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Spring 2024

Tractor & MACHINERY



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gets the works

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made mint by
mechanic



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Green gamechanger



Underrated: 856XL



Somerset round-up



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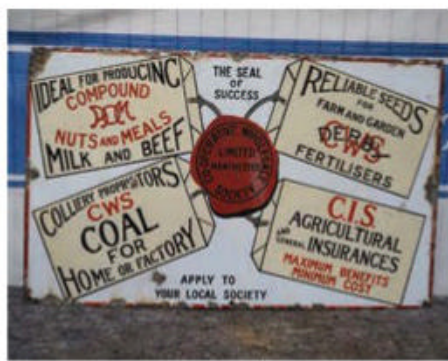


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Welcome!

Hello and welcome to the Spring issue of *T&M*. Those of you that follow our social media channels will have seen that progress has been made on the Massey Ferguson 165 MkII that I co-own with my brother and, more importantly, I have made good on my New Year's resolution!

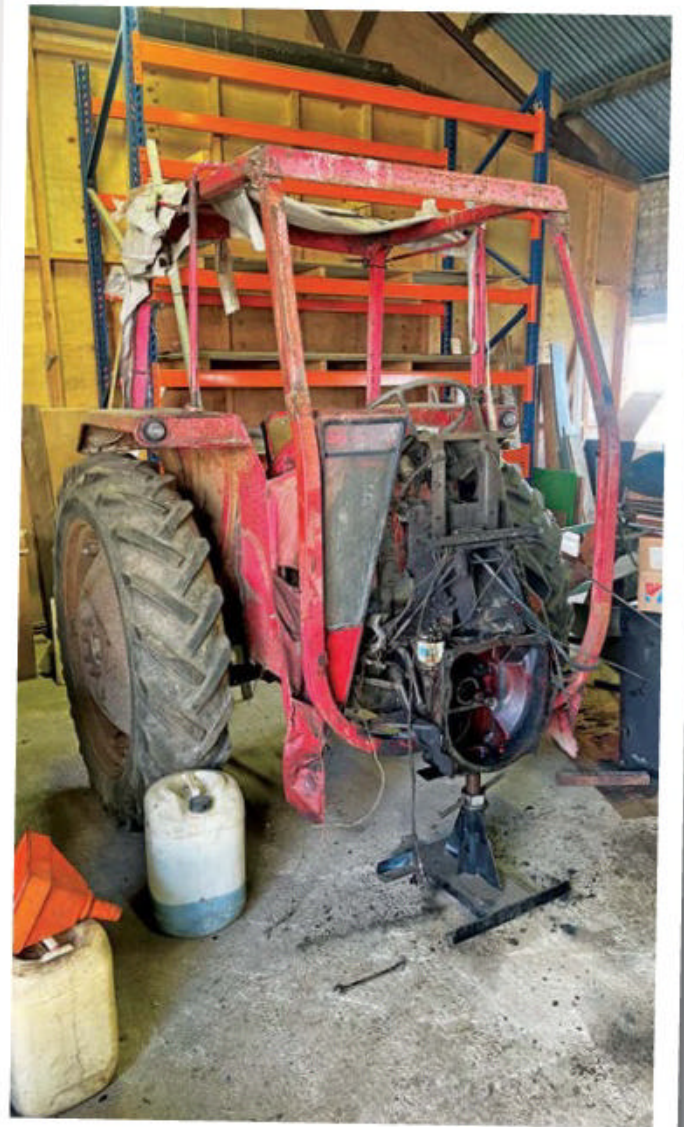
Due to the fact that the A4.212 engine had no oil pressure, Plan A was to change the oil pump and see if it made any difference. We had already discounted the oil pressure gauge being at fault, by screwing a test gauge (a known quantity) into the block and still getting a reading of Opsi.

It was clear that the engine had not been well maintained, but we decided to change the oil pump and then decide what to do next once we had established the effect of our actions.

We drained the oil, removed the sump, and had a look inside. We weren't shocked to see a black, sludgy mess, but we were surprised to find that the oil pump couldn't be changed without withdrawing the timing case cover, and removing the idler gear to enable access to the setscrews that retain the oil pump!

This pushed us into making Plan B! Due to the obvious faults, suspect noises, and questionable operation of certain sub-assemblies, we have decided to go right through the tractor. It's going to be a case of getting it mechanically sorted, with a few aesthetic parts to attend to along the way. There will be no painting involved, despite its scruffy appearance, as we are content to leave it as is.

The front axle is now off, ready to overhaul, and the Perkins four-cylinder is



At long last, progress is being made on the MF 165 MkII project.

now on the engine stand, ready for dismantling. What 'delights' do you think we'll find inside?

Until next time, all the best.

Scott Lambert

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



Main cover image: Stephen Cox's 1975 Ford 2000.
Photo: Peter Love.

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GOT A STORY?

THEN WRITE TO THE EDITOR:

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IN BRIEF

Isle of Man

The Southern Vintage Engine and Tractor Club's main event this year is its two-day Vintage Show on 15-16 June 2024 (9.30am-5.00pm).

The event takes place, courtesy of the Gawne family, at The Doctor's Meadow, near S100 Clubhouse, Castletown Bypass, Castletown, Isle of Man IM9 1HB.

There will be displays of vintage and classic tractors and farm machinery, stationary engines, vintage and classic cars, and motorcycles.

Ticket prices are as follows: adults £3, children (aged 4-14) £1.

For all enquiries, please contact Orry Mitchell on 07624 496870.

Donation total

A total of 130 tractors took part in the 2024 Somerset Tractor Runners New Year Road Run, organised by Nick Gilliam, Zachary Anderson, and Zac Drayton, writes Joseph Lewis.

The 32.9-mile route started and finished at Thorney Lakes, near Langport, with a lunch time stop held at the Kings Sedgemoor Equestrian Centre.

The team has now totalled donations and is pleased to announce that more than £3,000 was raised for Dorset & Somerset Air Ambulance.



Highlights included this c1976 MF 1200. Photo: Simon Miell.

Demand for second-hand machinery continues

Leading agricultural machinery auctioneer Cheffins has released its 2023 figures showing total sales of £71m, a £23m increase in machinery and plant sales compared to the previous year.

Demand for top quality, low-hour machinery remained strong and good examples were sold at a premium as buyers looked to the second-hand market for sound financial investments and a significant saving on buying new.

The Cheffins team conducted 51 sales during the year, which consisted of 34 on-site farm or dealer dispersals, 12 monthly Cambridge Monthly Machinery Auctions, and five Vintage sales. This total remained unchanged from 2022.

Oliver Godfrey, Director, and Head of the Machinery Division at Cheffins, explained why 2023 experienced a large increase: "Despite supply chains returning to normality from the past couple of years, new machinery prices continue to be high, which is adding caution to the market, especially when many arable growers have struggled to get winter crops established.

"The export market has also returned in full force over the past 12 months, with machines sold and shipped



Cheffins' Sutton saleground.

worldwide from both our monthly machinery sales hosted at Sutton and at the on-site sales throughout the country."

Sale highlights included the dealer dispersal for Ripon Farm Services in Yorkshire, which saw more than £5m of machinery sell in one day. The well-known dealer enlisted Cheffins to sell various stock items from its 11 depots, with machines from foragers and feeder wagons going under the hammer.

Oliver continued: "There is still a huge demand for low-hour, high-spec, well-maintained second-hand equipment that has come directly from farm.

"We offer all our auctions to a global audience which provides sellers with greater confidence that we can achieve the best prices for their machines and handle exporting kit to its final destination.

"2024 has started at the same pace we saw in 2023, with strong prices being paid for good-quality second-hand machinery, and we have several big sales already in the pipeline that we are excited to bring to market. Check out our website for full listings."

Gloucestershire Extravaganza

THE GLOUCESTERSHIRE VINTAGE & COUNTRY EXTRAVAGANZA makes a return to South Cerney Airfield, near Cirencester, on 2-4 August 2024 (10.00am-5.00pm).

The show has grown considerably from its humble beginnings in 1975, on a football field in Stonehouse, and is now among the largest events of its kind in the country run entirely by volunteers.

Now, after nearly 50 years, it's regarded as one of the biggest and best steam, vintage, and countryside events in the UK, celebrating all modes of vintage transport.

Rally Chairman Martyn Slater said: "The Stroud Vintage Transport & Engine Club is proud

that, apart from enforced cancellation due to the Covid pandemic, the event has been an annual fixture in the rally calendar since the 1970s. Whilst it's evolved over the decades, the mission remains the same: to inform, educate, entertain, and celebrate our unique transport history – and it's packed full of exhibits, displays, entertainment



You can expect to see more than 200 tractors at the event.

and stalls to keep the whole family entertained."

A major star of the show is the steam section, which is packed with 30 miniature steam engines, 70 stationary engines and 60 full-size steam engines of all descriptions.

The tractor display is second to none, with many clubs choosing South Cerney as their national event. The display is filled with more than 200 tractors, showcasing a wonderful selection of agricultural machinery.

The event takes place at South Cerney Airfield, Northmoor Lane, South Cerney, GL7 5QD. For discounted advance tickets, please visit the website: glosvintageextravaganza.co.uk

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MB-Trac 1300



County 1184

FURTHER ENTRIES INVITED - CLOSING DATE MONDAY 11TH MARCH 2024

Over 150 tractors already consigned: MB Trac 1500, 1300, 1000, County: 1184, 1164, Ford 8210, 4610 (1,497hrs), Fordson Irish N Trackson Conversion, John Deere; 4020, 3020, MC, AO, MI, G, M, etc etc

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SATURDAY 23RD MARCH 2024 AT 10.00AM

Catalogues available from the auctioneers two weeks prior.

IN BRIEF

UK registrations

Registrations of tractors started the year slowly, with just 475 machines logged in January, according to the AEA. That is 26 per cent fewer than in the same month last year and is one of the lowest figures for the opening month seen in recent years.

Figures have fluctuated from month to month recently, so it is too early to say whether this is an indication of things to come in the year ahead.

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Around the World in 80 days

A team of intrepid JCB cyclists is putting pedal power into action with a massive fundraising challenge to help enhance the lives of children and young people with cancer.

The 42 JCB cyclists began a 42,000-kilometre, 80-day sponsored cycle challenge – the equivalent of riding around the world – on 12 February, with their sights set on a £100,000 target.

The money is being raised for Hannah's Hope, a fundraiser set up by JCB welding apprentice Hannah Roberts, 20, who was diagnosed with brain cancer just months after joining the company.

Hannah, who will celebrate her 21st birthday on the final day of the JCB challenge, was given just 15 months to live in September 2022 when she was diagnosed with glioblastoma. Although she has undergone surgery to remove the cancer, followed by radiotherapy and chemotherapy, a trait of the condition means it keeps re-growing. With the support of JCB, her family has already reached a £250,000 fundraising target for treatment in the USA when she needs it.

Now, Hannah is aiming to raise £200,000 to buy and equip a luxury holiday lodge just five minutes from her home at Mercia Marina, in Willington, Derbyshire. The lodge will be offered free of charge to families of teenagers and young adults who are under the



Hannah Roberts joined the JCB cyclists as they set off on their challenge.

care of the Teenage Cancer Trust to spend valuable time together.

Hannah and mum Gail Iredale visited the JCB World Headquarters at Rocester to get the JCB Around the World in 80 Days cycle challenge underway. Gail said: "JCB have never left our side in whatever we have faced, and we will be forever grateful to Lord Bamford and the many JCB people who have raised funds for us and just shown that they care."

JCB Principal Engineer Aaron Turner, event organiser and a founding member of the JCB Cycling Club, explained: "The Bamford family wants to show its continued support for Hannah, and George Bamford, who is a keen cyclist, came up with the Around the World in 80 Days challenge."

"Over the 10-week challenge we will be clocking up the miles with individual road rides and group outings, including a route to Mercia Marina where Hannah's lodge will be sited. We'll also be topping up the miles with spinning classes at the JCB World Headquarters each Monday, Wednesday, Thursday, and Friday."

Anyone wishing to sponsor the cyclists can donate through the JustGiving page: justgiving.com/crowdfunding/JCBaroundworld80days

Bunning reintroduces trailer range

G T BUNNING AND SONS SHOWED A NEW FOUR-MODEL TRAILER RANGE AT LAMMA 2024, with the company returning to trailer manufacturing 13 years since building its last one.

The new trailers will be built at Bunning's factory at Gressenhall in Norfolk, with the company having a



Bunning's new 16-tonne grain trailer.

proven track record of building high-quality trailers that began in the 1960s. The reintroduction of the trailer line has been driven through increased customer demand, and will maximise the 6,840m² factory expansion that has been completed over the past two years.

The new range is based on the old design but has been improved and modernised in certain areas and features a completely new tailboard. Four models will initially be available in 14, 16, 18, and 20-tonne formats. Each will feature dual ADR axles with larger bearings

and multi-leaf suspension, replacing the single parabolic system.

The new design has a deeper top rail and wider rear corner posts, both now 80x120mm replacing the 80x80mm on the earlier models, offering further strength. The 300x150mm chassis remains from the previous trailers and the 200x200mm sprung drawbar has been proven on the spreader range.

The tailgate is a completely new design. It is constructed from pressed steel and is tapered from the sides to the grain chute to aid

unloading. As the hydraulic tailgate closes against the trailer, a locking pin on either side is hydraulically activated as the ram completes its final travel. These pins hook onto the tailgate and pull it into the trailer, providing a tighter seal than the previous design. The grain hatch has been redesigned with plastic runners for easier operation.

On all models, the tapered body is 100mm wider at the rear to help loads transfer and reducing the need to tip the trailer as high when unloading. Load sensing air brakes are standard.

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2022 New Holland T7.245, 81 hours, power command, 4 manual spools, front suspension, cab suspension, front linkage, front PTO, front couplers, power beyond, Isobus, intelliview 4 screen, twin beacons, ex demo, professional paint job £105,000 + VAT



2022 New Holland T7.260, Power command, 1214hrs, front linkage, front couplers, power beyond, intelliview 4 screen 650/65/42's & 540/65/30's £92,724 + vat



2022 New Holland T7.315 HD, Auto command, 1174hrs, 5 spools + midmounts, front linkage with couplers, front PTO, PLMi cab, full GPS, full spec. 710/70/42's & 600/70/30. £157,000 + vat



2023 New Holland T6.155, 16 x 16 gearbox, 774hrs, 3 mechanical spools, brand new tires, 600/65/38's & 480/65/28's £66,000 + vat



2021 Case 55c Farmall, 4446 hours, 2 spools, front weights, 2 wheel drive, radio, air con, has done some work would make an ideal scraper tractor £16,000 + VAT



2022 kongskilde ecoline, mechanical hectare counter, wheel mark eradicators, mechanical bout markers, fertilizer box fitted, following tine harrow, 25 coulter, 3 meter working width, had very little use £9000 + vat



New Holland 3 Metre working width, Adjustable crumble roller, New light kit, ex demo £9000 + VAT



2021 New Holland E19c digger, 267hrs, quick hitch, 3 buckets, hammer circuit, variable track width, 2 speed track motor. £15,000 + vat



Front and rear mounting, side shift hydraulics, 2.8 meter working width, good working order £4,000 + VAT



2023 18 Ton Larrington trailer, Harvester model, half pipe internal body, single tipping ram, 560 michelin trailxib tyres, silage sides, 10 stud axles, 406 x 120 brakes, twin line air brakes, single line hydraulic load sensing line, side ladder, hard wood body support blocks Ex Hire unit done very little work £30,000 + VAT

Little gem

The smallest model in the Ford 6X and 6Y ranges is also the rarest. Peter Love finds a nice example in Somerset.

Motor engineer Stephen Cox is based in the Mendip Hills, near Congresbury, and has just finished restoring a Ford Force 2000 prior to downsizing his garage operation.

Stephen has lived in these parts all his life and was born at Wrington, just a few miles from where we were standing on a bright Friday morning in late January. He is one of eight children, and his father was a hand dredger for many years before working on the large mushroom farm in the area.

After leaving school, Stephen went to work for Roberts Garage in the village of Redhill, a short distance from home. He served his apprenticeship at the Dodge commercial and BMC dealer before spending time at S O Kingcott Ltd. of Wrington – a British Leyland agent. Interestingly, Stephen is currently restoring a 1980 Austin Morris Mini van, the sort of thing he dealt with daily at that time in his life.

After working at a number of other garages, he set up on his own in the early 1990s and has been at his current MOT and servicing premises for more than 20 years. Stephen may be slowing down towards semi-retirement, but the phone was very busy when I was with him.

The love of Ford tractors came through the Alvis brothers, who are agricultural contractors based near Redhill. At the time, they were blue through and through, but have changed to green these days.

Stephen's brother worked for them, and he got the chance to drive their Ford pre-Force 4000 Select-O-Speed, which was an interesting experience, and a 5000 when he worked a disc harrow on a large acreage.

These experiences formed happy memories for him, and he always wanted to own and restore such a machine. Before something suitable came along, he bought a three-cylinder Massey Ferguson 35 that he drove home from a smallholding at Shipham, near Cheddar. It was sorted out mechanically and resprayed before being sold on.

FIRST FORD

The 35 was followed by a Ford 4000 from Draycott that was, Stephen recalls, a more involved restoration. He then bought a Ford 6610 from near Gatwick, West Sussex, but after restoring it he decided to sell it quite quickly, as it was too big and heavy for him.

Then came a 1970 Ford 5000 that Stephen found in the *Tractor Mart* section of *Tractor & Machinery*. He got it home from Herriard in Hampshire, and although it needed some work the end result was superb.

Out of the blue Stephen was offered serious money for the tractor and he didn't hesitate in taking it, as for him it's all about the challenge, rather than enjoying the fruits of his labour.

Without a tractor and with the Covid-19 lockdown looming, Stephen was keen to take on another project.

He found what he was looking for near Merthyr Tydfil in Wales. It was a late 1975 Ford Force 2000 that had ➤





Stephen Cox with his 1975 Ford 2000.





Left: The strip down of the tractor is well underway. Right: Ford Blue two-pack paint starts to go on.

come from another smallholding. The 2000 sold in small numbers and is a sought-after model, but the fact that this is one of the last built makes it a very desirable tractor. The Force (6Y) is regarded as a good ploughing tractor and makes a good road run machine too.

The 2000 was the Fordson Dexta's replacement, launched alongside the rest

of the 6X range at the Smithfield Show in December 1964. The new Basildon factory was in operation by then, producing the 2000 Dexta, 3000 Super Dexta, 4000 Major, and 5000 Super Major, but these tractors were also being built in Antwerp, Belgium, and Detroit, USA.

With new tractors and a new factory there were inevitable teething problems,

so improvements were made that resulted in the launch of the Force (6Y) range. This included changes in all areas, both mechanically and cosmetically.

Stephen's good friend, haulier Grant Cleeves, was making a hay delivery in the area, so they made the journey together and viewed the tractor. They liked what they saw, and with the deal

The tractor was first registered in July 1975. The 'YA' prefix indicates that it was sold new in Somerset.



done, they took the tractor back to Congresbury.

The 2000 has a V5C, but its history is rather cloudy. Typical of many of Stephen's previous tractors, it had worked on a smallholding – but was not perfect and would require work to get it up to standard.

WORK STARTS

The Fieco cab was the first thing to come off before splitting the tractor to overhaul the clutch and thoroughly inspect the engine. The bores were found to be in good order and no wear was found on the bottom end either.

The cylinder head was decoked, with the valve seats recut and the valves ground in. The radiator was re-cored, and a new clutch went in. A new bearing was required in the steering box, and Stephen was expecting to find other surprises, but after thoroughly inspecting the tractor, there was just the PTO pump gasket to replace, and the brakes to clean and adjust.

The wiring loom, so often a mess of wires in poor condition, was found to be in good order and was simply tidied up before fitting a new battery.

