273586474, South East.

120595

WINNOWING MACHINE



£250. Early 1900s winnowing machine by R Hunt and Co. Museum piece, treated woodworm rustproofed paint, new tin cover. Left in original war finish paint, then waxed. All working. Please call 07733591895, East of England.

120627

ALLEN MOWER



£410. Good working order, new tyres, good starter. Please call 07836 686388, Yorkshire and the Humber.

120628

FERGUSON T20 MILL LOADER

£160. Ferguson T20 mill loader, very good condition, C/W 95% parts. Please call 07515939801, South East.

120659

RANSOMES ROOT/BEET SPINNER



Very rare Ransomes root spinner, lovingly restored. Complete machine. Sensible offers only for this rare machinery. Please call 07951436412, East of England.

120693

MF100 SERIES CAB PARTS

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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.americatechnology.co.uk ☎ **01728 726620**

COLLECTION OF ROTAVATORS



POA. Collection of rotavators for sale due to ill health show condition Barford Atom with lots of implements in a cart, Colwood, Landmaster Hawk. Please call 01485 578365, East of England.

120729

FORDSON DEXTA FRONT LOADER



£500. In good condition with no leaks. Includes all hoses and fittings. Loader is on the tractor and can be seen working. Bucket has some rust but is repairable. Please call 07855942119, East of England.

120733

PETTER



1940, £400. 1940 Petter 2hp generating set complete with all lamps and control panel, output 70 Volts at 20 Amps. Engine and generator in superb condition £400.00. Please call 01225 754374, South West.

120402

PETTER M TYPE



£550. Petter M Type, 5bhp, 600 rpm, Number 72515 £550.00. Restored some time ago, with separate piston water pump. Requires dusting and gentle re-commissioning but used to run well. Please call 01372 463380, South East.

120732

ROAD AND SNOW MACHINES OTHER



1947, £3,500. 147 Wallis and Stevens 8 ton Diesel Road Roller, £3500 ONO. Good working condition, ready to roll or rally. V5 registered. Please call for more information. Please call 01409254962, South West.

120516

RANSOMES FAUN HARVESTER

£895. Ransoms Faun Potato Harvester. Used on a smallholding. Will go straight to work. Dry stored. Instruction manual and parts book. Please call 07583600160, East Midlands.

120325

MASSEY FERGUSON

£500. Massey Ferguson 2 furrow match plough No S028184 793Tel: 07990856057. Please call 07990856057, Wales.

120598

RUSTON HORNSBY RUSTON HORNSBY AP



1930, £1,550. RUSTON HORNSBY AP 1930 6HP. On steerable trolley, starts and runs well, £1,550. Please call 07771231854, South West.

120530

STEAM 4" FOSTER



£17,950. 4" Foster. Fantastic model and fully tested. Hardly been steamed since built. Steams and runs really well. V5 registered so ready to use on the road. Also comes with a trailer. Please call 01323 842609, South East.

120340

TRACTORS TED 20 A20



1948, £4,500. 1948 PETROL £4,500. STARTS AND RUNS PERFECTLY. Please call 07836 355393, Scotland.

120266

MACHINERY THWAITES THWAITES TUSKER DIGGER DUMPER



1971, POA. 1971 thwaites Tusker digger dumper. In working order with superficial rust. Has been stored for 20 years. Penrith area. Please call 07860814402, North West.

120408

TRACK-MARSHALL 55 CRAWLER



£6,000. Track-Marshall 55 Crawler. New rebuilt engine, good tracks, collection only. Please call 07876353346, South East.

120494

REEVES OF BRATTON SHEPHERDS HUT



Reeves of Bratton shepherds hut, fully rebuilt to high standard. Please call 01747 828272, South West.

120307

14 TWIN AXLE IVOR

£1,000. 14 Twin Axle Ivor. Williams Plant trailer with ally floor and chunky wheels plus a spare. Please call 07922174986, Wales.

120417

TRAILERS OTHER TRAILER



£9,500. Tyrone 24ft 19000kg low loader HYD ramps and brakes LED lights spring drawbar like new only used 4 times always kept inside. Please call 07761366881, Yorkshire and the Humber.

120586

INDESPENSION TIPPING TRAILER



£3,500. Indespension three stage tipping trailer Twin Axle, 3.5 ton, 3 tipper levels. Battery and powered hydraulic pump with manual pump as well. Good Order. £3500 ONO. Please call 07949067690, South East.

120638

SCAMMELL

"Offt Scammell trailer plus bogle. Please call 07801061792, South East.

120186

MARSHALL TRACTION ENGINE TRAILER



Marshall traction engine trailer, fully rebuilt, original owners name plate. Please call 01747 828272, South West.