Running the tractor revealed that the new parts had had the desired effect, and so now it was time to prepare the tractor for painting. The skid unit was shot blasted and treated to rust-resistant primer, before two-pack paint went on.

The shot blasting revealed that one wheel needed to be replaced before ➤

For sale

If you have thought about buying a Ford 2000, this one is for sale - priced at £7,500 ono. Stephen can be reached on 07702 750876.



Worldwide re-organisation

A Ford 2000 photographed in 1965, shortly after the range's launch. Photo: David Woods.



The Fordson Dexta and Major were the latest in a successful line of tractors to be produced by Ford, that could be traced back to the 1910s. A hit at home and abroad, Ford's Dagenham-built tractors were lucrative, but the head of the Ford Motor Company, Henry Ford II, was set on making the business better.

Ford had become president of the company in 1945, taking over from his grandfather – Henry Ford I, and despite what people on the outside thought of the business it was clear to its head that it was losing substantial sums of money.

According to Stuart Gibbard's book, *The Ford Tractor Story: Part Two*, the company's car and truck divisions were the first in line for restructuring, and this resulted in impressive profits by the early '50s.

With more than a decade of attention on the core of the business, Henry Ford II focussed his efforts on the tractor division from the early '60s. Ford Tractor Operations was born in 1961 and amongst the first plans made was the decision to close the Dagenham tractor-building facility.

Despite its success, it was felt that the company's new range of tractors would be best built in a new factory, at Basildon, as well as Antwerp in Belgium, and Highland Park in Michigan, USA.

With plans in place to turn the Dagenham plant over to engine production in the autumn of 1964, Ford had just three years to design and test its new tractors and equip the new factories to enable production to take place – as well as build one of those factories!

It was a huge undertaking to design the new range, codenamed 6X, as a great deal of rationalisation was required. The UK was producing two models (Dexta and Major), but more than 20 were in production in the USA, so to get a succinct line of tractors that shared numerous components was going to need a lot of thought.

There was also the complication that some markets, such as the United States, wanted a petrol engine option in addition to the diesel. This, purportedly, gave rise to the bonnet panels featuring louvres – for cooling of the spark-ignition engine.

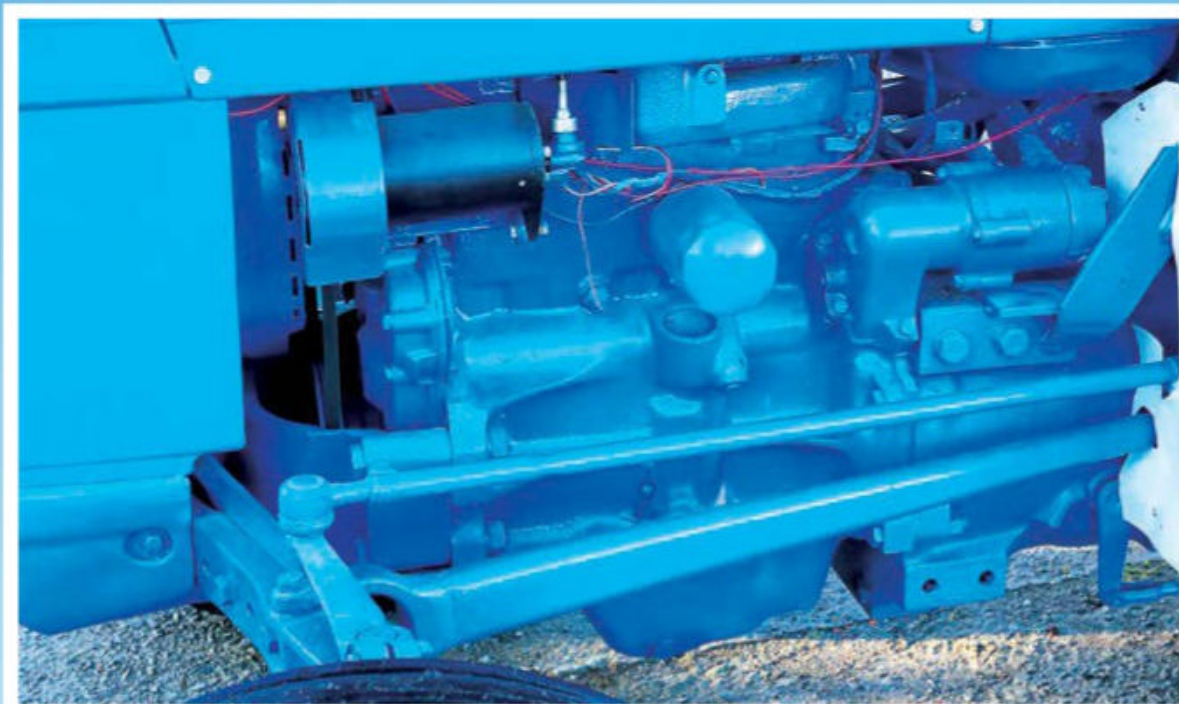
The eventual result, after some additional thought, was a four-model range of tractors – the 37hp 2000, 46hp 3000, 55hp 4000, and 65hp 5000.

paint could go on and be followed by tubes and tyres. A couple of lights, and the grille, also needed to be replaced, but the dash panel and instrumentation cleaned up well.

Once the cab had gone back on, new vinyl could be fitted to the front sections below the lower glass, and a rear 'curtain' could be added.

A thorough road test left Stephen happy with the results of his efforts, but as he is set to hand the keys for his premises back to the landlord in early summer, he has decided to let somebody else get some enjoyment out of the tractor.

Stephen is not throwing in the towel in just yet, as he is going to another garage part-time. One hopes that this will leave him time for future projects, as and when he gets the urge to restore another tractor. He clearly has an appetite for such things, and it is nice to



The 2000's 156cu in three-cylinder engine was rated at 37bhp.

think that he will continue to indulge that passion. ■

** Turn to page 18 to read our buyer's guide to the Ford 2000.*



With only a small number built from 1964-75 (6X: 1964-68, 6Y: 1968-75), the 2000 is a desirable model.



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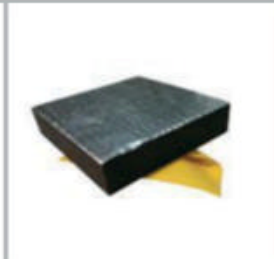
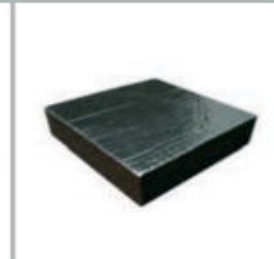
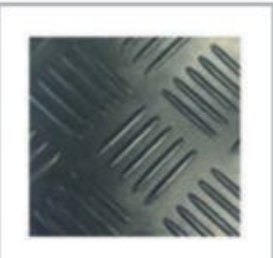
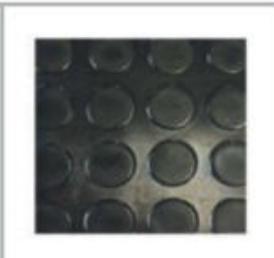
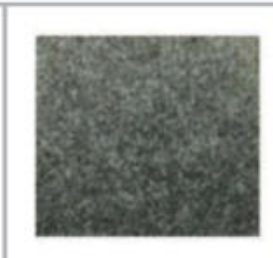
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Back to basics

Despite its low-spec character, the Ford 2000 is worth considering. Peter Plehov teams up with *Tractor & Machinery* to provide insight.

Introduced with great pomp and ceremony at the Radio City Music Hall in New York, in October 1964, Ford's 6X models were met with great enthusiasm. This was the culmination of several years' work to create a group of tractors that could be built across the globe to suit various markets, sharing components to create a truly worldwide range.

The smallest of the four models was the 2000 – a three-cylinder tractor that was billed as “a 37bhp handyman, available in basic form to keep initial costs right down.”

Like the 3000, 4000, and 5000, the 2000 was available with options to tailor the tractor to the owner's needs, but you can think of it, in simple terms, as a ‘budget’ 3000.

Many potential buyers considered it more sensible to buy a 3000 for a bit more money and have the additional benefits that it brought, and as a result it can be hard to find a 2000 today.

With the help of Blue Force's Peter Plehov, this guide will help you to understand the intricacies of the Ford 2000 – in both 6X and 6Y forms – should you consider purchasing one.



Along with its basic specification, the 6X version of the Ford 2000 stood out from the other tractors in the range thanks to its blue bonnet, grille, and mudguards. Photo: Clive Tuff.

ENGINE

Three three-cylinder engines were used across the 6X range, with the 2000, unsurprisingly, featuring the smallest. Whereas the 3000's 2.87-litre and 4000's 3.29-litre engines were 'square', with the same bore and stroke dimension, the 6X 2000 used a 2.59-litre unit with a big bore and shorter stroke.

These new engines were designed specifically with tractor use in mind and were said to provide maximum power on low fuel consumption with minimum wear. According to Stuart Gibbard's book, *The Ford Tractor Story: Part Two*, research undertaken in Austria, Great Britain, and the United States found that maximum fuel economy could be obtained whilst maintaining low smoke levels.

Features included direct fuel injection, deep-skirted and heavy-ribbed cylinder blocks for structural strength, heavy cylinder walls, rotating exhaust valves, and a heavy-duty crankshaft with four main bearings.

It is purported that further research concluded that the best place for the air cleaner was at the front of the tractor, so the Fordson Dexta's mid-mounted unit was abandoned in favour of a new position.

Despite all the hype about the design and features that would save time and money, the 2000's engine suffered from problems like the rest of the range – although the four-cylinder engines produced by the company over the years are said to be more susceptible to cavitation and porosity. If you have heard the term 'porous block' it will probably have been muttered in the same breath as the name 'Ford'.

Sadly, the 6X range suffered from a combination of factors that added up to give the tractors a bad reputation. Faults from both Ford and/or the farmer could mean that the water and the oil would mix. Poor casting, lack of anti-freeze, vibration, and lack-lustre assembly, amongst other things, have all been blamed over the years.

The upshot was that this would lead to overheating and, eventually, engine failure. Solutions included specific anti-freeze and a change to the block design, and although most of this is in the past it is still something to be aware of when buying a 2000.

The valve stem seals tend to let oil by too, but these are easily changed, and

there are other basic things that you should check to ascertain the general health of the engine before you start it.

Checking the oil can give a good indication of the state of the engine and its service history. Don't be too concerned by black oil, as this is a trait of diesel engines, but if it has a strong smell then there is chance that it hasn't been changed for a while. If the oil hasn't been changed, what else has been neglected?

'Milky' oil can be an indicator of water contamination and, transversely, if there's evidence of oil in the contents of the radiator, there is a serious problem that needs addressing. Plus, straight water, rather than a water and anti-freeze mix, will mean that the engine has not been receiving protection from corrosion or frost.

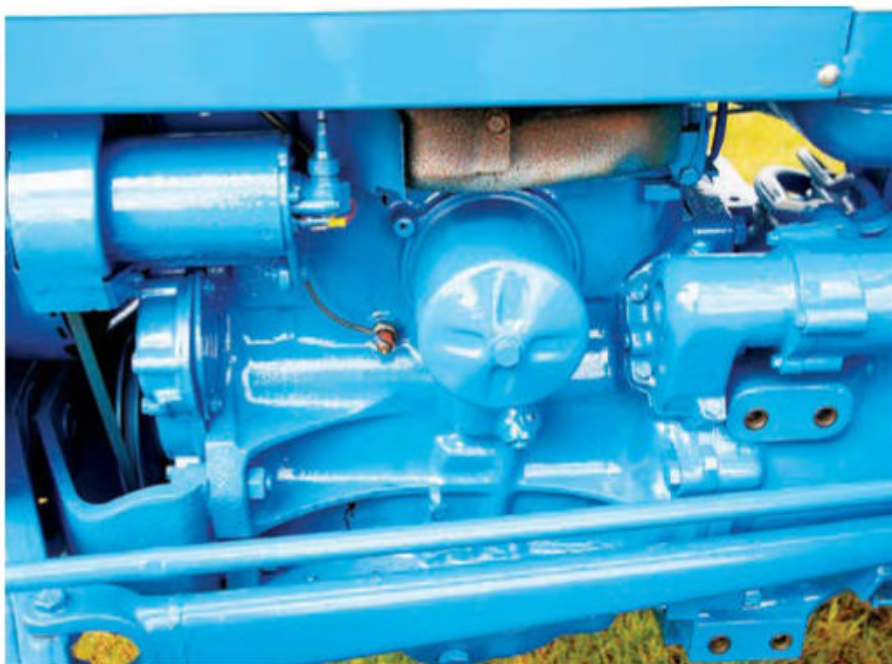
Be sure to inspect the block for cracks, too – look behind the ancillaries as best you can and look for suspicious leaks and staining that might point to problems.

Once you've checked these things, start the engine and let it warm up – taking a good look round it to satisfy yourself that although the fluids are where they should be!

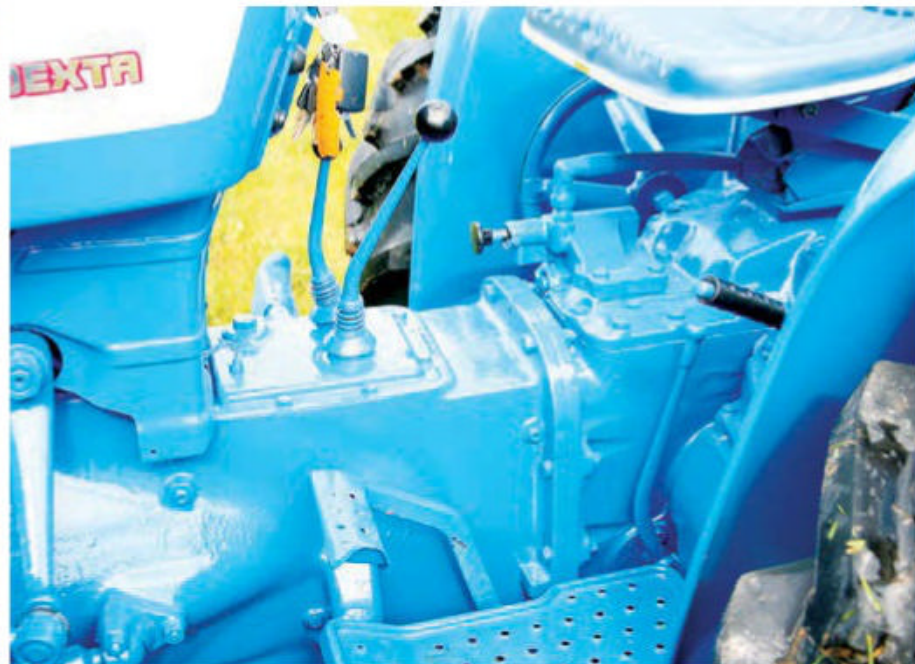
When the engine is up to temperature, pull down on the hand throttle to get the engine speed higher up the rev range and listen out for anything suspicious. Aside from 'knocking' inside the engine, indicating something wrong, one of the easiest things to detect is 'missing', which can suggest that the fuel injection pump and/or injectors require overhaul. This is particularly prevalent on high-houred tractors.

An engine overhaul kit will typically set you back £250-350 from an aftermarket parts supplier, but this might not solve all of the problems the engine could have. If the crankshaft needs grinding, or replacing, if the cylinder head needs skimming, or the valve seats recutting, or if the fuel injection system needs overhauling, these are all specialist jobs that can see the total bill rise significantly.

Very little changed with the introduction of the 6Y (Force) range of tractors and the 2000's engine was still susceptible to the same problems. As a 'runabout' it was often not subjected to the sustained hard work that the larger models got, and that a diesel engine needs in order to stay in good shape. Peter Plehov added: "Engines that were left to idle too long would glaze the bores. This led to an oily exhaust."



A three-cylinder engine, rated at 37hp, was fitted. Note the hydraulic pump to the right of the engine oil filter. Photo: Peter Love.



A dual-range, six-speed transmission was fitted as standard, but the eight-speed unit and Select-O-Speed were optional. Photo: Peter Love.

TRANSMISSION

In keeping with its 'economy' status, both the 6X and 6Y versions of the Ford 2000 were fitted with an 11in-diameter, single-plate clutch, although a dual-plate (11in/8½in) arrangement was available for those that wanted the luxury of 'live' power take-off.

A 'high pedal' or large amount of free play may point to the fact that an overhaul is required. A clutch plate will set you back around £40-50, while a release bearing is approximately £30 and a pilot bearing around £10, but if the flywheel needs skimming, you can add another £30-70 as a rough guide.

The gearbox itself is a very robust unit and you shouldn't expect any serious problems in this department. Any problems with gear selection can largely be attributed to a worn clutch, or poor set-up of the clutch, but selector wear can hinder high-houred tractors.

As standard, the 2000 was fitted with a dual-range transmission featuring three forward speeds and one reverse in each range – with forward speeds from 0.7mph (1,000rpm) to 17.4mph (2,000rpm). This means the tractor is great on the road, but there is a significant jump between fifth and sixth. Top gear is definitely a 'road only' speed, with all other ratios offering 7.6mph or less.

The eight-speed transmission was an option for the 2000 as was, contrary to popular belief, Select-O-Speed. The eight-speed unit was, in actual fact, a seven-speed transmission, as two of the ratios were the same, but this was later rectified so that those that specified a 6Y 2000 with the optional transmission actually got eight different forward speeds.

Select-O-Speed was a 10-speed unit that comprised a series of planetary assemblies that were controlled by clutch 'packs' – units containing several small clutch plates and brake bands that used hydraulic oil to engage and disengage them.

This was already a complex system, but that fitted to the 2000 (and 3000) was even more complicated because it featured additional components to compensate for the fact that the rear axle did not have the same reduction method as the larger 4000 and 5000.

Select-O-Speed was given the name 'Jerk-O-Matic' by some, due to its significant delay when shifting, but many feel this is a harsh label.

"The S-O-S gearbox has all the traits of the S-O-S 'box fitted to the 3000, 4000, and 5000 tractors – some very good, others suffering from poor maintenance and poor adjustment," Peter Plehov explained. "Once sorted, it is a nice

transmission, that was way ahead of its time.

"Ford fitted a torque limiter clutch plate on Select-O-Speed tractors. The centre spline was very weak and susceptible to stripping. New plates are very hard to find, so a MIG welder and a lot of patience is required! Welding up the input shaft will also be necessary."

Thanks to the fact that the 2000 was an 'economy' tractor, very few were fitted with the eight-speed transmission, and even fewer with Select-O-Speed. It is worth noting that a differential lock was not a standard fitment on the 6X 2000 either – only on the 'De Luxe' version and 6Y model.

Other points to note include water contaminating the oil and failed half-shaft seals. Peter says: "Ingress of water into the rear axle and gearbox causes the oil to turn to a milky colour. Having the filler top missing is a prime suspect for this!"

Oil seals failing on the outer ends of the half-shafts is a problem common to many tractors, not just the 2000, but it's not a five-minute job to remedy – and so if you don't feel confident tackling the job yourself you will need to factor in the time it takes for someone to do the work for you. The seals themselves are relatively inexpensive at £5-10 each.

PTO

Given its modest rating of 37hp, it's surprising that the 2000 produced 32hp at the power take-off. A six-spline unit of 540rpm only, the power

take-off was a no-frills affair, and shouldn't cause many problems.

Don't forget that a 'live' PTO was not standard, so depressing the clutch pedal

will stop the power take-off as well as the motion of the tractor. If a live PTO is important to you, be sure to ask the vendor if the tractor has a dual clutch!



A Ford 2000 fitted with the Select-O-Speed is a rarity.
Photo: Peter Plehov.

Finding exactly what you want will be difficult, so be prepared to compromise!

HYDRAULICS

"The hydraulic pump is situated on the rear of the engine, driven off the camshaft," Peter explained. "This can suffer from cavitation if there's poor oil quality in the back end, with the strainer being blocked. Plus, the hydraulic oil pressure pipe is often replaced with a flexible one. This does the job, but never looks as nice as the steel one!"

You can expect oil flow of 3.3gpm on the 2000, and pressure of 2,500psi from the piston-type pump. As it's engine mounted, there's live operation of the hydraulic system, and you'll also get single-lever control of position and draft – although there's only single-acting draft control from the top link.

The De Luxe version of the 6X features an Auxiliary Services control valve, but not the basic tractor. This became standard equipment with the 6Y.

Other features included category I lower links and internal check chains, but not even a swinging drawbar and clevis were fitted as standard. These, and an automatic pick-up hitch, were optional extras on both the 6X and 6Y 2000. It is common to find at least a swinging drawbar fitted, but do not be surprised if you see a tractor for sale that doesn't have one.

In general, the hydraulic system is reliable, but be sure to check operation of the linkage. If possible, make sure that it can lift an implement and the linkage does not 'twitch'. Any hiccups can point to wear in the lift cylinder. A repair kit is inexpensive and readily available, but it will take time and effort to fit. ➤



The 6Y version of the Ford 2000 was launched in 1968.
Photo: Jonathan Whitlam.

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OPERATOR AREA

Not even an hourmeter was basic equipment on the standard 2000, so don't expect too much in this department. In fact, even a steel pan-type seat was fitted to both 6X and 6Y 2000s, unless a De Luxe seat was specified!

A recirculatory ball-type steering box was fitted, with no option of power assistance, and the brakes, although independent, were of the drum variety with a latch for parking – rather than a separate hand-operated lever.

Ford's 'All-weather' cab was seldom seen on the 6X, although an option, and even the lighting kit was only fitted to the De Luxe 6X 2000!

Tyres were 4.00x19 and 10x28 on the basic 6X, with 5.50x16 and 11x28 on the De Luxe model. These options were the norm by the time 6Y came along.



Phil Gibson in action with a 6Y 2000 and Ransomes plough. When using a plough with a depth wheel, the single-acting draft control from the top link does not matter so much. Photo: Jonathan Whitlam.



This pre-Force (6X) 2000, best described as an older restoration (sporting the wrong decals) sold for £3,600 at auction in March 2023. Photo: Peter Love.

A category I three-point linkage and single-acting top link for draft control were fitted to the 2000. Photo: Clive Tuff.



CONCLUSION

"This model was not sold in great numbers in the UK, mainly because it was approximately the same weight as a Ford 3000, but with slightly less power and less accessories," Peter Plehov concluded. Finding one will not be easy, but its scarcity is also part of its appeal.

Although porous engine blocks are a concern, do not let this put you off a 2000! This issue was not confined to this particular model, or range – it would be something that people associated with Ford tractors for many years, but it did not deter every potential buyer of a new tractor and has not deterred every potential buyer of a used Ford since!

The 6X range was unfortunate to gain a reputation for teething troubles, thanks to an all-new design from all-new factory, but the reality was that the problems were addressed quickly, and the sub-assemblies improved to make future builds more reliable.

It's a desirable series that continues to attract enthusiasts and although the 6Y 2000 is more popular, either makes a good first tractor or an addition to a collection. A 6Y variant can command up to £1,000 more than the equivalent 6X tractor, but the 2000 is still a very affordable purchase.

An off-farm 6X 2000 will set you back around £2,000, while a good original one commands between £4,000 and £5,000. Restored examples will be similar, but a concours tractor will cost you approximately £8,000.

Finding exactly what you want will be difficult, so be prepared to compromise! ■

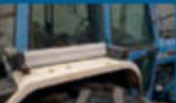


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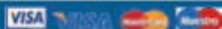
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A Fendt family

Joseph Lewis meets a young Fendt owner following in his father's footsteps.

discovered Frank Bray's 1991 Fendt 311 LSA at Somerset Traction Engine Club's New Year's Day Road Run. Frank's father, Philip, started farming near Wellington on the family's mixed farm with pigs, 50 dairy cows, 80 sheep, 1,000 head of poultry and 200 acres of wheat and barley. Philip was brought up there as a child in the 1960s with a Massey Ferguson 135, 165, and 506 combine harvester, and his father also owned a Nuffield.

In 1987, Philip moved to a farm near Taunton. This was based on the need to have land in one location. Whereas the farm near Wellington had land scattered about, the farm near Taunton was all in one place and ring fenced. This is now encompassing 100 head of beef cattle and 100 acres of wheat and barley, cut by a New Holland 8060 with 13ft header.

The farm still uses a 1986, two-wheel drive Massey Ferguson 290, which was bought new from Medland Sanders and Twose Ltd. of Tiverton, Devon.

While at the Wellington farm, he took delivery of a two-wheel drive Fendt 308 LS. It arrived new in 1983 from Martin Hayman at Red Ball Garage, as he had the Fendt franchise. Philip was willing to try anything new, and the Fendt was certainly that as nobody had ever really heard of the marque. It was one of the first Fendt tractors in the area.

This 80hp model proved more comfortable to drive than the Massey Fergusons the farm was used to. The cab was quieter, with much more glass offering better visibility and the distinctive front opening windscreen proving ideal during the hot summers.

The Turbomatik clutch and all the gears on one stick, rather than three gear levers on the MF, made the 308 easier to drive too.

The 308 LS was used for baling, silage making, fertiliser spreading, and slurry application.

Philip liked the 308 so much that he bought a brand-new, four-wheel drive

310 LSA from nearby Newcombe Farm Machinery. This was used for all the same tasks as the 308 LS, but on a larger scale, including hauling articulated bale trailers, as the new tractor had a compressor to supply air to the trailer's brakes. It served the family well, but was eventually replaced by a Valtra.

ONE OF HIS OWN

Growing up with such an unusual tractor for his area of the UK, Frank was keen to find a suitable Fendt of his own when he was in a financial position to do so. "I spent many happy hours riding on the passenger seat of my father's Fendt 310 when I was little," explained Frank. "It was nice listening to the radio and having such a comfortable passenger seat, something that most other tractors did not have at the time.

"Following a one-year search, a friend of mine that helps out on the farm, Kevin Govier, saw an advertisement in the *Farmers Trader* in 2009. There was a Fendt 311, 110hp Turbomatik tractor available in Bristol. This was at the Bristol Motor Co. at Fishponds, where the owner had around 50 cars but liked to have three or four tractors as well.

"This was a good start, as I reflected later, as my dad's first Fendt came from



Frank Bray's 1991 Fendt Farmer 311 LSA works alongside the family's Massey Ferguson 290, which has been owned from new. All photos: Frank Bray and family.

Philip liked the 308 so much that he bought a brand-new, four-wheel drive 310 LSA



Philip Bray's Fendt Farmer 310 LSA with a Taarup mower during the 1980s.



a garage! As well as my Fendt 311, the advertisement included a Massey Ferguson 575 with 3,400 hours, and a four-wheel drive 290 with 5,900 hours. The owner was good to provide the detail that he bought my Fendt 311 from a genuine sale, and it came with the 40k transmission, new tyres all around, 6,400 hours, air conditioning, and front fenders.

"My friend, Ivor Grant, helped me to collect my 311 with his Renault Magnum at the time. Such was the great condition, I was just able to jump in, go and drive!"

The 6.3-litre, six-cylinder 311 was a familiar, yet exciting experience. Certain features are noteworthy. These include a

three-speed PTO with 540rpm, 750rpm economy speed, and 1,000rpm speeds, exhaust brake more commonly seen on commercial vehicles, electro-hydraulically-controlled three-point linkage (and optional Fendt-Tronic system with electronic anti-slip control and radar-operated sensing device), and automatic locking of the front axle differential.

Little details, like the openable windscreen and cab door stays, to keep the doors ajar on warm days, are typical of a Continental tractor too.

The Farmer 311 LSA is still used for daily duties, including ploughing with a four-furrow Pöttinger, cultivating,

Top: As well as electronic linkage control, the 311 LSA features hook-type lower links, a pick-up hitch, and twin assistor rams.

Above: The 311 LSA is equipped with Fendt-Tronic and features an electronic display as a result. The large lever on the right-hand side is a gear pre-selector.

buck-raking, fertilising spreading, and slurry application. "I am so happy to own my Fendt 311," concluded Frank. "It's nice to be able to enjoy an unusual classic and continue the Fendt family link started by my father." ■

** With thanks to Frank and Philip Bray, Martin Frost, Ivor Grant, and Elisha King.*



The Farmer 308 LS was bought new and is seen here on slurry tanker duty.



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The gamechanger

Jonathan Whitlam acknowledges the impact that the John Deere 4020 had.

Today, John Deere has dominated the sales league for tractors in the UK for many years, but 60 years ago this was certainly not the case.

Then, in 1964, the company launched the 4020 model into Britain and, thanks to its smooth six-cylinder engine, ruggedness, reliability, and the advanced nature of its two transmission options, it quickly became something of a legend. Six decades after its introduction, it is an icon!

John Deere was already a well-established farm equipment manufacturer before it entered the tractor business by acquiring the

Waterloo Gasoline Engine Company, based in Waterloo, Iowa, in 1918.

This resulted in the company selling the Waterloo Boy Model N and R tractors that were amongst the early pioneers of the farm tractor and were built around components placed on a heavy frame. These machines were sold in Britain as The Overtime, and several came over during WW1 and shortly after.

The first John Deere tractor proper, though, appeared in 1923 when the Model D was launched, complete with two-cylinder engine and a new design that

integrated the engine and transmission to form the body of the machine.

The success of this early model soon saw the John Deere tractor range in North America expand with popular machines such as the Model A and Model B, before the first diesel-powered John Deere arrived in 1949, in the form of the two-cylinder Model R.

Despite huge success in North America, the John Deere tractor was far from familiar to British farmers and the first real influx of green two-cylinder tractors occurred during WW2, thanks to the Lend-Lease arrangements between Britain and the USA.

This was followed by various British-based firms importing John Deere ➤

The 4020 proved to be the best-selling John Deere tractor in the 1960s and became an icon amongst the farming community in North America. In Britain it was nothing short of a revelation, with more power and sophistication than had been seen before.





Left: John Deere used its own 6.6-litre, six-cylinder engine to power the 4020. The 100hp unit was extremely reliable and very smooth running, enhancing the luxury image of the 4020.

Right: The dashboard gave all the necessary information to the operator, neatly laid out around the steering column. Note the powershift transmission lever on the right-hand side.

tractors and equipment: including Jack Olding & Co. Ltd., F A Standen & Sons Ltd., and H Leverton & Co. Ltd. Although, by 1951 all of these had ceased selling the brand.

John Deere began its encroachment into Europe proper in 1956 when it purchased a large share in the Lanz company, based at Mannheim in Germany.

It was back in the USA that the biggest change occurred, however, when in 1960 the first of a new multi-cylinder line of John Deere tractors arrived in the form of the 10 Series, which would gradually replace the two-cylinder tractors, beginning with the 1010 and 2010, and then continuing with the introduction of the larger 3010 and 4010 in 1961.

NEW GENERATION

Known as the New Generation by John Deere, the 10 Series was a radical departure from what had gone before for the green and yellow brand. Not only were these multi-cylinder machines, but the styling was completely new, with a curved top to the bonnets and what would become a signature John Deere feature of grilles down either side of the engine.

It was, of course, the engines that made the big news, and these new powerplants were instantly lauded for their reliability and smoothness with three-, four-, and six-cylinder variants across the new range.

It was the 10 Series that was at the forefront of a return to Britain for John Deere tractors, with H Leverton in Spalding, Lincolnshire, becoming the

sole importer for the brand in the United Kingdom when it once again began selling John Deere products. This arrangement remained in place until the distributorship passed to Lundell, based in Edenbridge in Kent, in 1962.

With the British marketplace dominated by the big two of Ford and Massey Ferguson, Lundell decided to push the new 4010 as something different for customers.

The 4010, with its 93hp, six-cylinder diesel engine was certainly different to what the other manufacturers were offering, with it being a larger and much more powerful machine than the then popular Fordson Super Major and Massey Ferguson 65.

Sales were slow, as many British farmers were put off by these big machines, but they were at least responsible for the beginning of the renaissance of John Deere tractors in the United Kingdom.

In truth though, the smaller 10 Series models had a difficult time competing with the established makes and models, while the bigger 4010 was certainly a step up from the norm!

In Britain, all these green machines were supplied with diesel engines, but back across 'The Pond' both petrol and liquid petroleum gas (LPG) options were also offered alongside diesel.

Both spark-ignition engine options were popular choices amongst farmers in the United States of America, with diesel power taking much longer to replace the alternative fuels than it had in Great Britain.

NEW SERIES

With the huge success of the 10 Series in North America, John Deere updated its whole tractor range once again, starting in 1964, with the original models all receiving several new improvements.

This saw the arrival of the 20 Series, with power ratings from 47-143hp and the 4020, along with the 3020, was the first to arrive, with the 1020 and 2020 following in 1965 and then the 1120 and mighty 5020 completing the range in 1966.

The first two models of the new 20 Series to appear in 1964 were certainly impressive machines; the 3020 being powered by a Deere four-cylinder



engine of 82hp, making it a powerful machine in the UK, and straight away much more powerful than the new Ford 5000 and Massey Ferguson 175 introduced the same year.

Another new feature was the option of a powershift transmission that allowed for clutch-less operation, and improved ease of use to another level. This was also a feature of the other model introduced in 1964 – the 4020.

THE 4020

Now with 100hp on tap, instead of the 93hp of its 4010 predecessor, with which it shared its styling, the new 4020 was a sleek and powerful beast and one that was also well ahead of the competition.

By the time of its introduction, John Deere had taken over the distribution of its products, purchasing the Lundell business and eventually moving to a new site in Langar in Nottinghamshire in 1966, giving the company a true foothold in the UK for the first time. Leading this charge was the 4020.

Soon the 4020 model was responsible for almost half of John Deere's tractors sales worldwide, boosted by its huge popularity on its home market.

This trend even continued in the UK, where its size was initially something that was of concern, but times were beginning to change and many larger

growers and contractors were finding that they needed extra power, and at last there were also some larger implements beginning to appear that could make the best use of such high-power tractors.

Indeed, the impressive nature of the 4020 cannot be overstated, as during its production life throughout the rest of the 1960s and into the 70s, it remained pretty much unchallenged in the UK market, at least until towards the very end.

The reasons for this were, firstly, the excellent engine; the Deere 6.6-litre, six-cylinder unit producing its 100hp while running as smoothly as any sewing machine and having plenty of torque to get it through sticky situations.

The features of the excellent power unit were amplified by the superb transmission offerings; the standard fitment being an eight forward by two reverse synchromesh gearbox that was well ahead of its time, the likes of Ford and MF only adopting synchromesh in the 1980s – nearly 20 years later!

New though was the option of an eight forward by four reverse full powershift transmission, which was introduced just at the end of Series 10 production. This was operated by a lever up on the dashboard, and the clutch pedal was now reduced to only being used as an inching pedal or emergency stop.

This was revolutionary and provided the operator of the 4020 with an almost seamless change of gear ratios without effort. Ford had been earlier to the market with a powershift transmission, bringing out the Select-O-Speed 10-speed 'box in the early 1960s in the USA and then rolling it out worldwide in 1964, around the same time as John Deere introduced its new system.

On paper, the Ford unit seemed to offer more, with 10 ratios as opposed to the eight from John Deere, but Ford had not spent enough money or time on development and Select-O-Speed never worked as well as that used in the John Deere machines and was quietly dropped by the end of the decade.

As if this was not enough, the 4020 also featured power steering, an optional differential lock, and a two-speed power take-off incorporating interchangeable 540 and 1,000rpm shafts – giving a greater range of versatility for powering equipment. It was topped off by the fitting of a centrally mounted power take-off shaft, for operating mid-mounted equipment, such as mowers.

To illustrate the sophistication of the 4020, compare it to the major two manufacturers' product offering in the UK in 1966; the Ford 5000 and Massey Ferguson 175, both ➤



This example looks great with rear wheel weights fitted and a John Deere four-furrow plough attached to the three-point linkage.

of which were a lot less horsepower, had four-cylinder engines, and were more basic in virtually all respects.

Of course, the 4020 was a much bigger, six-cylinder tractor with a higher price tag to match, but it would take a while before it had any real competition, Massey Ferguson being the first with its 1100 model and Ford taking until 1968 before introducing its 115hp 8000, which finally replaced the problematic six-cylinder 6000 Commander, which was never offered in the UK. Neither really hit the spot when it came to competing with the 4020, and it reigned supreme until its final replacement in '72.

When it came to who bought the 4020 in Britain, it was usually large farming estates, contractors, and bigger farming companies, rather than individual farmers. This was a large tractor and a large investment, but it soon found fans amongst its users, many praising its reliability, ruggedness, and simple 'driveability', as well as its prodigious performance capabilities.

Many were used to power forage harvesters, which required plenty of engine power and high-power take-off requirements, whilst in the arable sector they were mainly used for ploughing and primary cultivations.

By 1967, the smaller tractors in the 20 Series were coming off the lines at

Mannheim, and so the 20 Series became a multi-sourced product – the larger machines still being shipped to Britain from Iowa. They were joined in the USA in 1970 by the 115hp 4320, following the 120hp 4520 and turbocharged 4620 models, all expanding on the 4020 original.

In 1971, the beginning of the end came for the 4020, when the first of the new 30 Series tractors arrived, given the name of Generation II as it was the first big revamp of the New Generation range of 1960.

Eventually, the new range would have several models in the '4000' numbering series, with the new 4230, 4430, 4430, and 4630 models all being successors to the 4020 – featuring six-cylinder engines and a new Quad-Range 16-speed transmission, or full powershift, as well as the new SoundGard cab that introduced the soon-to-be-iconic John Deere safety and quiet cab, with central front pillar and wrap-around doors.

The 4230 replaced the 4020 in the UK, as it did in America, now being powered by a 122hp six-cylinder engine, reflecting the growth in acceptance this side of the Atlantic of higher-powered tractors since 1964. The 4020 had left the scene to make way for new models, but it would be far from forgotten.

LEGACY

The 4020 is a tractor icon of the highest order in its home country of the USA. It was extremely popular when it was new and it has retained that popularity ever since, even though larger, and more powerful John Deere tractors have come and gone regularly since.

In Britain, it is also highly regarded, although not to perhaps quite the same level, unless you were one of the relatively select few to have operated one back in the day or had more recent exposure to one in preservation.

When it comes to tractor history however, the 4020 is very important to Britain in that it not only introduced larger six-cylinder tractors to the market, but also secured the future of John Deere tractors in general. It took a long time, of slowly gaining farmers' confidence, and increasing its market share every year, but eventually, by the 1980s, John Deere was up there with sales figures rivalling the likes of Ford and MF and, in the 1990s, it finally surpassed them and continues to be the number one-selling tractor brand in Britain.

In many ways, much of that success is down to the 4020 and its superb build quality and excellent features. It is, without doubt, a legendary tractor and a true gamechanger! ■



John Deere was an early user of a pre-cleaner air filter mounted in a bowl on top of the bonnet. This helped to reduce engine damage from dust and dirt, and was a big step forward that was adopted by other manufacturers in the years that would follow.

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STAR LETTER

Putting in a shift

Dear T&M,

I thought readers might like to see my 1956 KFD Major and Cooke winch, still hard at work in a Co. Armagh orchard.

Trevor Lee, Co. Armagh

SL: It's great to see that the combination is still being used as intended. Thanks for sending in the photograph.



Ford

Generation III
Silver Jubilee 7810



Made of silver

Dear T&M,

I read with interest the article in the February edition of T&M about the Ford Silver Jubilee 7810. I found it very informative.

My query concerns the sales literature issued for the tractor. Were sales brochures issued and, if so, in what quantity and what format?

Thank you for a great magazine.

John

SL: It seems that you may have missed part one of the feature, John. An A4, double-sided leaflet was issued for the tractor, but it is not clear how many were printed. Today, good examples of this literature (pictured above) command sums in the region of £300!