120299

WHEEL HORSE C-121



£800. Good condition, starts and runs, all 8 gears (high and low) work. No cutting deck with the tractor. All pulleys etc appear to operate as they should, but as there is no deck this cannot be verified. More photo's and video available on request. Please call 07725234145, North East.

120542

TRUCKS/LORRIES

AEC MAMMOTH



1957, Best Offer paper work original REG, mechanically restored, recon 11.3 UNIT, Double drive new cab ash frame, all lights included new to central electricity authority, sale due to health. Please call 01526397656, Yorkshire and the Humber.

120783

ALBION CHIEFTAIN



1956, £10,000. Originally a tipper truck in Fife. Completely restored in the 1980s. Covered 3000 miles these last 2 years. Original Albion Diesel engine and Anderson Cab. Great driving vehicle. Please call 07977 473231, Scotland.

120190

ATKINSON MK1



1969, £4,000. SAO 724 G 150 Gardner engine, David Brown gearbox, kirkstall double drive back axles power steering, brakes need attention and new bottom water hose. Please call 07747618648, North West.

120665

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.

120180

BEDFORD TK



1974, 46680 miles, £12,500. Bedford TK Transporter with winch. Down rated 7.5 ton with Hi hab crane, slide out rear towbar. Restored several years ago, good condition. Please call 07774267615, West Midlands.

120498

BEDFORD TM



1978, £22,000. Bedford TM recovery vehicle. V8 Detroit diesel, spicer gearbox. Built by TFL in 1985. 12 ton hydraulic extending JIB with underfloor Ramsey H-600 winch. Brand new tyres and rims on front axle. Rear tyres hardly worn. Includes all towing equipment. Please call 07850694042, South East.

120618

BEDFORD TK



1976, £12,000. Excellent condition solid chassis, cab and drop side back, spent most of its life in Cyprus, new tyres, Real head turner. Please call 07900554466, East of England.

120672

BEDFORD KM



1968, £3,500. 2 owners from new, 45 years on a farm. Dry stored. Starts, runs and tips well, sadly water pump and radiator damaged but still drivable. Eaton 2 speed rear axle. Some rust on cab but basically sound. £3500 or best offer. IDEAL restoration project. Please call 07799 817850, East of England.

120170

COMMER SUPER POISE

£10,000. 7 Ton flat bed truck with 6 cylinder Perkins 6354. Please call 07729 797399, South West.

120421

DAF CF 85



2015, 669505 miles, £8,000. DAF cf460 tractor unit, 12902 cc diesel engine, automatic gearbox, sleeper cab, air conditioning, cruise control, blue tooth radio, remote central locking, electric windows, very clean inside and out. gross weight 44000kg. tested unto 31/10/2023. ideal for export, give us a call on 01543 468885, we are located just off the a5 in cannock m6 j11/12. postcode ws11 Odd. Please call 01543468885, West Midlands. (T)

120363

DAF 2300



2015, 265669 miles, £10,000. DAF LF220 6.7 Litre Euro 6 Diesel, Automatic Gearbox, 427553 km converts to 265669 miles. Gross Vehicle Weight 7200kg, length of rear cargo area is internally 21ft and externally 22 1/2 ft. DEL Super Loader rear Tail lift with max load capacity of 1500kg. Annual Test Valid until 31/10/2023. Equipment includes Remote Central Locking, Electric Windows, Blue Tooth Radio, Steering wheel controls and Cruise Control. This would make an excellent race car Transporter. Give us a call on 01543 468885, check out owencommercials.com or visit us we are located just off the A5 in Cannock M6 J11/12 Postcode WS11 ODD. Please call 01543468885, West Midlands. (T)

120364

DENNIS



1959, £12,000. 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.

120619

ERF EC

1995, £7,000. ERF Olypic EC12 6x2 T/unit mid lift axle good runner also 1994 ERF EC10 sleeper cab 4x2 T/unit tipping gear cummins 325 engine. Please call 07759473380, Yorkshire and the Humber.

120648

ERF EC

1995, £6,500. Sleeper CAB 4 x 2 tipping gear. Also 2 ERF Ec12 6 x 2 t/unit sleeper CAB Eacy. Also ford D SER 1981 12 toner with HIAB crane alloy boby £6000. Please call 07759473380, East of England.

120700

FODEN ALPHA



2003, POA. Feb 2003 Foden Alpha 2, Cat450. MOT May 2023, working daily. Open to offers. Please call 07836 704335, South East.

120389

IVECO CARGO

1986, £4,000. 7-5 tonner beavertail body 2 new tyres in VGC also Ford Escort 1-6 diesel van 1986 tested June 2024 £6000. Please call 07759473380, Yorkshire and the Humber.