DB Selectamatic



Dear T&M,

I purchased the December edition of T&M with a view of learning more about the David Brown Selectamatic hydraulic system. I found the article very interesting.

I am an owner of five DB models and am, to date, unable to lay my hands on part two of this article (the January edition).

I have looked in all good bookshops here in Tipperary, but can only locate the February edition. I hope you can help me.

Thanks in advance.

**George Ryan,
Co. Tipperary**

SL: I am pleased that you enjoyed part one of the Selectamatic feature. You can purchase a copy of January's magazine and many other back issues on the Kelsey shop website: shop.kelsey.co.uk

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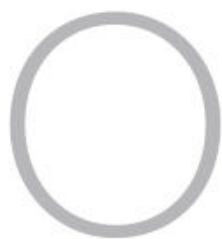
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CONTACT US

Wonderful 135

**Peter Love highlights one of the lots in
H J Pugh & Co. (Ireland) Ltd.'s first auction.**



On Saturday 23 March, at H J Pugh & Co. (Ireland) Ltd.'s first sale, at Ballinasloe, Co. Galway, an exceptional tractor is set to go under the hammer. It's one that will appeal to collectors and/or those that appreciate a tractor that does not need additional money spending on it. It is a tractor to enjoy, and one that could represent a sound investment.

Stephen Kee's Massey Ferguson 135 was built on 25 January 1966 and was supplied by Charleton & Sons (Omagh) Ltd. Stephen, of Omagh in Co. Tyrone, is only the second owner, having bought it from a livestock farm in 2004, where it had become a yard scraper.

It was in a poor state and Stephen felt that it deserved to be sympathetically restored, using original parts wherever possible. He entrusted the restoration of serial number 27480 to David Marshall, who had previously restored a Ferguson 35 for him. Stephen wanted the tractor right in every detail and knew that David would be able to achieve that.

Having stripped the tractor down, David entrusted Lexie Coulter to shot blast the tractor, with the exception of the engine, bell housing, and hydraulic top cover. Following this, two coats of Bonda Rust Primer were applied. This is a resin-based, zinc anti-rust coating that prevents further corrosion and can be used in a spray gun without thinning.

Where parts were required for the project, Stephen chose to use genuine components that he obtained from P V Dobson near Kendal, Cumbria, and

Ciaran Black from Co. Armagh – who managed to find many original parts for the build.

While Stephen rebuilt the Perkins AD3.152 engine, David overhauled the hydraulic system with the help of former Ferguson technician Robert Trimble. The half-shafts were removed to replace the bearings and seals, and, at the same time, the PTO shaft was replaced with an as-new used part. The braking system was also overhauled – with various authentic-type parts manufactured by the team, or good used parts.

With a new clutch fitted, the overhauled engine could be reunited with the rear of the tractor, along with the reconditioned steering box, fuel injection system, and cooling system. The fuel tank was treated inside and out before any paint was applied, and this went back on in order to run the tractor for the first time since the project had started.

FINER DETAILS

All went to plan and the 152cu in engine ran like the proverbial Swiss watch, leaving just the finer details to take care of. These included finding the correct style of riveted front wheels, and track rod ends with grease nipples, which were both supplied by George Burton Tractor Spares (NI).

The clutch and brake pedals had new pads welded on, and David spent time grinding them to the correct pattern, like that on earlier tractors, as this style is not available.

Once the imperfections on the panels had been sorted out, everything was put

Stephen Kee's 1966
Massey Ferguson 135
has been rebuilt to
concours standard.
Photo: Stephen Kee.



back on the tractor to make sure it all aligned properly. With tweaks made and David satisfied, he took all the panels back off and prepared everything for paint, which was matched to the original shades by O'Neill Distributors Ltd.

The process included various coats of heavy-build, two-pack primer, and flattening back with 500-grit paper. Lacquer was also applied after the



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O'Neill Distributors Ltd.

Omagh, Co. Tyrone
Tel: 028 8224 2835

P V Dobson Ltd.

Levens, Cumbria
Tel: 01539 560833
pvdobson.com

topcoats on the panels before being flattened back with 1,500-grit paper and then polished. Proof that this method works so well is that the restoration was undertaken nearly 20 years ago, and the tractor looks as good now as it did when the project was completed.

Finishing touches included a new, old stock wiring loom from the UK, and Goodyear tyres.

It took more than 600 hours to get the tractor to the condition you see it in here, as getting the details right was the most important aspect of the project.

The end result is certainly something special – it's not simply a glossy Massey Ferguson 135. It represents a rare opportunity to own a 1966 Massey Ferguson 135 that has been restored to concours standard by a dedicated team of

people that wanted to get everything right.

With work, family, and charitable commitments (Stephen is the Secretary and a trustee of The Freeman Heart & Lung Transplant Association), he no longer has time to dedicate to the tractor and feels that it is time to let someone else enjoy it. ■

** With thanks to Stephen Kee and Henry Biss of H J Pugh & Co. (Ireland) Ltd.*

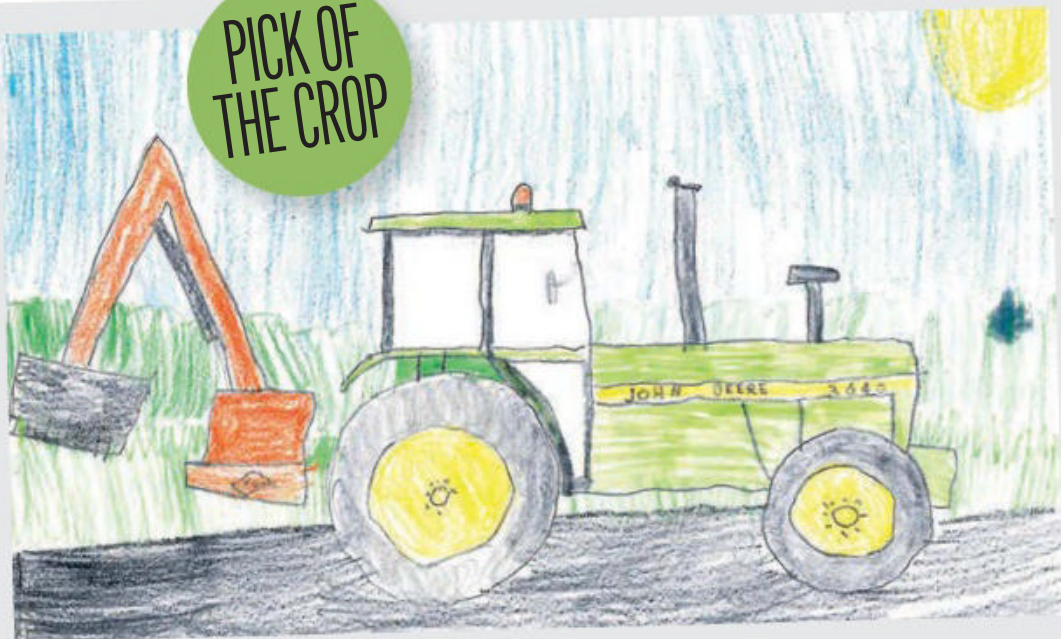
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THE CROP



MY FAVOURITE TRACTOR

Like it? Everyone loves it!

Dear Junior,

Here is a drawing of my favourite tractor, the John Deere 3640. I really love to draw tractors! I hope that everyone in your office in Yalding likes it!

Elliot Graham (aged 7), Co. Wicklow

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PULLING POWER

It looks great in black and white!

Dear Junior,

Here's a picture of a New Holland T7.260 with a JCB Loadall.

Rico (aged 10)

Emily Age 9 New Holland T6.140



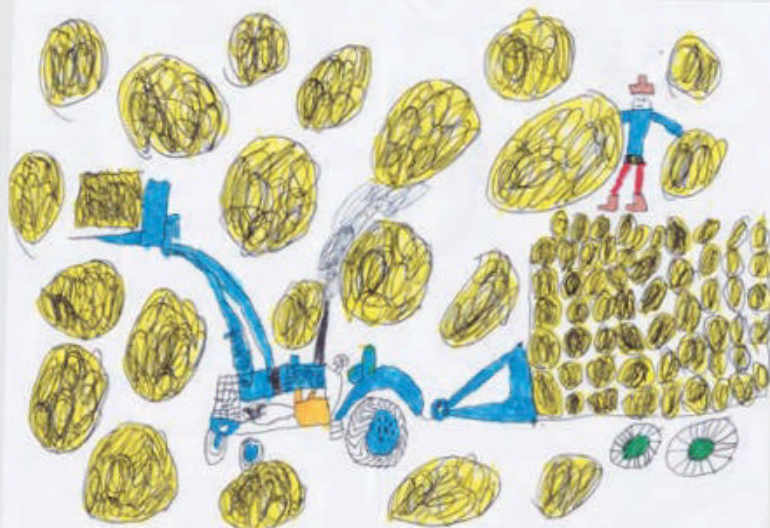
TERRIFIC T6

You've included so much detail – brilliant!

Dear Junior,

Here is a drawing of a New Holland T6.140.

Emily Hewson (aged 9)



STACKING SENSATION

That's a lot of bales!

Dear Junior,

This is my dad's tractor stacking bales.

Daniel (aged 7), Powys

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

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POWER harrows

With minimum and zero tillage now commonplace, even the once mighty power harrow has fallen out of favour. We look at some of those once prevalent.

The concept of a power-driven implement to create a seedbed can be traced back many decades – indeed, Ferguson marketed the ‘Cult harrow’ for use with TE tractors as far back as the 1950s – but the power harrow as we know it today did not make an impact until the 1970s.

Until that point, reciprocating power harrows led the charge for such implements – with two or more banks of tines moving from side to side to break down clods and produce a tilth.

Depending on the soil type, it is sometimes argued that such power

harrows simply pushed the soil around, rather than breaking it down, but with revised technology came better results.

Rotary power harrows were more complex, but they were much more effective and soon became the norm. The Lely Roterra was a huge hit in mainland Europe and the UK, while others only found favour according to the popularity of the importer or dealer, but soon many different names would establish themselves on the rotary power harrow market.

Over the next few pages, we look at some of the power harrows used in the UK throughout the 1960s, ‘70s, ‘80s, and early ‘90s.



French manufacturer Kuhn initially produced its HR range in working widths of 1.2m, 1.8m, 2.4m, and 3m. These could all be used up to depths of 25cm (10in) and required tractors of 60hp, 70hp, 80hp, and 125hp respectively. These models were marketed in the UK by Kuhn Farm Machinery (UK) Ltd.

▼ Two types of reciprocating power harrow were produced by Vicon. The two-bar model required at least 40hp to drive it, while...

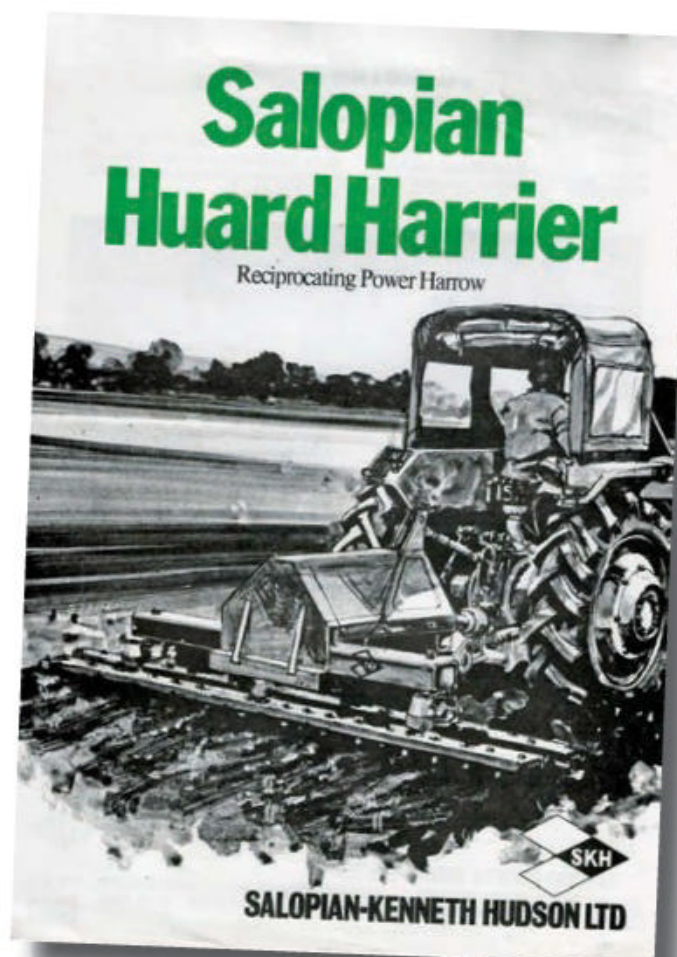


▲ ... the 10ft four-bar model required at least 45hp. Working depths were initially 7-9in, but later versions could be used at depths of up to 11in.



Dutch manufacturer Vicon sold implements in the UK under the banner of Vicon Agricultural Machinery Ltd. of Suffolk. After several seasons’ use, it described its power harrows as ‘a new dimension to cultivating’ and produced them in various working widths. All images from promotional literature (unless stated).

▼ Weidner's Soilmaster was marketed by Benedict (Agricultural) Ltd. of London, but the company had a depot near Newark, Nottinghamshire. Seven models were available, from 2-5m working width, requiring tractors of 20-80hp. Working speeds were said to be 2-7.5mph, with an output of 1-4.5 acres per hour from the smallest model and 7-12 acres per hour from the largest.



▲ The Salopian Huard Harrier was a reciprocating harrow of French design, marketed by Salopian-Kenneth Hudson Ltd. of Shropshire – part of the Rubery Owen Group. With a working width of 3m (9ft 10in), output was said to be 1.5-2 hectares (3.7-5.2 acres) per hour. A tractor of 40hp was required.



◀ Amazone was one of the pioneers of reciprocating power harrow technology and went on to produce the RED range to complement the RE and REV ranges. The three-model RED range catered for bout widths of 4-6m, with weights (with packer roller) of 1,370kg, 1,580kg, and 1,880kg respectively.



◀ The GyraSpike was not a power harrow with reciprocating or contra-rotating tines, but produced a seedbed in a similar manner. Agrator, of Spain, produced rotavators and the like that were similar to Howard's machines, and the GyraSpike was simply a Pettit-badged version for the UK. It featured a heavy-duty rotor shaft with closely spaced helicoidal spikes and could work up to a depth of 30cm. Working widths were 2.03m to 4m.



▲ Following Howard's purchase by the Danish Thrige Agro Group in 1985, and subsequently becoming part of Kongskilde Industries in 2000, power harrows were produced in both Howard orange and Kongskilde red. The HK 32 range had working widths of 2.5-4.5m and required tractors of up to 150hp to operate.

▼ Eberhardt's Series 1003 power harrows were built in Germany and imported by JF (GB) Ltd. of Gloucestershire. Each featured heavyweight tines, said to be capable of 1,000 hectares before requiring replacement, and a three-speed gearbox to enable optimal tine speed in all soil conditions.



► Ransomes Rotanti power harrows were marketed under the Agrolux Limited (Farm Machinery) banner, with its UK base at Ransomes Park, Ipswich. The LK range had a working depth of 20cm, and working widths of 1-2m, while the Rotanti and Super Rotanti models could be operated at depths of up to 25cm – with working widths from 2.5-4m.

▼ The Lely Roterra enjoyed great success throughout the 1970s and '80s, with mid-range models like the 300-30 (shown) striking a chord with those that had tractors producing less than 120hp at the PTO. This machine was one of three in Group III – power harrows that could be driven by either a 540rpm or 1,000rpm shaft. The first number in the model's designation signified its working width in centimetres.



► The Roterra, previously referred to as the Lelyterra, was imported to the UK by Lely Import Ltd. of St. Neots in Cambridgeshire and used contra-rotating rotors equipped with two specially shaped tines. In 1979, the cheapest three-metre Roterra had a list price of £2,650.



► West Germany's RABE produced five ranges of rotary power harrow in the late 1980s. These were the EMKE and WMKE for tractors up to 100hp with 540, 745, or 1,000rpm PTO, MKE for tractors up to 130hp*, PKE for tractors up to 180hp*, and SKE for tractors up to 240hp with 1,000rpm PTO only.

* with 540, 745, or 1,000rpm PTO.



▼ Italian company Maschio enjoyed tremendous success in the UK thanks to Ruston's Engineering Company Limited of Huntingdon, Cambridgeshire. The importer badged these machines as the RECotiller and sold ranges to suit all applications. DL was the smallest at 1.3-2m, with DS next at 2.5-3m.

DC featured the same working widths as DS, but with a multi-speed gearbox, while DM was the heavy-duty range – from 3-6m.



▼ Massey Ferguson's 766 (540/1,000rpm) and 768 (1,000rpm) power harrows were produced as part of a joint venture between MF and Greenland – and as such you will find them in various liveries. The smallest model could be specified in 2.5m or 3m guise, while the 768 was available as a 3m, 3.5m, or 4m unit..



▼ Kuhn's HR range for the mid part of the 1990s featured power harrows with working widths of 2.5-4.5m – with the model's suffix indicating the type of gearbox fitted. 'D' indicated a Duplex gearbox, while 'M' denoted Mutlplex. Rotor speeds were changed by manually inverting gears (think Howard Selectatilt) on the Duplex and via a convenient lever on Multiplex models.



▲ The KE 2 was the backbone of Amazone's rotary power harrow offering for the 1990s. Two gearbox types were available to suit varying soil conditions – with occasional speed changes catered for by a manual pinion change, and frequent speed changes by a lever-operated gear selection. Working widths of 2.5m, 3m, and 4m were available. Various options included a toothed packer, tyre packer, and 'Liftpack' for seed drills.



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Impressive display



The Allis-Chalmers display was a sight to behold.

After the wet weather we have experienced this winter, it was an uplifting experience to attend the Somerset Vintage & Classic Tractor Show on 27-28 January, writes Peter Love.

It took place at The Bath & West Showground in dry conditions, with the temperature creeping up to the heady heights of seven degrees Celsius! This pulled in the punters, with by far the biggest crowd seen at the event in recent years, particularly on the Saturday.

As always, there were some lovely tractors in the main building, with a four-wheel drive, 1957 SAME DA 30 DT

taking the main prize. It was certainly a difficult choice for the judges, as there were many tractors that stood out in the fabulous line-up.

The feature this year was Allis-Chalmers, with 36 tractors on show in an impressive three-row display. Allis had always been short on money in its early days and was on the brink of bankruptcy, when on 16 April 1913 the company headed into a new era as the Allis-Chalmers Manufacturing Company, under the strong leadership of General Falk. In 1932, he retired and Max W Babb took over.

In his efforts to revive Allis' fortunes, Falk looked at making agricultural

machinery, including tractors. The foundation of Edward P Allis' company was Corliss steam stationary engines, in all sizes and types, which Edwin Reynolds redeveloped when he joined Allis from Corliss.

Edward P Allis died in 1889 and his plans were put in place, initially working well, but as time went on the board could not agree on much until Falk arrived. With his German-American ancestry, and the business acumen gained from his brother's Falk & Co. machinery-building company, General Falk was the man to take the company forward.

Allis-Chalmers diversified greatly, making such things as flour mills, but ➤



This Allis-Chalmers M was one of the most original machines on display.



Sally Ennor's 1957 SAME DA 30 DT took the top prize.

SAME
DA 30 DT
1957
4x4 34hp



The line-up of Massey Ferguson four-wheel drive models was impressive.



Falk thought that entering the tractor market would be a good idea. It was not a success early on and many would have given up, but he carried on. When Harry Merritt became the tractor division's manager, he really turned it around – starting with the 20-35.

The purchase of Monarch in 1928 gave the company a head start in the crawler field, and then, after negotiating for four years, the final takeover of Advance-Rumely. It didn't give A-C a modern tractor line, but gave it the dealer network it desired.

The agreement to build the United Tractor & Equipment Co.'s Model U





Left: Mike Lawrence's fabulous JF MS5 took the runner-up spot in the Implement class.

tractor proved fruitful, with a new design for 1929 seeing the use of the Continental S10 engine. In 1932, Allis had its own engine in the U, which lasted in production until 1952.

Allis engines are very punchy, and that was certainly the case with the WC row-crop tractor (single front wheel and 'V') from 1937. A number were imported into the UK in unstyled and styled (from late 1938) form, with around 175,000 built by the time production ended.

Two examples were in the line-up, with the Sparks' lovely and reasonably rare 1948 WC with wide front axle

standing out. The tractor was restored in 2000, but it still looks good today. It was worth of a prize, I felt.

A lovely, original WF, in styled form, was also being exhibited at the show. This was the four-wheeled equivalent of the WC.

Numerous Model B tractors were on show, as well as D-270s, D-272s, and ED-40s, but there was also an M, a Gleaner combine, and several other rarities.

It was a great display at a great show, and if you have never been before it's well worth making the effort. ■

RESULTS (ABRIDGED)

BEST IN SHOW

1957 SAME DA 30 DT, Sally Ennor

CONCOURS (any age)

1st 1966 Allis-Chalmers ED-40, Gemma Poulsford

2nd 1957 SAME DA 30 DT, Sally Ennor

3rd 1991 John Deere 3050, Ross Dunster

VETERAN (1903-1939)

1st 1938 Allis-Chalmers WC, Alan Quantrill

2nd 1929 Allis-Chalmers United, Jason Smith

3rd 1927 Fordson F, Nick Byrne

VINTAGE (1940-1959)

1st 1957 SAME DA 30 DT, Sally Ennor

2nd Field-Marshall Series 3A, Rob Leighfield

3rd Field-Marshall Series 1, Clayton Humphrys

POST-VINTAGE (1960-1969)

1st 1963 Fordson Super Major, Martin Dredge

2nd 1962 Fordson Dexta, Laura Lawson

3rd 1966 Roadless IH B-450, Graham Rendell

CLASSIC (1970-1979)

1st 1978 David Brown 1410, Steve Thornell

2nd 1970 John Deere 1020, Jean Grant

3rd 1973 MF 135, Benita Rawlings

1980+

1st 1991 John Deere 3050, Ross Dunster

2nd 1980 David Brown 995, Steve Thornell

3rd 1981 IH 585XL, Julian Godwin

BEST ORIGINAL PRE-1970

1st 1929 Allis-Chalmers United, Jason Smith

2nd 1951 Nuffield M4, Francis Mudge

3rd 1966 MF 135 (petrol), Paul Johnson

BEST ORIGINAL 1970+

1st 1985 John Deere 2140, James Day

2nd 1984 MF 230, Sally Ennor

3rd 1997 Ford New Holland 7740, Lee Marsh

IMPLEMENT

1st Vicon fertiliser spreader, Julian Godwin

2nd JF MS5 trailed combine, Mike Lawrence

3rd Allis-Chalmers mower, Freddie & Finlay Poulsford



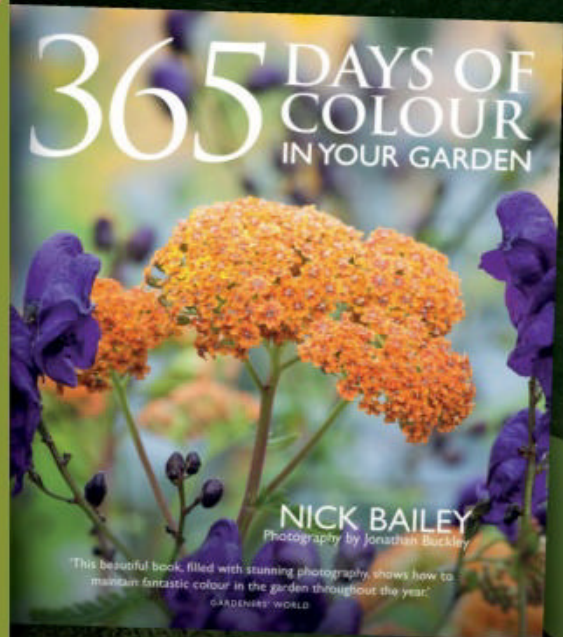
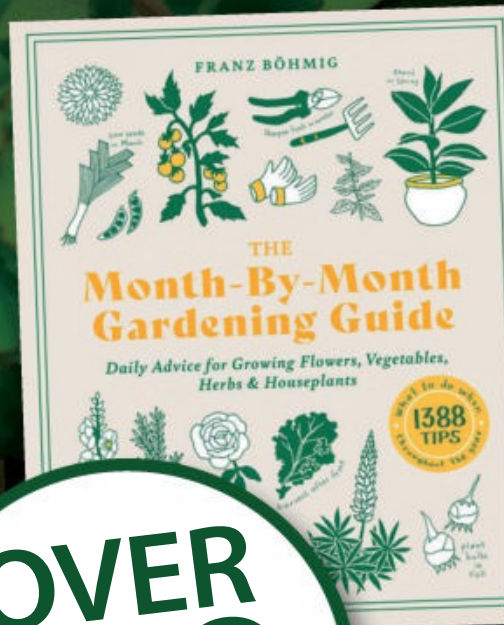
This Zetor 6911 had been well restored.



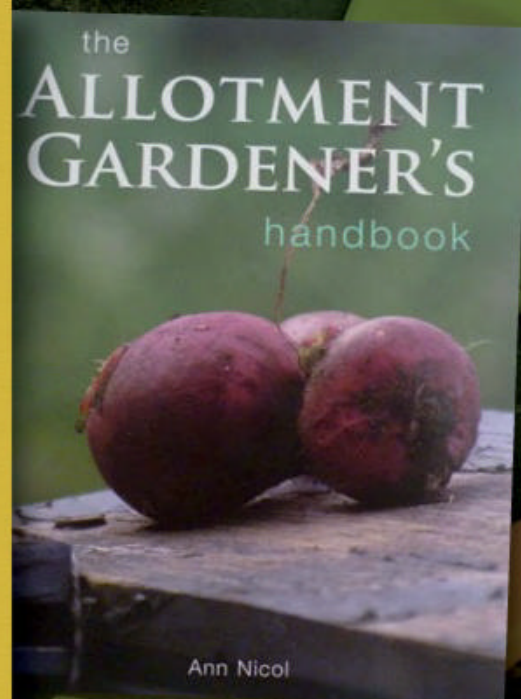
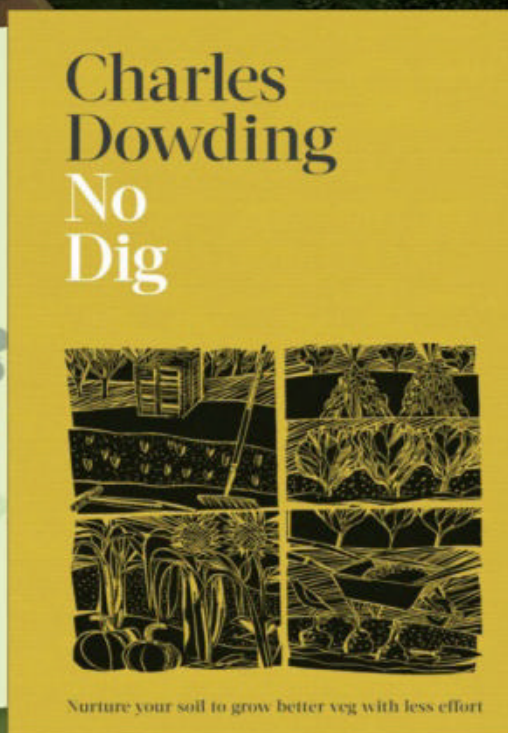
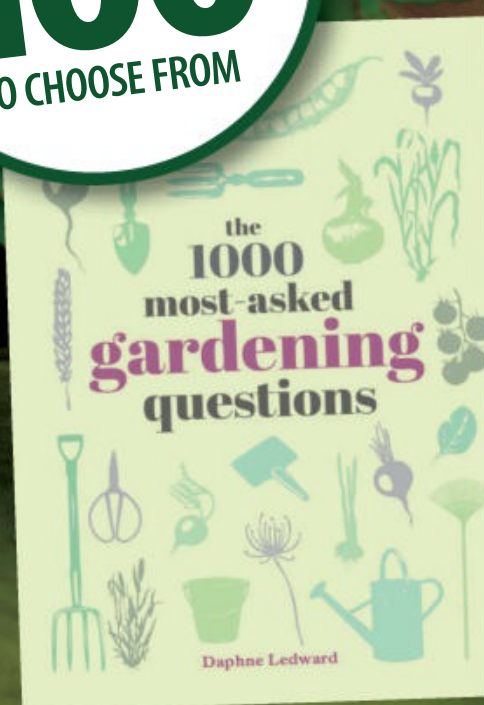
Julian Godwin's IH 585XL took third spot in its class, but his Vicon fertiliser spreader took the top prize in the implement class.

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County

What might have been

County Commercial Cars' former Area Sales Manager, Mike Gormley, continues his series on surprise developments within the company.

**PART
THREE**

Many loader innovations were developed by third party companies along with County. These started on County crawlers, and then Fourdrives, and went on to both equal-wheel and 004 Series, and were a major application for County products in several ways. Many are well known and widely used, even today.

This might be considered to include loading cranes, but this is a subject in its own right and not part of this article. Clearly, there is a major impact on the tractor when a loader is fitted, so it is important to get it right. The likes of Bray, Leeford, Bomford, Grays, and Farmhand were some of the better-known companies that produced loaders for County models, as well as companies overseas, and many were sold.

Sometimes, County would hold a demo unit fitted with a loader, an 004 with a Farmhand was one often in stock. When County got into the torque converter transmissions, mostly via County Power Drives, this enabled the tractors to be much better suited to loader work and extended this application to two-wheel drive tractors, as well as four-wheel drive models. Especially on the 004 range, loaders put greatly increased loads on the front axle. This instigated the development of the heavy-duty version of the 004 front axle.

With all the early interest in loaders, County embarked on designing its own loader. I can assume the company thought this was a potential opportunity to add a product line of its own and keep things in house, and perhaps under better control.

In the early 1960s, along with Bray and, as I understand it, a lot of chalk marks on the development shop floor, a loader was designed and built to fit a Super-Four. There are, of course, pros and cons for front- and rear-wheel steer. It was decided that this one would be a rear steer, so in effect the tractor was predominantly driving backwards. Also fitted to this were County external disc brakes – perhaps the first use of this system, which was to be used a lot in the future.

I'm sad to say that this was not one of County's successes. John Heathers, who was to become my colleague years later in the role of Area Service Engineer, ➤

County's first attempt at a wheeled loader, in conjunction with Bray, was not a success.

All photos: Mike Gormley collection.

The loader was one of the first machines to use County's external brake disc system.



was very involved in this project. Unfortunately, this loader was not a success. The balance was not 'right', neither was the geometry, and soon the Ford base model was to change too.

Following the customary County trials and evaluations, the project was shelved, and the unit parked up out of the way at Fleet. It was thought it had been scrapped. As it transpired, it was eventually sold off to a plant hire contractor in Dorset. So, it lived on – perhaps not all that successfully, but it did get to do some work.

To the surprise of a few, it still exists today and now rests in the corner of a barn in Devon, where it has been for about 25 years. Sadly, Johnny Heathers has long since passed on, but he was both delighted and surprised to re-discover it after a lot of years when it was shown by the present owner at Newark Vintage Tractor & Heritage Show.

No doubt he had many stories of making things from the chalk 'drawings'

on the floor. In these days of CAD, one finds it hard to imagine how things progressed to manufacturing drawings. Draughtsmen would be grovelling around on the floor with a tape measure, making sketches and shouting at the 'lad' who was trying to sweep up the workshop floor, in fear that he would destroy the master 'drawings'!

'TONKA' VEHICLE DEVELOPMENT

County was initially a vehicles company, so this project was perhaps a step back to its roots. Tonka was not, as far as I know, the official project name, but it stuck. This was a joint project with Bigland Preparations and mostly carried out at the Bigland facility in Knighton, which was already working with County on cabs – initially for the 1174 Forward Control tractor.

The Tonka project was, in principle, 'driven' by David Tapp and Mike Bigland.



The aim was to develop a tough, cost-effective site vehicle for all sorts of potential applications. This would encompass farm estates, especially larger ones overseas (such as sugar and forestry), as well as industrial sites, mining, and so on.

It was really a site manager, foreman, site engineer-type vehicle, with limited load-carrying capacity, easy to get in and out of, and easy to fix and service. A no frills site 'hack', if you will, that could put up with the abuse often metered out to such vehicles. There were no vulnerable body panels that would inevitably get bent. The chassis and overall structure were one and the same and included a total roll frame.

Pretty it wasn't, but practical and robust it most certainly was. It did, in fact, have a slightly endearing rugged sort of look. Clearly robust, with high ground clearance and a flat underbelly.



The 'Tonka' was rather utilitarian but was designed to be simple – to use and repair!

In the County way of making use of readily available base components, the company opted for a Ford Fiesta engine and transaxle, with Bigland-designed transmission drop boxes driving the front wheels. This was to increase ground clearance, reduce top speed, and improve torque at the wheels.

At the outside it had much more substantial 'Land Rover-size' 16-inch wheels and tyres, so not only looked the part, but clearly to have useful off-road potential with a good range of variations available worldwide. The Tonka was not, perhaps surprisingly, a four-wheel drive. It was a case of 'KIS' – Keep It Simple.

Considering it was mostly aimed at the overseas user, and probably mostly the hot and dry environments, this was not a surprise. A lot of work and testing went into this project, as County did for everything.

Once 'completed', it was put out to the potential marketplaces to see if there was in fact a market for it.

One has to say there was not the hoped for crowd, knocking on the doors of County Head Office, wanting to buy it. At this time, I was based in South Africa and had nothing to do with the project other than what I heard and saw on my infrequent trips back to UK.

One day I got a call from Brian Taylor, my boss, to say that there was a plan to ship Tonka over to the large Ford dealer in Johannesburg, Ericson Ford. Shaun Butler, one of the company's directors, was an old friend of Brian's and had offered to give Tonka a tour around the mining companies, which were his principal customer base and where they sold a lot of County tractors. It was really the sort of perceived market for Tonka.

Sadly, the market did not agree. After some time, it was shipped, rather forlornly, down to me in Port Elizabeth where it ended up in my garage. I had set up The East Cape Off Road Club in Port Elizabeth and so we used the opportunity to take the Tonka out to 'play' on our weekend trips to the bush and along the

local beaches.

We quickly realised why the poor old Tonka was not really that great when the going got even a wee bit tough. Tough the Tonka clearly was, but also quite heavy and with only two-wheel drive a bit lacking off-road. I found myself on the end of a tow rope a few too many times when my trusty old Land Rover would be fine.

It was often quoted that the Tonka had 'better than Land Rover performance'. I'm not sure where that came from, but ➤

We quickly realised why the poor old Tonka was not really that great when the going got even a wee bit tough



John Heathers was reunited with the machine at the Newark Vintage Tractor & Heritage Show.



The Tractruck was based heavily on a Ford D Series truck and had a very purposeful stance.

it didn't. Sorry. Tonka ended up back in my garage, where it stayed.

Then, in early 1983, County came to its end. I had to move out and head home. So, what to do with Tonka? Initially we had moved in with our good friend Rose, who by good fortune was our club secretary and was quite happy to have Tonka parked in her garden! We were putting a fast-moving plan together to go on an extensive safari to Botswana and Namibia before we had to head back to the UK.

I needed a long-range fuel tank for my 'Landy', so 'borrowed' the one from Tonka, which I attached to the Land Rover's roof rack, along with lights and odd bits.

Safari completed, I re-fitted the tank and got Tonka up and running again.

But now what? Rose had a friend who farmed on the Karoo. A vast semi-desert, arid region of South Africa. Perfect Tonka territory. So, a plan was made, and off Tonka went. It was not my problem anymore, and never to be heard of again.

I just hope it was useful to that Karoo farmer. It had taken a huge amount of work and cost to get the project complete and to get it there. A totally unique vehicle. The Karoo is dry so it will not have rusted away – so perhaps it lives on, tucked in a shed on a farm.

Maybe, just maybe, it is still running.

It was designed to be easy to look after and have available parts, so the chances are it could still be. Perhaps the farmer will read this and then realise what it is he/she has. If so, do get in touch!

There were plenty of jobs where this cross over twixt truck and tractor was relevant

TRACTRUCK

Another one-off, vehicle-based project that dipped into County's original DNA was Tractruck. This was in 1981, and sadly when, unknowingly, time was not on County's side. It was yet another project that unfortunately never got past the first prototype stage. For all the world at the time, it was a very sound project.

It used a Ford D Series truck cab and chassis, with a County-developed tractor back end with a PTO and County spacer box. The 62L axles were those fitted to Leyland 285/2100 tractors, with adapter rings, at the Bathgate plant. County used them for the 1162 and the Tractruck. The final outer shafts carried the wheel studs for either Leyland or Ford/County wheels.

It was very much what it said on the tin. There were plenty of jobs where this cross over twixt truck and tractor was relevant. It had better road speed than a tractor, about 40mph, and driver comfort with good off-road ability, load-carrying capacity, and general capability. Trialled with the likes of slurry tankers, it was ideal for the tasks.

It was another case of County being able to use already in service parts from its inventory, such as external, air-operated disc brakes, as well as making use of its now well-established liaison with Bigland Engineering. Had it lived on, one can think of plenty of potential applications for Tractruck. Sadly, its ambitions were never realised.

* I would like to thank Geoff Penn who worked at County for many years and was Head of Product Planning, for his valuable assistance in this series, for he often has knowledge of what went on behind the scenes which those of us out front, in the 'field', had little sight of. ■



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Model corner

The latest from the scale-model world

We have more from Universal Hobbies in this issue following the company's new releases that we showcased last time. Similarly, it's all about colour – but here it's the same tractor presented in three different ways.

Valtra's S416 is the subject of UH's efforts this time, with three limited edition tractors to suit the discerning collector – each individually numbered underneath.

The first is a brushed titanium tractor with black wheels – of which 1,000 will be produced. Details include foldable mirrors and warning panels, a GPS antenna, and front linkage.

Up next is the turquoise blue variant with black wheels. This features the same details – but only 750 of this model will be manufactured.

The last of the trio is metallic green with white wheels. It too is limited to 750 examples.

Finally, released at the end of March, is the Fendt version of UH's 800kg Tractorbumper Safetyweight – a popular accessory for those that own a UH tractor fitted with a front linkage.

You can purchase these models from any retailer in the network of UH stockists, or directly from the website (universalhobbies.net). ■

Valtra S416 Unlimited 'Brushed titanium'

Product code: UH6649

Scale: 1:32

Size: 180x95x115mm

Weight: 585g



Valtra S416 'Metallic green'

Product code: UH6492

Scale: 1:32

Size: 180x95x115mm

Weight: 585g



Tractorbumper Safetyweight 800kg – Fendt version

Product code: UH6667

Scale: 1:32

Size: 90x78x35mm

Weight: 13g



Valtra S416 'Turquoise blue'

Product code: UH6652

Scale: 1:32

Size: 180x95x115mm

Weight: 585g





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Overshadowed

International's 856XL brought together some of the best European-built sub-assemblies in a competent package, so why didn't it achieve the success it deserved?

The Brown family's 1984 IH 856XL is an early French-built model and has numerous roles on the 500-acre farm. Photo: Andrew Brown.



Built to fill the gap between the 844XL and 956XL, the 856XL had the hallmarks of a tractor that would meet the needs of farmers across Europe – a machine to suit the demands of agriculture in the 1980s. It was also deemed to be a viable alternative to the British-built 885XL and was offered to UK farmers too.