120647

TRANSIT TIPPER



1988, Dry stored for many years, restored to working vehicle and used occasionally. New body, recon gearbox, full working order. Reason for sale - no longer used/ retirement. Please call 07971 566375, West Midlands.

120193

IVECO 35



2016, 155,000 miles, £5,500. Iveco Daily 35-11 2016 auto, dropside truck. Ex Tesco 155,000 miles RWD Good working order body only 2yrs old usual marks for working vehicle. MOT May 24 4 good Michelin tyres carries 1 1/2 tonnes Useful farm truck, £5500.00 ono No vat. Please call 01638 663310, East of England.

120603

IVECO 7.5T



£1,500. Iveco tipper 75 E15 spares or repair. Very good 6 cyl engine and gearbox. Good tipping gear. Been off the road for the last three and half years. Please call 07710515536, East of England.

120246

LEYLAND COMET



1954, £25,000. Leyland Comet, full living accommodation with draw bar attachment. It is in very good condition - all ready to go!. Please call 07469716884, South East.

120339

LEYLAND COMET



POA. Leyland Comet (1st Gen) Tipper (1947-56), Newtown, Powys. Good running order, and steering is perfect. Bodywork and tipper is in good condition. Mileage approximately 42000. Offers welcome. Please call 01686626258, South East.

120393

LEYLAND ROAD-RUNNER



1990, £1,200. 1990 Leyland Road runner tipper . Cummins engine. Cab interior immaculate for age. Please call 07836 598208, South West.

120621

LEYLAND COMET



1953, 1953 Leyland Comet 90. Please call 07950504134, South East.

120191

LEYLAND COMET



1978, £24,000. Leyland Marathon 2 , LHD, 1978, 280hp, Fuller gearbox, Leyland engine, £24000. Please call 0031620425389, Channel Islands.

120192

MAN 15-220



1998, 1998 Man 22463 Tractor Unit. Available by online auction from 16th December via www.ruthinfarmers.co.uk. Please call 01824705000, Wales.

120679

MERCEDES 1623S/52LC



1993, New to Richard Lawson transporters, MOT and tax exempt. New cab fitted. Good condition, runs well ready to show. Please call 07780117563, West Midlands.

120691

MORRIS DROPSIDE



My old lorry, this morris commercial is very original and only had 2 owners before me in 92 years everything is working and it runs well 2 litre 6 cylinders on the button and ready to go offers over ten thousand. Please call 07736355765, South East.

120809

TRUCKS/LORRIES



1961, £9,500. 1961 Mercedes L311, 6 cylinder Mercedes Diesel engine. Fully restored 1995, been on the rally scene for many years. Repainted 2014 by ourselves, very well maintained. LHD. Large history file which includes original Log Book and Sales promotion flyer. Full Mercedes. Please call 07795647824, South East.

120395

TRUCKS/LORRIES



£5,250. ford 1210 compact garden tractor front loader and rear digger c3 buckets runs well, professionally rebuilt engine, unfinished project. Please call 07989048736, South West.

120571

TRUCKS/LORRIES



1982, . Dodge lorry with tipping body. Great restoration project. Please call 07778104107, Wales.

120187

TRUCKS/LORRIES



1966, 246521 miles, ERF A Series. Rare model built for Carrs of Carlisle. On American Manxton double drive axels. Original wing mirrors and number plates. New air box and filter. Chassis no. 14181. Buyer collects. Please call 07759336539, Ireland.

120761

RENAULT MAJOR



1994, £6,000. 1994 Renault manager 385 UK reg have v5 in need of full restoration but can be heard running. 3 axle, rare mid-lift new from the factory. 175 kilometers/108k miles the truck is complete, the cab is very good, and has an excellent interior buyer must collect from southern Ireland 1 hour Dublin port. Please call 00353877856652, Ireland.

120678

SCANIA 144 530



2001, POA. Scania 144 530 V8 topline, 2001, 6 X 2 midlift twinsteer, manual gearbox, sliding 5th wheel, twin bunks, retarder, analogue tacho, bull bar, twin upright exhaust, drive tyres are new, light bars, twin air horns, flashing beacons, ally cat walk. MOT til end October. Please call 07798 845112, South East.

120184

VOLVO F

1985, £7,000. SWB Tipper alloy boby just out of service. Also 1986 Bedford CF2 dropside pick up 38000 mile from new. Please call 07759473380, East of England.

120701

PARTS AND ACCESSORIES

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.

120222

ERF E SERIES



1993, Echelon diagnostic equipment plus manuals. Please call 07394999446, East Midlands.