Sadly, despite its reliability, performance, and attractive features, it did not find favour in Great Britain, although it was quite popular in France. In terms of German production (French production data is unavailable), more than double the number of 844XL and 956XL tractors were built at the company's Neuss plant and, more importantly, around seven times more 885s (L and XL) were built in Doncaster. Buy why?

To answer this, we must get to grips with what the 856XL offered in terms of its specification – which, as it transpires, was an enviable one!

Production started in France and Germany in 1983 – two years after the 844XL and 885XL, and a year after the 956XL – using a turbocharged four-cylinder engine built at Neuss. Think of the DT-239 as four-cylinder version of the D-358 used in the 956XL and 1056XL, but with the addition of a turbo for more power than would otherwise be realised.

It may not have generated maximum torque lower down the rev range, like the 844XL's 1,400rpm, but the combination of maximum torque at 1,600rpm and the turbo coming on song gave the 856XL plenty of 'fizz'. It was a great all-round engine that seemed to suit a multitude of tasks – thus winning the hearts of those that operated it.

The power output may have been similar, but the 856XL was more of a heavy-duty model when compared to its Doncaster-built cousin – which explains its inclusion in the Fieldforce range of tractors alongside the 85 Series. It complemented the 885XL and 956XL and gave IH a third tractor in the all-important 80-99hp sector – which at the

time accounted for more than 40 per cent of the tractor market in the UK.

Like the other German-built motors, the DT-239 was a direct-injection, water-cooled diesel and was fitted with a Bosch VE distributor-type fuel injection pump, with a mechanical governor and excess fuel device. To aid starting, a heater coil within the inlet manifold was operated by the key.

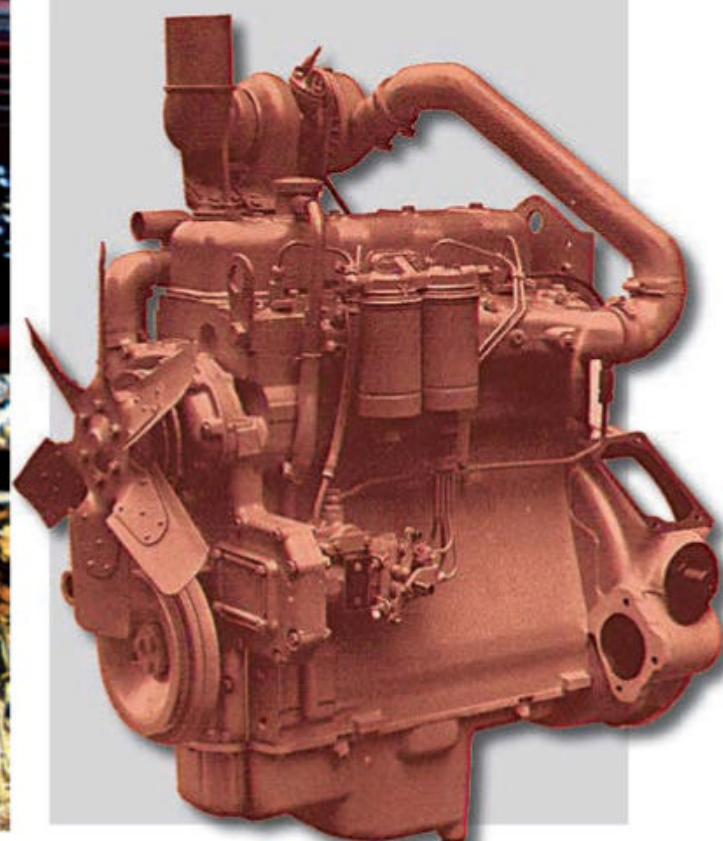
In the event of an overhaul being required, as well as for efficient cooling, wet cylinder liners were fitted – with a coolant conditioner fitted to prevent internal corrosion. A heat exchanger, helping to dissipate heat from the engine oil using water from the cooling system, and a dual-element dry air filter were also fitted to protect the engine.

Although some farmers opted to retrofit turbochargers to their tractor's engine, manufacturers were not all that keen on the practice. The additional power generated by the turbo put more strain on the engine, which is why the DT-239 was not simply a D-239 with a turbo bolted on. ➤



Did you know?

The DT-239 engine was first used to power the TD-8E Crawler Dozer and 125E Crawler Loader, from 1974-82. The 856XL is believed to be the only wheeled IH/Case IH tractor to be powered by this unit.



BASIC SPECIFICATION: IH 856XL	
Engine	IH DT-239
Power	85hp (DIN)
Cylinders	4T
Bore	3.88in (98.4mm)
Stroke	5.06in (128.5mm)
Displacement	239cu in (3,911cc)
Torque	235lb/ft (329Nm)
Rated speed	2,300rpm
Clutch	12.2in (310mm)
Transmission	16 fwd, 8 rev with Speed Reducer
Power take-off	540/1,000rpm
Length	2WD: 153.1in (3,890mm) 4WD: 157.9in (4,010mm)
Wheelbase	2WD: 93.9in (2,386mm) 4WD: 92.5in (2,350mm)
Width	2WD: 80.7in (2,050mm) 4WD: 84.3in (2,140mm)
Height	105in (2,670mm)*
Turning circle	2WD: 27ft 11in (8,500mm)** 4WD: 33ft 5in (10,200mm)**
Weight	2WD: 7,690lb (3,489kg) 4WD: 8,690lb (3,942kg)
Front tyres	2WD: 7.50x18 4WD: 12.4 R24
Rear tyres	16.9 R34

Note: Standard specification
* To top of cab
** Without brakes

John Flynn owns this 1985 example that was originally registered in Northumberland before finding its way to Northern Ireland, and eventually Co. Galway. Photo: John Flynn.

To ensure reliability, the DT-239 incorporated a stronger crankshaft, connecting rods, and pistons, a modified cylinder head featuring valve rotators, and a larger oil pump. The turbocharger was said to provide an increase in power of up to 30 per cent, which explains why such modifications to the D-239 were required.

TRANSMISSION

Couple this likeable engine to a 310mm-diameter clutch and a similar 16-speed transmission as that used in the 956XL and 1056XL, and you begin to understand that this is a tractor built for the toughest jobs. A look at the rear castings reveals the 856XL is a different animal to the 885XL. The 56 Series tractors may have all used an IH-designed-and-built transmission with 16 forward/eight reverse speeds, but the 956XL and 1056XL featured pressure lubrication, rather than splash feed, and used Hy-Tran oil instead of the 856XL's EP 90.

Gears were selected via two main levers in conjunction with a third. Four ratios (synchromesh) could be selected on the main lever, with the range lever selecting either high, low, or reverse. The third lever was a synchromesh Speed Reducer that provided a 20 per cent reduction in speed in every gear, forward or reverse. Whether two- or four-wheel drive, transmission ratios were the same – with

speeds of 1.1-18.6mph (1.8-30kph) achievable.

Where four-wheel drive was specified, IH turned to ZF for the front axle – opting for the APL 1351 with a limited-slip, auto-locking differential, and the ability to be engaged/disengaged on the move. Two sets of clutch plates were fitted – forced together at either side according to the torque increase from each wheel. Planetary hub reduction reduced torque on the drivetrain, and dual-spider steering knuckle joints provided smoother steering and reduced power loss.

The dual clutch permitted independent control of the power take-off, via a lever on the left of the dash panel. Drive was selected via a lever to the right-hand side of the operator, close to the rear of the seat. A dual-speed PTO system was standard, with 540rpm six-spline and 1,000rpm 21-spline shafts providing versatility, and a maximum 78hp for powering implements. With the engine off, both shafts could be turned by hand to aid hitching. A ground speed power take-off was standard on four-wheel drive models.

HYDRAULICS

At the business end of the tractor, it was the hydraulic system that garnered the most attention. This was one of the first International models to be fitted with the





Ample power and good manoeuvrability make a two-wheel drive IH 856XL ideal for mowing.
Photo: Andrew Brown.

new Sens-O-Draulic system which, as the name suggests, used hydraulics to provide sensitive and accurate control of position and draft control – rather than mechanical linkages.

Unlike the 885XL, the 856XL used lower link sensing and incorporated a dial on the right-hand mudguard to enable the three-point linkage to be raised and lowered from outside the cab.

The system was extremely easy to use, with just three main controls and a linkage lock for the operator to contend with. The Setting Control lever, nearest the right-hand door, set the depth or height of the implement, while the Main Control lever (nearest the seat) looked after the raise, lower, and float of the implement.

A rotary control, known as the Mode Selector, enabled the operator to switch between draft and position control, or a combination of the two.

A fourth element, the Safety Lock, restricted the movement of the Main Control lever to prevent lowering of the implement during transportation. This could only be set with the Main Control lever in transport position, and the Mode Selector on position control.

The main hydraulics were fed by the front section of a hydraulic pump mounted on the right-hand side of the engine, at a rate of 6.5gpm (30 litres per minute), while the hydrostatic steering and Sens-O-Draulic pilot circuit were supplied by the rear portion of the pump.

An assistor ram was fitted to the left-hand side as standard, pushing lift capacity to 8,709lb (3,950kg). This was more than adequate for the implements that would be used with the tractor, and favourable in comparison to the 885XL, which also featured a single assistor as standard from November 1982, at 5,250lb (2,380kg).

Although a pick-up hitch was basic equipment on both tractors, trailer braking was an optional fitment to the 885XL – but standard on the 856XL. As for spool valves, up to three could be fitted to both tractors, with two as standard on the 856XL. The specification, particularly at the rear, was far more comprehensive on the French/German-built tractor.

CAB

The French-built XL Control Centre was the same on both tractors too, but the 856XL arguably had a better layout. With all the major controls positioned neatly on the right-hand side, it was only the PTO clutch lever that could be considered a bit of a stretch on the left-hand side of the dash panel.

The right-hand gear levers felt much more car-like than the 885XL, and the cab just seemed less cluttered. Indeed, the XL had established itself as a frontrunner when it came to styling, access, and operator environment, although some were critical of the visibility it afforded.

With broad 'B' pillars, due to the rollover protection, visibility to each side was somewhat hampered, although this was counteracted by the fact that curved glass on the rear corners allowed for excellent vision to the rear – and was particularly useful when operating a sprayer.

A noise level below 82dB(A), tinted glass, and good mechanical and natural ventilation, including a roof hatch, made for a pleasant operating experience. Although it's now difficult to find an XL that hasn't succumbed to rust, as a flat-deck cab with pendant pedals it's still a nice place to spend the working day – more than four decades after its inception.

Owner's experience

The Brown family runs a French-built IH 856XL on its 500-acre Suffolk farm, having purchased it in 2010. First registered on 8 June 1984, it was cheap – but it was cheap for a reason!

Andrew Brown takes up the story: "This two-wheel drive 856XL was originally purchased as a donor machine, with the idea of using the front end on a Hydro 85 to achieve more PTO horsepower for baling, whilst also gaining a more powerful cooling system. The European tractors have a wider bonnet and radiator, which allows for a larger diameter cooling fan.

"Bought at the right money, it had numerous faults! A list of parts was drawn up and the tractor had a thorough service, changing all the fluids and filters. The hydraulic oil was extremely sludgy, and a tube had fallen off in the Sens-O-Draulic pilot valve canister.

"These parts were acquired and installed to evaluate the general state of the tractor. A gear shifting fault was traced to a poor repair on the external range shift linkage, which allowed the tractor to get stuck in gear. It was fixed easily using the ball stud from a door gas strut.

"One amusing problem that was discovered was a lack of power. This turned out to be a beetle blocking the inlet banjo bolt to the fuel lift pump! A neighbour witnessed it being discovered and has always referred to the tractor as 'Beetlejuice' since then.

"The tractor turned out to be too useful to butcher up and has taken over many of the jobs our existing Case IH 856XL Plus was carrying out. Being two-wheel drive, it is much more manoeuvrable for tasks such as mowing forage in the summer, and at harvest it is often used with 12-tonne grain trailer. During the winter it mostly lives on a Teagle Tomahawk, chopping bales of Lucerne (Alfalfa) up for the cattle.

"In 1984, when looking for a new IH 85hp four-wheel drive tractor, the 856XL was freshly launched, and our local dealer, International Harvester Retail Bury St. Edmunds, was really pushing 856s over 885s, as they had quite a good basic specification: two double-acting spool valves against the 885 having one, hydraulic trailer braking as standard, and a decent lift capacity, along with IH's new Sens-O-Draulic draft control.

"However, on the negative side, the hydraulic pump output was less than the 885, and the tractor was heavier but still on the same size rear tyres. The later caused another issue, as the pick-up hitch was quite low slung, reducing the ground clearance. For arable work in growing crops, this was a significant issue.

"The 856 now sits on borrowed wheels and tires from the Valmet 805, as these are the next size up and resolves the low pick-up hitch issue.

"A four-wheel drive 885XL equipped with Torque Amplifier and hydraulic trailer brakes was bought in the end, which stayed on the farm until it was traded in for a new Case IH 856 XL Plus in 1996. By this time Case IH had resolved most of our initial concerns."

A single assistor ram, two spool valves, and two PTO shafts were part of the 856XL's standard specification. Photo: John Flynn.



CONCLUSION

In mainland Europe, those that didn't need the power of the 95hp (DIN) 956XL opted for the 844XL, and in the United Kingdom most opted for the 82.1hp (DIN) British-built 885XL. The list price was significantly cheaper, although there were deals to be had, and the 856XL was far heavier than its Doncaster-built counterpart.

With the two-wheel drive 856XL tipping the scales at 569kg more the 885XL, and the four-wheel drive version a full 716kg heavier than the British equivalent, this was a major concern for some.

There is little doubt that the standard specification of the 856XL was more impressive than the 885XL's, but for farmers it was often a case of better the devil you know. Even if an attractive package was put together for an 856XL by the local dealer, there was a familiarity to the 885XL – given that its lineage could be traced back to the introduction of the World Wide Series in 1970.

Features like the PTO hand clutch, 'umbrella handle' parking brake, and Sens-O-Draulic system with lower link

sensing were unusual, and so if an 885XL could get the job done with a four-furrow reversible plough there was no need to consider anything else!

The 885XL's Torque Amplifier was an attractive option too. Providing an on-the-move 'split', it was much more convenient than the 856XL's Speed Reducer and seemed like a better feature.

Those that did opt for an 856XL arguably had a better all-round experience as an operator. The longer wheelbase, particularly in four-wheel drive form, made the tractor more stable (although had a detrimental effect on the turning circle), and it was nicer to drive on the road thanks to the gear lever arrangement.

The fact is there were pros and cons for both tractors, but unless you could get a good deal on an 856XL it didn't seem to warrant the extra money. An 885XL could do the same jobs as well as an 856XL, unless you owned a semi-mounted plough (in which case the Continental machine was better), and so this is why there are so few of the French and German-built tractors around. ■

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Tractor & MACHINERY

On the pull!



On Saturday 27 January, the Co. Down Young Farmers Clubs, in association with Seaforde Working Vintage Club, held a tractor pulling day, writes *James Connolly*. The event took place on land owned by Noel Kane, in the townland of Drumgooland, near Clough, Co. Down.

The weather was cold and overcast, but fortunately it remained dry for the entire day. The ground conditions were sticky underfoot and not exactly perfect for tractor pulling. This was not surprising, bearing in mind the rainfall that was experienced during the winter months of 2023.

There was an excellent turnout of tractors at the event – mostly modern four-wheel drive machines with a sprinkling of classic two- and four-

wheel drive tractors from the 1970s, '80s, and '90s.

At the start of proceedings, the pull sledge had been set-up to cope with larger and more powerful tractors. This meant that some tractors, both modern and classic, struggled to get the sledge to move in the tricky ground conditions. Well done to all those that were willing to give it a go, especially the classic two-wheel drive tractors in the early part of the day.

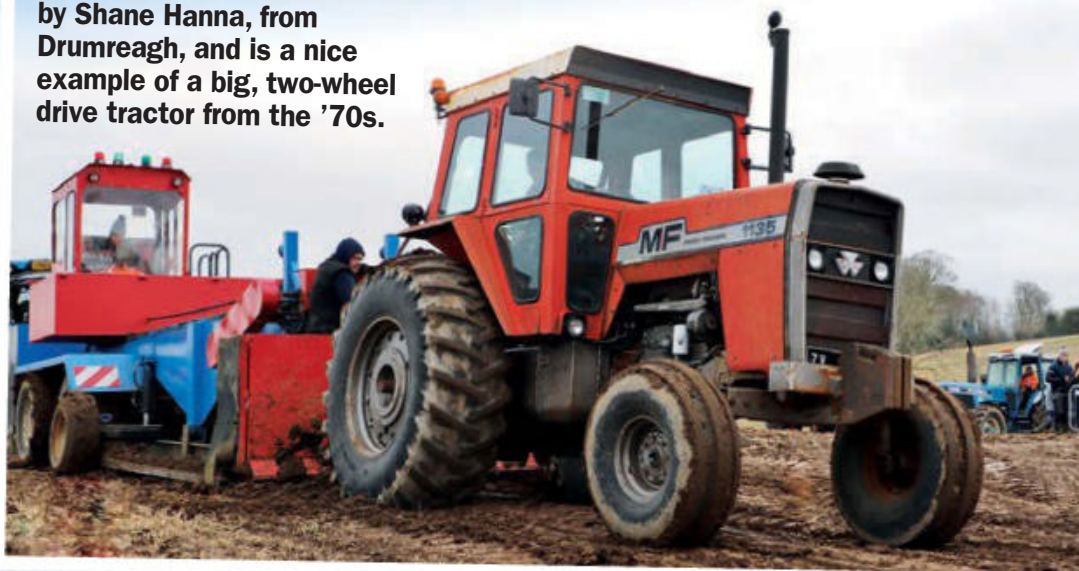
After removing a considerable amount of weight from the sledge and making a few adjustments, a lot more tractors were able to do a reasonable job of pulling the unit. Another thing that helps is how a tractor is set-up for such an event,

regarding tyre pressures, weight distribution, and power from the engine.

For me it was all about the classic tractors. I really enjoyed watching and seeing machines built by County, Ford, Muir-Hill, and MF, from that era, in action. It was also good to see a 1982 Fiat 1380 DT pulling the sledge – an unusual sight, and a Fiat model that is rarely seen in Northern Ireland.

Some of the tractors were standard working machines, whilst others like Allistair Cooke's Ford 8970 stood out. It has been modified with a larger turbocharger and a heavily modified fuel pump and is now capable of producing close to 450hp. ➤

This 1976 MF 1135 is owned by Shane Hanna, from Drumreagh, and is a nice example of a big, two-wheel drive tractor from the '70s.



David Maxwell, from Ballygowan, had a go at pulling the sledge with his 1975 Ford 5000, but found it difficult as the ground conditions weren't ideal, and the sledge was set up for larger and more powerful machines.



Two tractors that I really liked at the event were an original 1976 MF 1135 and a very tidy MF 3125, dating from 1997. Both are six-cylinder tractors, but with two decades of difference in terms of technology. The MF 3125 is now nearly 30 years old and could well be

the type of tractor that Massey Ferguson enthusiasts will start to collect in the future.

It was refreshing to see a new event take place in 2024, following the lack of events in 2023 – cancelled due to bad weather, or financial pressures.

Monies raised on the day will be donated to two very worthy charities, with County Down Young Farmers Clubs supporting the Northern Ireland Air Ambulance and the Seaforde Working Vintage Club supporting Diabetes NI. ■

Ryan Thompson, from Ballymoran, with his Fiat 134hp 1380 DT. These tractors are unusual to see in the UK, and this one was imported from Sweden.



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In the next issue...



BIG BLUE

James Connolly gets to grips with the Ford 8600, 9600, and their County derivatives, with the help of an enthusiastic family from Co. Down.



TRACTOR WORLD

We'll have a report on the traditional show season opener, Tractor World, from the Three Counties Showground in Malvern, Worcestershire.