120370

DMH TRACTORS

— YEOVIL, SOMERSET —



INTERNATIONAL 674
674 with Power Loader,
P Devon Reg
£4250



FORD 4610
with Power Loader,
B Reg
£6500



MASSEY FERGUSON 298
12 SPEED BOX,
C Reg
£8200



INTERNATIONAL B-250
runs and goes
£2250



INTERNATIONAL B-275
HI-CLEAR,
goes well
£3250



INTERNATIONAL 444
New Tyres
£3600



WEEKS 3.5 Ton
Tipping Trailer,
New Steel Drop Side Body
£2500



BOMFORD B577
HEDGE TRIMMER,
Cable Controls, Tidy
£3750



RABE EAGLE 120
XD 4 Furrow
Reversible Tidy
£1750

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OAKFIELDS



1955 FERGUSON TEF20 2WD
DIESEL TRACTOR



1962 MASSEY FERGUSON 35
2WD TRACTOR



1964 MASSEY FERGUSON 35X
2WD TRACTOR



1964 MASSEY FERGUSON 35X
2WD TRACTOR



1968 MASSEY FERGUSON 135
2WD TRACTOR



1982 INTERNATIONAL 955XL
2WD TRACTOR



1975 INTERNATIONAL 354
2WD TRACTOR



1948 FORDSON MAJOR E27N
4WD TRACTOR



1980 FORD 7700 2WD
TRACTOR



1990 FORD 6410 SERIES III
4WD TRACTOR



1994 FORD 1920 4WD
TRACTOR



1995 JOHN DEERE 6900 4WD
TRACTOR



1996 JOHN DEERE 6800 4WD
TRACTOR



1994 JOHN DEERE 6400 4WD
TRACTOR



1999 JOHN DEERE 7810 4WD
TRACTOR



CATERPILLAR D5B VARIABLE
HORSEPOWER CRAWLER



TRACK MARSHALL 90 STEEL
TRACK CRAWLER



MANITOU M25 ROUGH
TERRAIN FORKLIFT



1976 AS MARSTON 10 TON
GRAIN TRAILER



1985 KEN WOOTTON 10 TON
GRAIN TRAILER



RANSOMES TS69 HEXATRAC
6 FURROW TRAILING PLOUGH



RANSOMES TS46 3 FURROW
TRAILING PLOUGH



1986 CASE 580G 4WD DIGGER
LOADER



MASSEY FERGUSON MF305
6M HD SPRINGTYNE

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Part exchange is welcome! Call / Whatsapp us on (+44) 1763 780440



FERGUSON TRAILER DISKS

£365. Ferguson trailer disks, in very good order, are bagged. Has anyone got log book, VSM 52 for Ferguson 35. Please call 01768896631, North West.

120651

FIELD MARSHALL CYL HEAD



£600. Field Marshall series 2 cylinder head appears in good condition price £600 + vat. Please call 07831 665757, West Midlands.

120745

FORD 5CWT FORD VAN PARTS



1938, 1 block released STD bore. All ok with cam shaft. Valves etc, 2 STD crankshafts with flywheels, clutches all good, 1 man, pistons etc, 2 front and 2 rear springs 2 new all ok. or anglia, 1 con ron. Please call 01691770826, West Midlands.

120379

STEEL HOLE PUNCHES SET



£20.50. A set of hole punches for leather/cardboard. Steel made and sizes - diameters - 1/2" + 5/8" + 1" + 1 3/4", plus woo box to house them. £17 + £3.50 postage. Please call 07871398470, East of England.

120314

JOHN DEERE RIDE ON MOWER



£995. John Deere Ride on mower LTR 155. 15HP Petrol Auto. New engine, battery and belts. Please call 07765445206, South East.

120329

DIXON ZERO TURN RIDE ON MOWER.



£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, South East.

120330

MARSHALL'S TIPPING TRAILER



£2,500. Marshall's tipping trailer Model s4Year 20131axle4 ton capacity Hardly used very good condition Chesterfield area. Please call 07859 756904, South East.

120349

WOODEN TRAILER WITH COVER



£200. Trailer, built on mini chassis complete with specially built cover and frame, height around 6ft (you can stand inside). Used for the transport of stationary engines and very useful at wet events £200.00. Please call 01225 754374, South West.

120403

PAIR 825X16 SIX STUD SPLIT RIMS

£100. Pair 825x16 Six Stud split rims. Please call 07572060199, Yorkshire and the Humber.

120407

FORDSON DEXTA,

£1,500. Fordson Dexta, used regularly on log splitter. Needs attention as oil comes out of exhaust. Tin work good condition. V5 present. Please call 01603 782003, East of England.

120428

2 PARM

POA. New old stock 2 parambu rear springs for constructor, etc. 2 new Starter rings for D.A.F. Please call 07767 815977, South West.