SPREADING THE WORD

It's the time of year when 'white gold' is being spread, and in a nod to the technology of yesteryear, we reminisce about some of the popular implements used for the task.

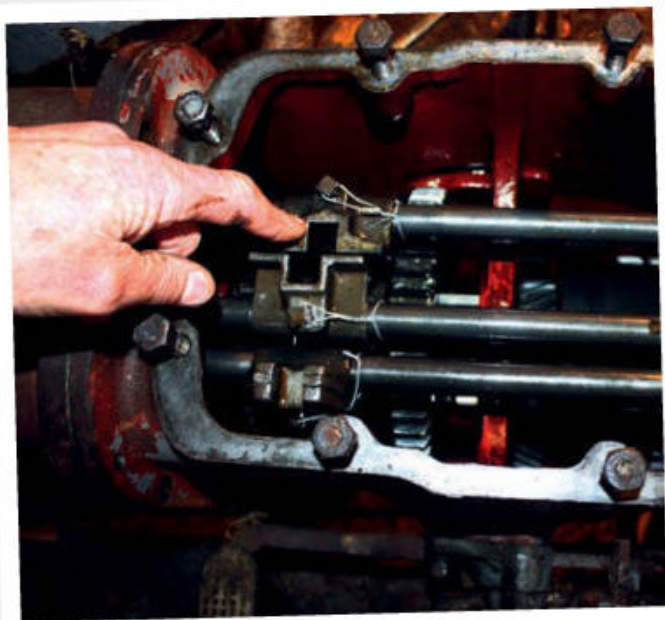
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Workshop

Projects, expert advice
& product news



66 FINISHING MOWER OVERHAUL

The blade bearings are fitted, and there's some minor fabrication on the cards in this instalment of the project.

70 A NEW CHALLENGE

It's time for Ben to overhaul the braking system, and to fit new rear axle oil seals.

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Our team of experts aims to answer your technical questions. If you have a tractor or implement-related query, please get in touch with the editor: tm.ed@kelsey.co.uk

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Finishing mower overhaul

PART THREE

The overhaul of Andrew Hall's finishing mower continues, seeing him pay some attention to the deck and the first of three blade bearing units.

Work has continued at a steady pace since the last issue of *T&M*, where I rebuilt one of the caster wheels using new bearings. With the mower back on all four wheels I have been able to attend to the sheared setscrews that secure the gearbox to the deck. There are three at the front of the gearbox bracket and a further three at the rear, and four of the six screws had sheared off at some point.

Captive nuts

The deck is made of 3mm-gauge steel with M10 nuts tack welded onto the underside, through which the setscrews are tightened to secure the gearbox unit. My first thought regarding the sheared screws was to grind them flat and centre punch them, in order to drill them out and re-tap them with an M10 tap.

A quick pass over with the grinder soon had them level to enable them to be punched accurately. I began by pilot drilling with a smaller drill through the centre of the first setscrew, the idea being that I would then drill out at 8.5mm, which is the correct tapping size for an M10 thread.

At this stage things began to get a bit difficult, as the drill went blunt after only drilling a short amount into the sheared screw shank. I changed the drill for a better one of the same diameter, but with no improvement. The screws must have been hardened and resisted being drilled out, so a different approach was needed.

Cutting off

As previously stated, the M10 nuts were tack welded to the underside of the deck, so the mower was removed from the tractor to which I'd attached it, to facilitate manoeuvring it whilst the work was being carried out! I used the engine crane to raise the mower deck to a vertical position and lay it over to access the offending nuts.

I then used the grinder with a thin cutting disc to cut through the tacks, which only took a couple of minutes after all the faffing around attempting to drill the remains of the sheared screws out.

A quick blow from a hammer soon had all four sheared screws and their respective nuts free from the deck. The remains of the weld tacks were then ground off flat, ready for the fitting of fresh nuts during the reassembly of the mower later on. The two surviving captive nuts were retained and an M10 tap used to clean out the threads.

Broken ties

A study of the underside of the deck showed there to have been three steel ties fitted to reinforce the inner shields of the deck which wrap around the three blades. Only one of these was still in place, and this had broken away from the outer skin of the deck. The other two had disappeared altogether and taken some of the metal of the inner shields with them.

Originally 25mm-wide steel, I could only find an offcut of 50 x 6mm to replace the two missing ties, but at least this was thicker and potentially stronger



The deck needs attention regarding some sheared setscrews that secure the gearbox and its bracket, as well as underneath.

than the original ties, so I measured up and cut two pieces to the required length. Some straightening of the inner shields was necessary to enable the ties to be fitted into place.

Once lined up it was apparent that some metal had gone from the shields, leaving a gaping hole. I cut some further steel from the 50 x 6mm offcut to plug these. Using my arc inverter, set at around 85amps and using 2.5mm mild steel rods, I successfully welded them into place and re-welded the original one that had broken away.

Rusty deck

Whilst working on the deck it was noticed that it was quite corroded, due largely to neglect. Steel mower decks are always vulnerable to corrosion, due to the acidity of the grass cuttings. If they are left idle and not cleaned adequately, their life is shortened dramatically!

As the deck is an integral part of my mower, I set about removing all the loose



flaking rust using an air-operated needle gun. This was used around the deck and made light work of the rust, which if left would have harboured moisture and accelerated the corrosion.

Once satisfied, the deck was dusted and vacuumed down to remove all traces of the rust and dust. I then gave the whole underside of the deck a coat of oil to retard any further corrosion. Excess oil was removed before turning the deck upright.

Blade bearing units

There are three blade bearing units, each featuring similar ball race bearings to those of the caster wheels. I had already stripped the first central bearing unit to assess what was going to be required to repair them, as complete replacement units would be about £125.

By only replacing the shafts, bearings, and the anti-wrap discs, I was able to rebuild all three of the units for the price of one complete unit.

I laid out all the original parts of the first bearing unit to compare with the new parts I had purchased. The body of the unit was slightly corroded externally, so it was cleaned up and the old grease inside removed.

Replacement bearings

The replacement bearings came sealed on both sides, but the bearing housings have grease nipples to enable them to be regularly lubricated, which is something that hadn't taken place in its past life, hence the need to replace them!

I removed one of the seals from each of the bearings before fitting them and building up the bearing unit, making sure that the bearings were fitted with the seals outwards, allowing the grease to pass from the nipple to each bearing.

The first bearing fitted was the lower one, then the new anti-wrap disc placed onto the new shaft, as it locates above the blade-fitting flange, preventing string and other unwanted items from catching

in the bearing. The shaft was then tapped into the lower bearing until it was tight against it.

Next was the fitting of the spacer, which sits over the shaft centrally in the housing.

Finally, the top bearing was fitted and tapped downwards until it was tight in the housing. The drive pulley sits on top of the shaft and is keyed to it, and it is not until this is fitted and tightened that the end float of the shaft can be set.

In theory, when the pulley is tightened it presses against the inner races, which locate against the shaft shoulders, thus keeping the whole assembly tight. I won't be able to fit the drive pulleys until the bearing units have been refitted to the deck. New M10 x 35mm setscrews and nuts will be obtained to make life easier.

Part four of this series will cover the remaining bearing units, and reassembly of the mower after priming and refinishing the deck in blue. ■ ➤



Rear gearbox mountings

1 Two of the three M10 rear mounting setscrews have sheared off and will need drilling out and re-threading, as do...



Front mountings

2 ... two of the front mounting screws. How it operated like this I don't know!



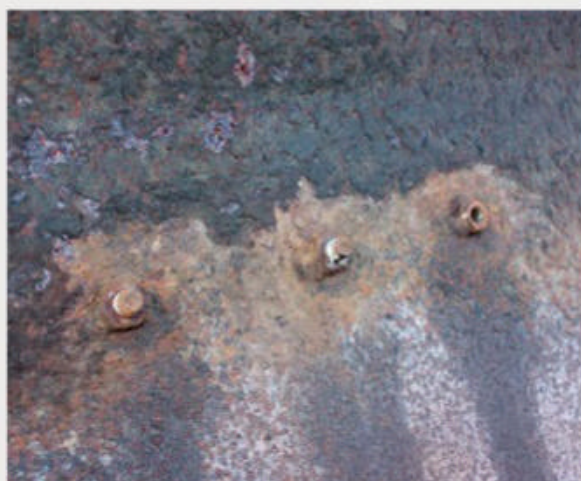
Ground flat & punched

3 Each of the sheared screws was ground off flat and centre punched ready to drill them out, or so I thought!



Pilot drilled

4 A pilot drill was used before attempting with an 8.5mm tapping drill, but the steel seemed too hard for the larger drill, so another plan was needed.



Captive nuts

5 Captive nuts were tacked onto the underside of the mower deck through which the setscrews pass. I decided to cut them off with a cutting disc in the grinder.



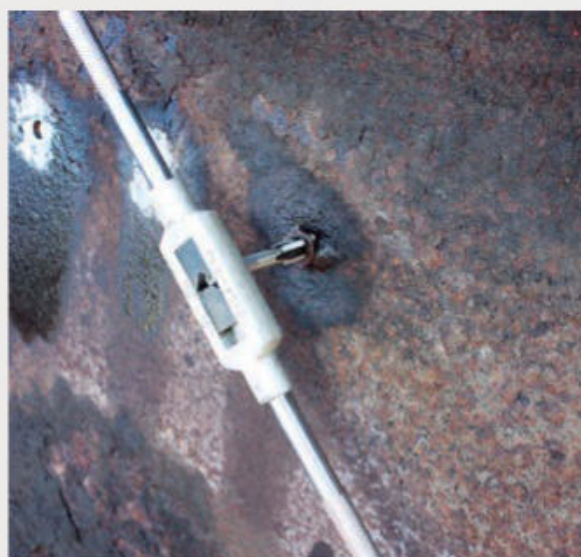
Ground flat

6 The remains of the weld tacks were ground flat to enable new nuts to be fitted during the reassembly of the mower.



Original nuts retained

7 I chose to retain the captive nuts of the un-sheared setscrews, as there was no point in cutting them off, only to fit fresh nuts.



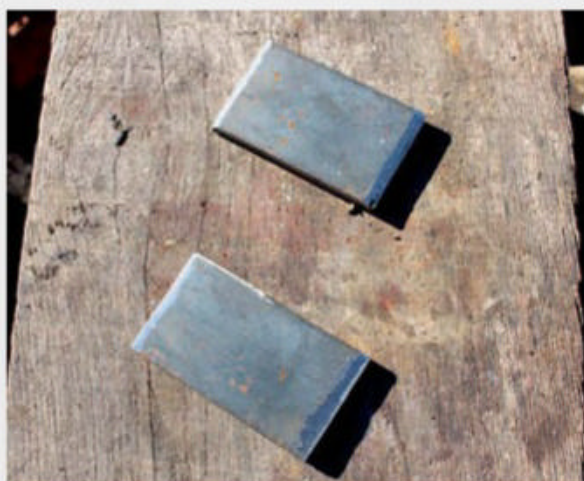
Tapped out

8 The threads of the remaining nuts were tapped out with an M10 tap to clean out the threads, making life easier during reassembly.



Broken & missing ties

9 Only one of the three reinforcement ties was present, and this was breaking off, so some fresh ties were required.



New metal

10 Two pieces of 50 x 6mm steel were cut to replace the two missing ties and strengthen the inner shields of the mower deck.



Ties fitted

11 The two new ties are now in place and the third has been re-welded. Some further straightening of the inner shields was necessary to dress out some damage.



Needle gun

12 An air-operated needle gun was used to remove the loose flaking rust on the underside of the mower deck, and made light work of the task!



Rust protection

13 All the loose rust and dust was vacuumed off before applying some oil to retard any further rust. This will be a routine task once the mower's in service!



Blade bearing unit

14 This is the first of the three bearing units to be stripped and rebuilt using a new shaft, bearings, and anti-wrap disc.



Sealed bearings

15 The new bearings are sealed on both sides, so one side was removed to allow grease to pass from the nipple to lubricate the ball race.



Lower bearing

16 After cleaning up the housing, the new bearing was pressed into the lower end of the bearing housing until it was tight against the shoulder of the housing.



Shaft & anti-wrap disc

17 The new shaft and anti-wrap disc were fitted together with the new top bearing. The unit will need to be fitted to the deck before the drive pulley can be attached.



Trial fitting

18 The drive pulley is trial fitted, and the nut screwed on to keep it in place until it's ready to be fitted to the deck.

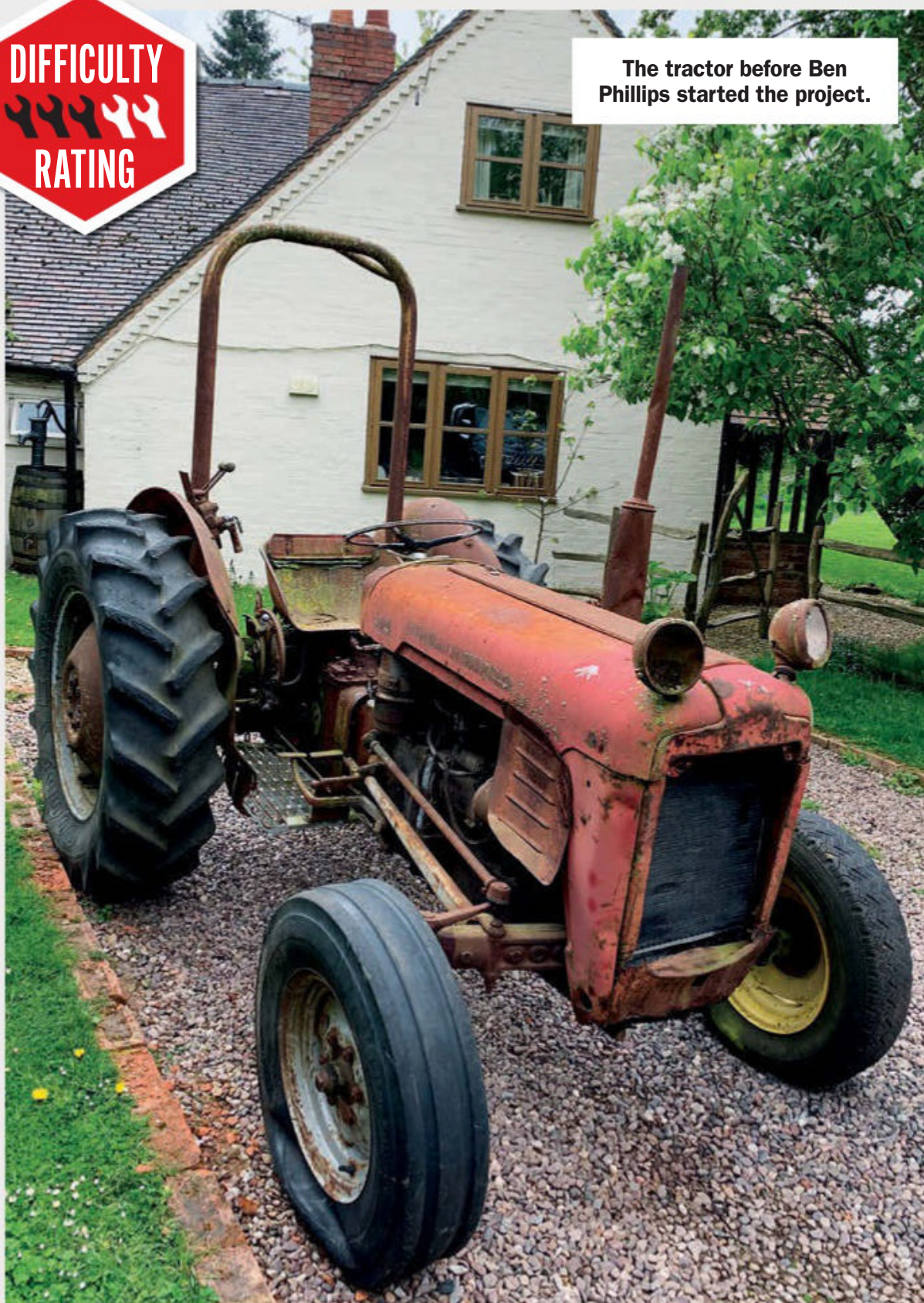
PROJECTS: If you are undertaking a project that suits the format of articles used in this section, please e-mail tm.ed@kelsey.co.uk

A new challenge

The braking system is Ben Phillips' focus this time, as the Massey Ferguson 35 project continues.

DIFFICULTY
RATING

The tractor before Ben Phillips started the project.



At the end of the last part of this series I was just about to remove the brake drum, to overhaul the mechanism and its associated components.

Once I had the drum off, the first thing I noticed was cobwebs – hardly surprising, as I expect they hadn't been used in a while, and it's a great place for spiders to lurk. There was also a coating of dust from the sandblasting process. I knew this area would be worked on, so I didn't bother to cover the gaps.

With all this dust about I made sure I had a face mask on while I doused the lot down with some brake cleaner. Just before I did, I noticed a common problem. The spring by the adjuster was in the wrong position, as it should be against the adjuster to stop it working loose, and thus slackening the brakes off.

I find this regularly, and it's unsurprising as there are two sets of holes next to each other, and the wrong one looks correct. Brake cleaner is marvellous stuff, as it shifts all sorts of grime, and in this case washed all the dust away before drying in seconds.

Now I could begin removing all the springs, starting with the red ones – that are the strongest. I generally just get a big screwdriver and prise them off, which is at times a little brutal. If there's an easy knack to this, I am yet to find it. The ones holding the shoes on are a lot easier, thankfully, not least because there are four per brake assembly.

These small springs are sandwiched between two cups, and to remove them it's a case of push in and twist and the outer cup pops off, and the spring and other cup follows suit. The pin that holds these on can then be withdrawn from the rear of the back plate.

Access to seal

The spring by the adjuster is easily removed, as is the adjuster, and now the backplate was stripped so it too could be removed. Removing the backplate gave me access to the inner half shaft seal, which needed to be replaced.

There is a collection of nuts that hold the backplate to the axle trumpet housing, and the number of these nuts around the axle increased during the Massey Ferguson 35's production. The earlier models had about half the amount.

Sandwiched between the backplate and axle are some shims that need to be kept safe and put back when the job is done.

In my experience, the inner oil seal causes most of the damage to the brakes, in that it soaks them with oil. New oil seals are easily obtained and easily fitted, as they're not a ridiculously tight fit. I tend to use a lump hammer and a suitably sized socket to drive these seals in.

Once the seal was in and the back plate was bolted back on the axle trumpet, I could return to the brakes and the main job of relining them. Some shoes have linings riveted and some have them glued. When they're riveted, as in this case, they're a lot easier to reline.

Simply drill the old rivets out and the linings then drop off. Using a rivet tool to attach a new set is a relatively easy job, so it wasn't long until I had a

complete set of newly lined brake shoes, which looked like they would actually stop the tractor if needed!

Adjuster

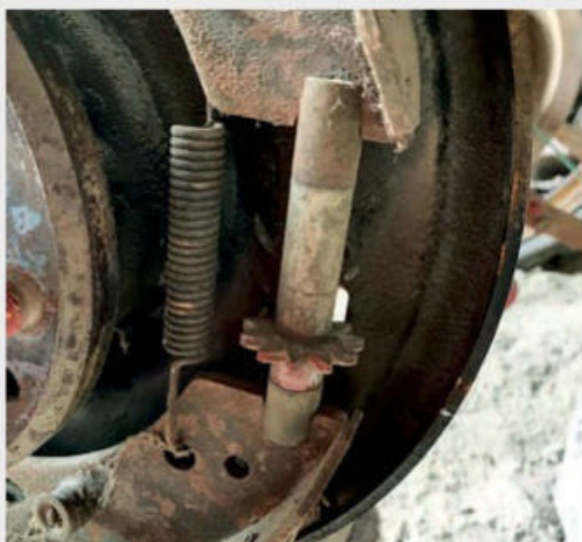
One item I always take apart and clean is the adjuster, as having this working freely is important. You only have a small slot in the backplate, in which to put a screwdriver to turn the adjuster, so having it turn with ease makes it so much better. On the thread of the adjuster, to make it turn easily, I smeared a thin layer of copper grease. I also used copper grease elsewhere on the braking system.