120432

TRACTORS AND MACHINERY



£600. 10ft tow chain Harrow in good tidy order £600 - (but I can do offer for price). Please call 07854 440159, South East.

120476

TRACTORS AND MACHINERY



£400. Spring tine cultivator in good working order and tidy £400. Please call 07854 440159, South East.

120478

GRASS TYRES AND WHEELS

£250. Front and rear, grass wheels and tyres for sale and stud rear 6 stud, front off ford 2120, 4 wheel drive, good tread. Please call 07780353738, West Midlands.

120482

RANSOM ROBIN 2 FURROW

£440. Ransom Robin 2 furrow 10 in plough stored under cover selling due to retirement £440. Please call 07845487522, West Midlands.

120484

TRACTORS AND MACHINERY



Parts available: Massey wafer weight 100 series £25, FOMCO inner front wheel weight £25, Genuine Massey 9hole drawbar cat2 £30, Massey hitch hook £25, 2 Ransomes plough discs new £25. Please call 07801701416, South East.

120487

STRAWBERRY ROW STRAWING MACHINE



£300. Strawberry row strawing machine small bale. Please call 07811553068, West Midlands.

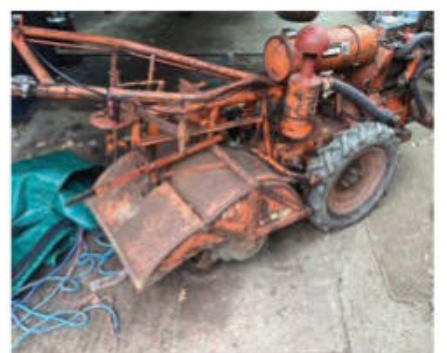
120488

HOWARD GEM 810CC ROTAVATOR

£500. Howard Gem 810cc Rotavator, Magneto and Carb overhauled. Good runner, collection only. Please call 07876353346, South East.

120493

HOWARD GEM 810CC ROTAVATOR



£500. Howard Gem 810cc Rotavator, Magneto and Carb Overhauled. Good runner, collection only. Please call 07876353346, South East.

120495

MAUNDREL ELEVATOR



£500. Maundrel Elevator, very rare, tractor pulley driven. Please call 07876353346, South East.

120496

PETTER COMPRESSOR



£250. Petter twin cylinder tow able compressor not been run for a while should start dry stored. Air lines and breaker also available at extra cost. Please call 07976913980, West Midlands.

120497

TRACTORS AND MACHINERY



£100. Garden rotavator 1970s with Briggs and Stratton 5 HP engine and 2 sets of blades easy spin starter but the engine needs attention. £100. ONO buyer to collect. Please call 01342850425, South East.

120502

BROOKE DINGMOTA



£435. Brooke Marine of Lowestoft 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 07772 645346, East Midlands.

120503

WHEATLEY TIPPING TRAILER



1970, £400. 1970 Wheatley Tipping Trailer. Functions but needs work. Please call 07836254735, South East.

120524

IFOR WILLIAMS BRAKED TRAILER



£1,550. IFOR WILLIAMS BRAKED TRAILER - 5 x 10 ft Twin Axle, 5 good tyres, drop down tail gate, Aluminium floor, Good Condition, £1,550.00. Please call 07771231854, South West.

120531

SHEPHERD HUT WHEELS AND AXELS



£1,000. Genuine set of Shepherd Hut wheels and Axles. In good condition. 32in diameter. £1000.00. Buyer collects. Please call 01843847539, South East.

120532

2 BRIDGESTONE AND 1 MICHELIN.

£50. Lorry Wheels£50. 3 10 stud lorry wheels and tyres 295 x 80 x 22.5. Please call 01588 680605, West Midlands.

120534

MB ACTROS

£50. Lorry Wheels1 pair wide front rims to take super single type tyres 10 stud 22.5. Please call 01588 680605, West Midlands.

120535

ARMY JEEP TRAILER 1940

£2,250. Has same size Tyres As Landover make BPOil. Has BPO on wheels. Lighter Than the Army Landover Trailer very Rare Army Green With Cover. Please call 07863 262603, Greater London.

120555

TRACTORS AND MACHINERY 3 PLOUG SHEARS

£50. 3 Plougl Shears left hand new. Please call 07831 432574, South West.

120578

SPARE TYRES

£100. Tyre 1400x20 road tread dunlop, new never been on rim. Please call 07952 798787, East Midlands.

120649

LAMBOURN SAFETY CAB



£300. Lambourn safety cab for Fordson Super Major. Complete with glass bolts and lights. In quite good condition. Retirement sale. Please call 01228 710 672, North West.

120666

EX - BURTONS BISCUITS ALUMINIUM BODY



£450. 16ft by 7ft ex-Burtons Biscuits aluminum body used for storage for last 50 years. Solid body, make good living accommodation, needs re-skinning, original reg and fleet number still on. Please call 07836537005, South East.

120674

3 CYLINDER MF35

£5,250. 3 Cylinder MF35 Diff Lock, very straight, retiring and must sell, generally good all round. Please call 07976268273, West Midlands.

120694

DUTY CANOPY

COMPLETE TABLESSECOND HAND TOOL'SBRIC-A-BRACOLD FASHION CART BARROW FOR SELLING THINGS OF IT, IT'S 7FT X 4FT. I DO HAVE A LOT MORE STUFF, BUT I CAN'T FIT IT ALL ON THE ADVERT. IT MUST BE ALL SOLD TOGETHER DON'T NEED NO STUFF ONE PERSON CAN DO IT BY THERE SELF MUST BE SEEN TO. Please call 07494763292, East Midlands.

120165

BOSCH 24 VOLT ALTERNATOR

£500. Unused - still boxed - cost £1200. Please call 01566784035, South West.

120695

VINTAGE CASTROL OIL CONTAINER PUMP DRUM.



£299. Vintage Castrol oil container pump drum. With working pump. drum on wheels with crank pump. Please call 07880 553232, North West.

120166

ANVIL AND STAND

POA. Anvil and Stand 12" Swage Block, 3 metal work strakes leg vice. Marshal drum jack pair vee blocks 7 x 5 2 1/2. Please call 01522 754321, East of England.

120696

HGV STAINLESS STEEL EMINOX VERTICAL EXHAUST SYSTEM.



POA.HGV Stainless Steel eminox vertical exhaust system. Oval stack exhaust system, Original. Very good condition not been used much. Please call 07880 553434, North West.

120167

REMIS AND CALL SPRINGFIELD



£75. Mass, U.S.A. Trac adjuster wrench supplies new with 1942 international T6 Crawler. £25Britool heavy duty torque wrench 1/2 square £50. Please call 01945 870247, East of England.

120699

EDBRO TIPPING PUMP



£150. Y74325 P.T.O 164 MK3 MODEL NO: WPA71PS. Please call 07800 539372, Greater London.

120169

DAF INTERIOR AND EXTERIOR PARTS



£30. Various used DAF interior and exterior parts. Please call 07706717993, South East.

120171

TRACTORS AND MACHINERY

Allis Chalmer £1340 Hedgerow complete 325r0/ DB990 Hedgerow no tin work £250. Leyland 254 hedgerow plus other part £250. Please call 01360440859, Scotland.

120702

CORAL CABLE ON THE DRUM



£35. 30 metre 7 Coral cable on the drum brand new. Please call 07706717993, South East.

120172

20 BRAND NEW UNUSED 32M SPROCKET WHEEL NUTS.



£30. 20 brand new unused 32m sprocket wheel nuts. Please call 07706717993, South East.

120173

HYDRAULIC BORGER PUMPS



£6,000. 2x2021 Used hydraulic Borger pumps with speed regulated spill levels with forward and reverse motion. Both pumps used on TASC licence delivering farm animal co product feeds. Please call 07706717993, South East.

120174

FORD TRANSIT 400E VAN GEARBOX



£150. Gearbox with clutch and flywheel and other various parts. Please call 07771643487, East Midlands.

120175

GAMECOCK QX



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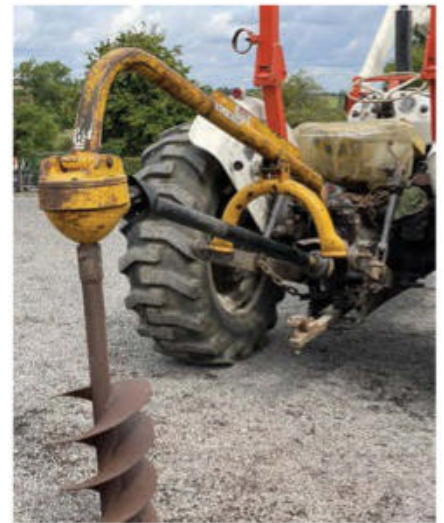
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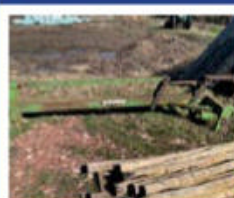


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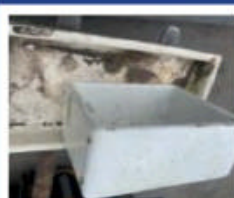
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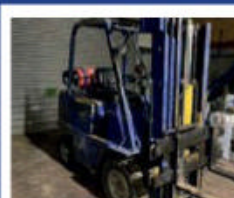
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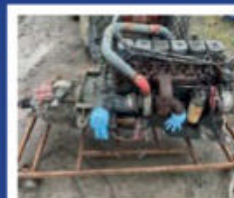
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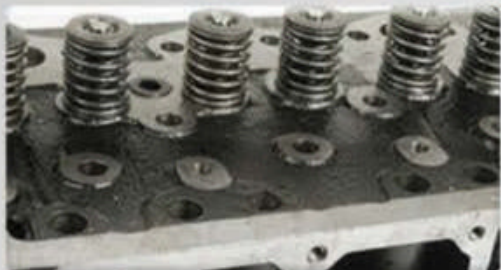
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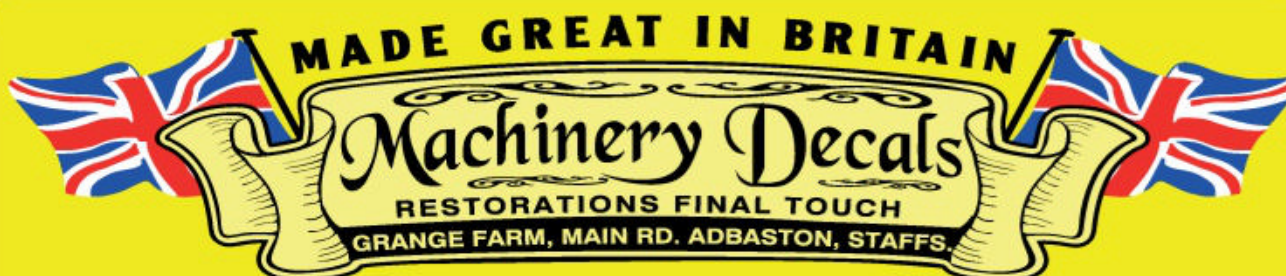
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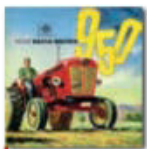
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The last word

In each issue our Editor-at-large, Peter Love, takes a look at what has been going on in the world concerning heritage preservation.

It's with deep regret that I report the passing of dear friend and loyal Ford & Fordson Association committee member Margaret Badham, who I knew for more than 30 years.

Margaret's family originated from Wales and farming was very much in their blood, but by the time she was born they had moved to Much Wenlock, Shropshire, and this area of England would be her home for the 79 years of her life.

She married Derek Badham when 25 years old, having been a nanny for a doctor and vet before they met. Derek told me that he broke off an engagement with another lady to marry Margaret, and they had 54 years of happy, devoted marriage together. Derek's family were hard-working tradesmen with great mechanical and technical ability, with agriculture part of their scene in one way or another.

Besides his electrical trade work by day, Derek loved David Brown tractors and Margaret knew this, buying him a 30D that he restored to a very high standard. It won many prizes, which Margaret was very proud of.

After the David Brown came a 1941 Fordson N and various other Fordsons, including a green, 'wide wing' 1940 example (sold last year) and a lovely water washer that Derek won many

prizes with. Derek says that the green Fordson N was at Manchester University on a film set where Margaret was an extra in the film driving the tractor. Well, it was driven around a couple of times and the film made out that she was the driver, as she never actually learned to drive!

She knew I had plans to create a national Ford and Fordson tractor club, which became the Ford & Fordson Association through the *Ford & Fordson Tractors* magazine, which gave it a world platform. The Badhams kept in touch and helped whenever they could, which led to their famous FFA trade stand that went to all parts of the UK.

We spoke about hospitality, and Margaret went on to make thousands of hot drinks and supply biscuits to members at events, who were always made so welcome by her. She became something of an FFA mascot and was ably supported by Derek wherever they went – especially the Great Dorset Steam Fair, which they attended on a regular basis.

I slowly stood back from the Ford & Fordson Association, as I had many commitments, but when things became tough for the organisation in 2010-12, and I stepped back in to help get it back

on track, Margaret gave me her full support, which I greatly appreciated.

She was looking forward to the 20-year celebrations of the FFA next year, but after so much worry over Derek's health (which thankfully took a turn for the better) it was sad to hear her tell me she had health problems of her own, which led to her passing away on the morning of Saturday 9 September.

There will never be someone quite like Margaret in my life again, I am pretty sure, as she was a charismatic person and will be missed by so many that came to know her. Her funeral took place on Wednesday 4 October, at the Holy Trinity Church, Bourton, Shropshire, where Margaret and Derek were married on Saturday 22 October 1966.

I was also sad to learn from Anne Bates of the passing of Mike Patrick, aged 86, on 1 August. He was a big supporter of road runs and shows throughout the UK. A successful businessman, Mike was the brains behind M S & E M Patrick Ltd., the waste disposal company known all over Herefordshire and the surrounding counties, but he had previously worked as an estate manager and farmer.

At the age of 74, Mike undertook one of his greatest achievements by driving his P6-powered Fordson E27N on a trek from John O'Groats to Land's End, and back to Hereford, in aid of the British Heart Foundation and St Michael's Hospice. He enlisted the help of his three friends Nigel Hantschar, Brian Jones, and Tony Wood to embark on the epic journey.

The funeral service took place on Wednesday 30 August at Hereford Crematorium and was attended by representatives of vintage clubs and enthusiasts, as well as family and friends.

See you soon,

Peter Love

Group Editor-at-large, Kelsey Media

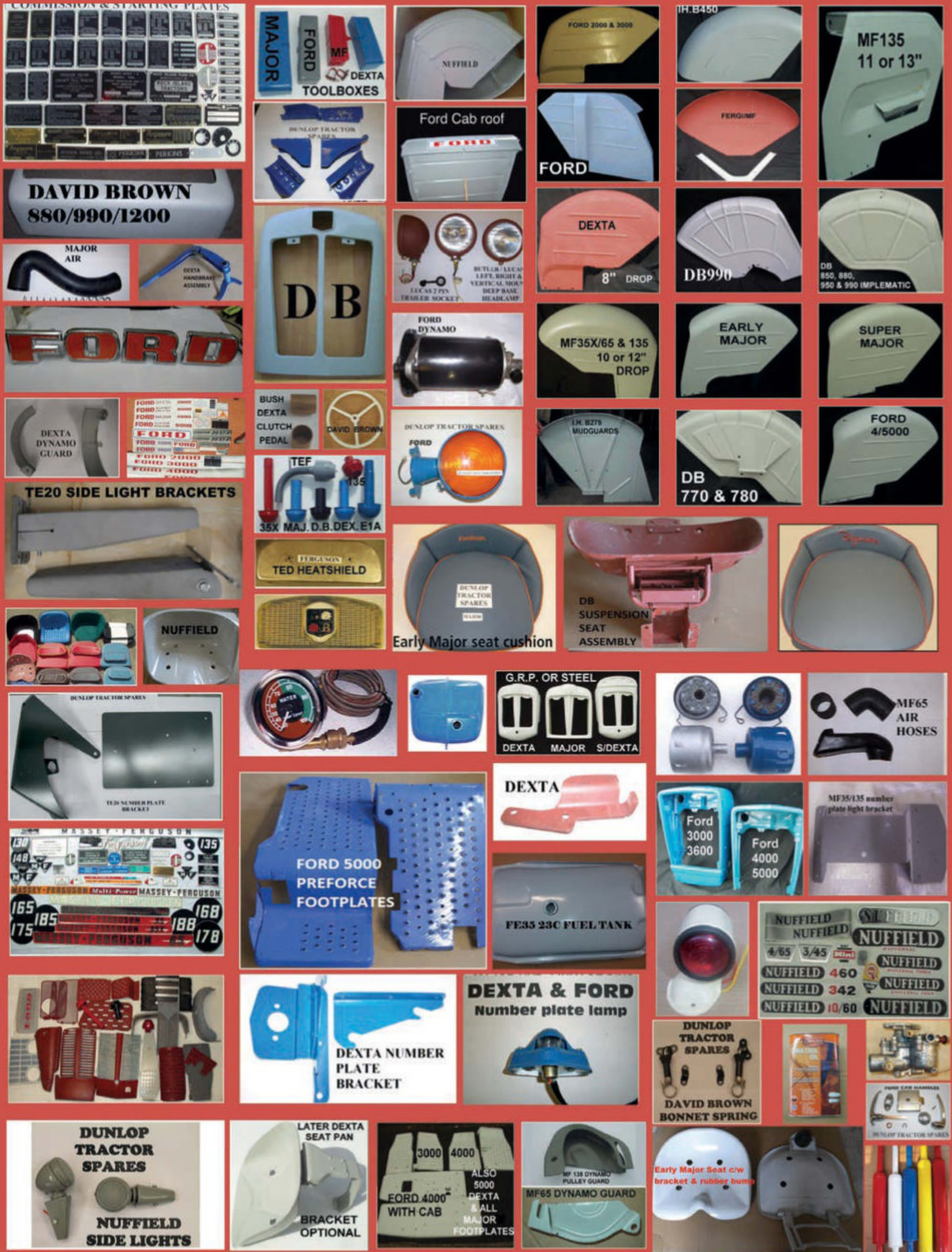


Margaret Badham with her beloved dog and members of the Ford & Fordson Association at Newby Hall in 2016.

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