It might sound strange to put grease in a braking system, but some where the shoes are located on their mounting pins, and the 'T' section, is just enough lubrication to make it work easier and

quieter. I also stuck a dab where the backplate steady post locates on the shoes, because this cuts down on the brakes squeaking. This copper grease won't be flung all over the brake shoes or drum, so shouldn't affect the effectiveness of the system.

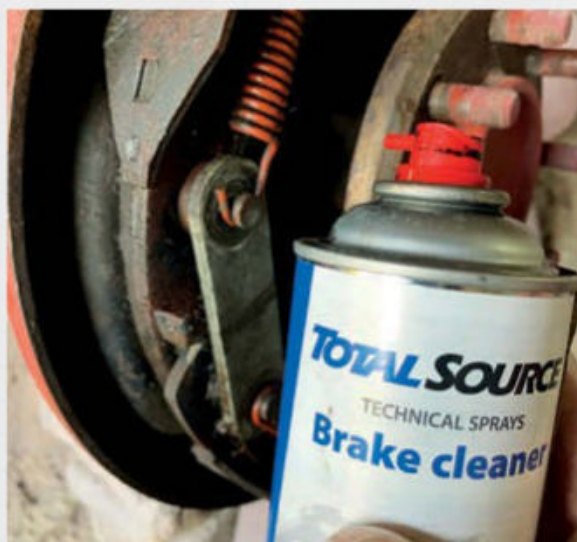
Now I could refit all of the springs. The big red ones were done with the help of some strong nylon baler twine, and on the shoes it was a reverse of what I previously described. The last components were the adjuster and spring that was now fitted correctly.

The last job was to inspect the drum, which was still in reasonable condition, so it was cleaned up, degreased, and slipped back onto the hub and covered the brakes up. The brakes needed to be adjusted, but I wouldn't do that until I got it out to test drive it. ■



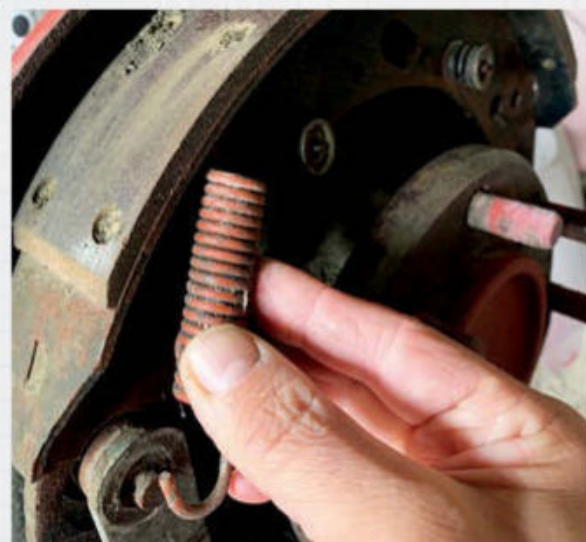
Common mistake

1 I noticed that this spring was fitted in the wrong position. This is quite a common mistake.



Brake cleaner

2 To begin with, I doused the lot with brake cleaner. I also wore a mask, as there was some dust about.



Strong springs

3 It was now time to start removing the various springs. These were the hardest, as they are quite strong.



Press & twist

4 Shoe-retaining springs are sandwiched between two cups that need to be pressed and twisted at the same time.



Remove backplate

5 Once the backplate had been stripped, I could then remove it to get to the inner half shaft oil seal.



Shims

6 I had to be careful to make sure these shims weren't lost.

WORKSHOP



Old seal

7 The old seal was in need of being replaced. This seal failing is the usual cause of ruined brakes.



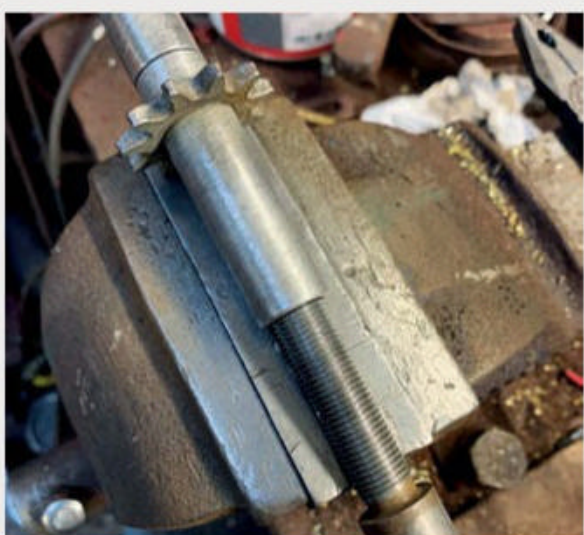
New seal

8 A new one was soon fitted and looked so much better. These aren't too tight and will tap in with ease.



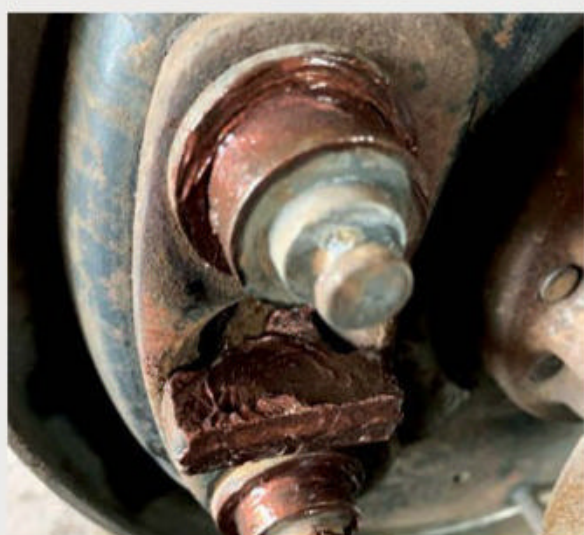
New shoes

9 With the backplate refitted, I installed the newly relined shoes – which now looked like they would actually work!



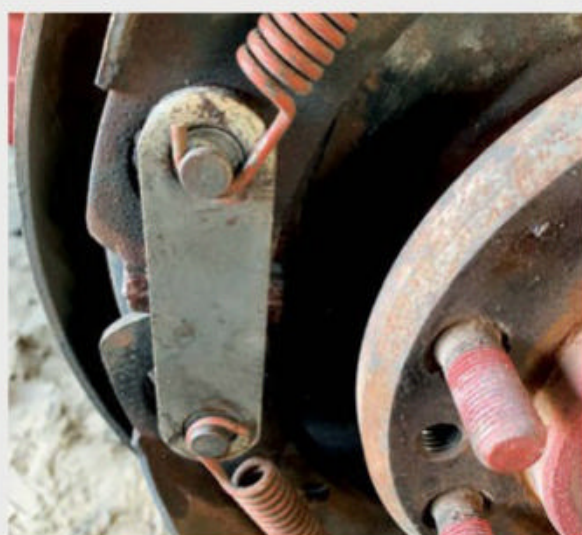
Adjuster

10 I always strip these adjusters, degrease the threads, and re-lubricate them.



Copper grease

11 Copper grease on these working parts makes everything work much better, with no squeaks.



Springs fitted

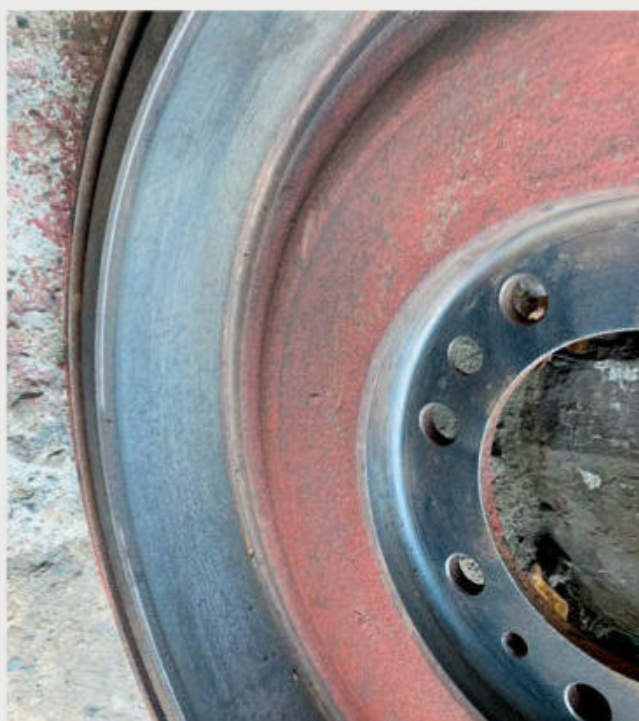
12 With the locating plate and springs fitted, this part of the job was completed.



Correct fitment

13

The adjuster and spring were fitted correctly, as the spring stopped the adjuster moving.



Drums inspected

14

I inspected the drums, and they looked to be in serviceable condition, so were cleaned up.

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Model

MAX output

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inc.VAT

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XR80

20.5kW

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XR160*

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Model

Output

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Experts' advice

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

Ferguson TE-A 20

Q I own a 1950 Ferguson TE-A 20 tractor, which runs on straight petrol. The original six-volt electrical system is now showing its age and needs some attention.

I was thinking about upgrading it to 12 volts, using a new wiring loom and 12-volt battery. Would I need to change the dynamo, starter motor, and control box whilst doing the upgrade? Any advice on the way forward would be most appreciated.

D Smith, via e-mail

A A proper upgrade of the electrical system should include a new wiring loom, dynamo, and control box. Once the wiring, dynamo, and control box are installed, you'll need to

polarise the dynamo's field coils.

Originally, the tractor would have been a positive earth, so to retain this a wire can be run from the negative battery terminal to the smaller field coil terminal of the dynamo. With the wiring loom disconnected, the wire is flashed across the field coil terminal of the dynamo to polarise the field coil windings.

The field coils act as a temporary magnet whilst the dynamo is revolving. The armature windings revolve on the shaft and pass through the magnetic field formed around the field coils, thus generating the charge current. If they aren't polarised, the dynamo won't charge and the contact point within the control box will be damaged!

Regarding the starter motor, there is a difference between the six-volt and 12-volt motors



relating to the mounting bolt positions and the length of the shaft where it engages with the flywheel. Modifications are necessary to fit a 12-volt motor.

You can retain your original six-volt motor, which will turn faster with 12 volts and may

operate for a shorter period than a 12-volt motor, giving you a more rapid start. The armature windings and field coils are heavier gauge on the six-volt motor than those of the 12-volt, to compensate for the lower voltage.

International 634

Q I recently bought an International 634 and put it to work with a four-furrow plough – only to find the results disappointing. It pulled it



easily, as expected, but the draft control doesn't seem to work like it should do.

I have an operator's manual and have established that I am using the quadrant levers and control valves correctly, but I'm wondering if something might be amiss inside. The tractor is covered in a thick layer of grime, and I am beginning to wonder if oil is leaking from somewhere. It doesn't appear to be, but it's hard to tell.

As I have no experience of International tractors, can

you advise me where I should start, please?

Henry Mason, Northumberland

A There are several things to check – most of which will involve removing the hydraulic unit from the rear of the tractor. These include worn O-rings and seals, allowing oil to escape when it shouldn't, but we feel it's worth checking the simple things first.

Despite being such a rugged tractor, the 634 has a notorious weak spot – and this is the torsion

bar anchor on the right-hand side of the tractor, adjacent to where the right-hand lower link arm is attached to the tractor.

This is a splined component that is known to crack, without being obvious. It is not in your regular line of sight, and if your tractor is covered in grime, it will be impossible to tell if it is broken.

We would advise that you thoroughly clean the tractor and investigate the torsion bar anchor, repairing by welding, if possible, before delving into the bowels of the hydraulic system.

Massey Ferguson 3655

Q I have a Massey Ferguson 3655 dating from 1991, which gets an airing now and again on some heavy haulage during harvest time.

I have a problem with the transmission, which manifested itself near the end of the harvest season last year, but since then the tractor has been laid up in the shed and I thought it was about time to sort it out.

The tractor has a four-speed Dynashift transmission with A, B, C, and D on the lever. The problem first showed when returning to the field by road

with an empty trailer. Whilst being driven at speed in D, the forward speed dropped dramatically. The lever was moved to C, making no difference. However, when placed into position B, the tractor picked up speed slightly, but when the lever was moved up through C into D it slowed down again.

I have no knowledge of how this system works, so some initial advice would be most welcome, as I don't want to cause any damage to the transmission by driving the tractor in this state.

A Barrett, Shropshire



A Your problem sounds like an issue with the clutch that operates both speeds C and D. It may be an oil pressure drop, preventing the clutch from engaging fully in either of those speeds, or wear on the clutch linings of that clutch unit.

It wouldn't be a good idea to continue driving the tractor in this state, as any clutch

slip creates more wear on an already worn clutch.

You need to find somebody with a good knowledge of these transmissions to carry out pressure tests and any repairs necessary. The 3655 is a heavy tractor and may require splitting of the transmission casing to access the offending clutch unit.

Once sorted it should be good for many more hours.

Ransomes M.G.5.

Q As a first tractor I have bought a Ransomes M.G.5. crawler, as it will be easy to handle and transport to shows on a trailer.

It has come with one or two issues, the first being a very weak spark at the plug, which makes starting extremely difficult.

Once started it runs quite well, with the occasional misfire, but something needs to be done to improve it.

The second issue is the steering. Turning to the left is no problem, but when the right-hand lever is pulled the tractor continues forward with only a slight crabbing to the right.

I am unfamiliar with how the steering operates and could do with some advice on how to overcome this problem before I attempt to take the tractor to any rallies this year.

David Westbrook, via e-mail



A The M.G.5. is a good choice for a first tractor, and with one or two implements to match can be a useful machine to use for cultivating in small areas.

Beginning with your first issue of a poor spark, it could be due to dirty or incorrectly set contact breaker points in the impulse magneto.

Remove the cover on the magneto to access the points and crank the engine until the impulse trips. The points should be open at this time and, using a feeler gauge, the gap should measure 0.015in (15-thou).

If they require adjusting, a screwdriver can be used to slacken them off to allow them to be adjusted. If they are dirty, it's a good idea to remove them fully and clean the contacts with some abrasive paper before refitting them.

Make sure you observe the order of the washers and insulators whilst removing them, to ensure they are correctly refitted, as the points may short out and malfunction if

not assembled in the correct order.

Also, the spark plug may need cleaning and the gap adjusted too. The recommended gap for the plug is 0.030in to 0.035in (30 to 35 thou). Hopefully these adjustments will help.

Regarding your right-hand steering brake, this may also require adjusting. The steering brakes are contracting brake bands around drums located on the differential output shafts. To access these the differential top cover can be removed. The steering brakes are located either side of the differential and can be adjusted.

The correct free play for the brake levers is 3½in, measured at the top of each lever. You can also check the brake linings for wear. These can be replaced by removal of the bands and fresh linings riveted to each band.

As well as wear on the linings, oil contamination can cause them to malfunction.

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

Gear selectors

PART ONE

Some tractors never get a rest and need occasional attention. This MF 135 lost two gears, and so Andrew Hall was called in to rectify the problem.

DIFFICULTY
★★★★★
RATING



No light at the end of the tunnel for this well-worked Massey Ferguson 135. It's a case of replacing the gear selector so that it can go straight back to work!

The Massey Ferguson 135 is the most iconic model from the 100 Series, introduced in the mid 1960s to replace the previous MF 35 and 65 models.

Over the years, many have escaped regular hard work, having found their way into the hands of collectors, and have benefitted from restoration and a sedate life. However, this hasn't been the case for the subject of this two-part feature. This 135 dates from 1969 and is one of the last tractors to have the swept-back axle before the straight beam axle appeared.

When new, it belonged to our local coal merchant/ground maintenance company and featured a Duple fibreglass cab and a front-end loader for loading sand, ballast, and other aggregates dealt with by the company.

After a few years, the tractor was purchased by the present owners to work on their dairy farm. The original Duple cab had been replaced by a Lambourn safety frame and the loader removed and sold on, thereafter the tractor was used for general duties around the farmyard, and ended up full time on the slurry scraper, a job it has done now for nearly 30 years.

During this time many parts have been replaced, making the tractor a bit of a 'Trigger's broom', but it still manages to soldier on!

LOSS OF GEARS

Whilst being used recently, it suddenly lost its second and third gears, so had to come out of service to sort the problem out. Over the years I have done many jobs on this tractor, and my experience was requested to sort it out.

The first task was to give the tractor a thorough clean up before attempting to start working on it, and this was done by the farm staff before I began the job.

SPLITTING THE TRACTOR

After trying the tractor, I drew the conclusion that the selector fork that serves second and third gears had broken at its narrowest point, and to gain access to this the tractor would have to be split between the gearbox and the rear axle. The top cover of the gearbox would also have to come off prior to splitting the tractor.

The first job was to remove the battery, followed by disconnecting the wiring loom from the starter motor, cold start heater, and dynamo, and tying the wiring loom back out of the way to avoid damage.

Next was the removal of the fuel tank which, as always, was nearly full when required to lift it clear. The fuel tap was turned off and the leak-off pipes removed, followed by the mounting bolts at the rear of the tank.

This allowed the tank to be jiggled backwards clear of its spring-loaded front mountings. Further cleaning was required to clear dirt trapped on the top of the engine at this stage.

The air filter pipe and supply pipe to the cold start heater were removed, along with the engine stop control, throttle linkages and fuel pipes to the injection pump. The engine temperature gauge capillary tube was removed from the thermostat housing and rolled back to protect it. The hole in the thermostat housing was temporarily plugged by fitting a ⅜ UNF bolt to prevent coolant loss.

With everything disconnected, the steering joints were then split and the retaining bolts for the gearbox cover removed before lifting the whole steering box/top cover unit clear of the tractor with the engine crane.

Splitting rail

The rail was set up beneath the tractor, followed by removal of the footplates and brake operating rods. After draining the oil, the bolts on the transmission flange were removed and the front half of the tractor moved forward to clear the rear half.

Suspicious confirmed

With the tractor split, my suspicions were confirmed, and the broken selector could be seen. To remove it, the selector rail had to come out of the rear of the gearbox, hence the need to split the tractor.

The rear flange of the gearbox carries a spring-loaded detent plunger between



Cleaned up

1 Most of the grime has been cleaned off – at least from where I am working, so making for a more pleasurable workplace!



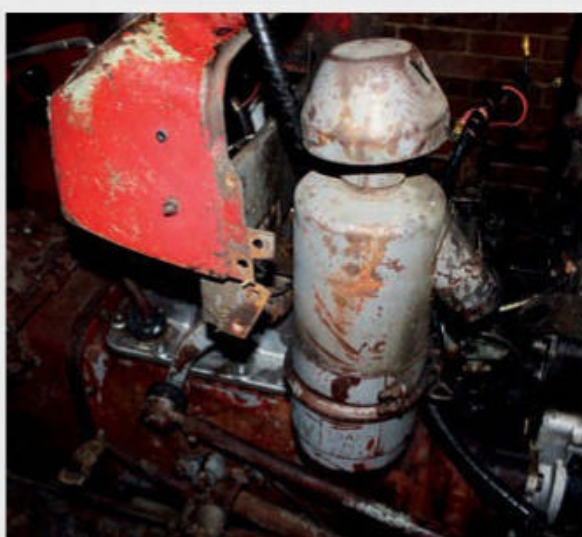
Off with the bonnet

2 The bonnet was first to come off, followed by the battery, before moving on to the other engine ancillaries.



Clearing the way

3 The fuel tank, wiring loom, and air filter pipe have been removed to clear the way for removal of the gearbox top cover/steering box unit.



Air filter

4 This was left in place to reduce the number of items to be removed. Note the wiring loom rolled back out of the way, ready for lifting the top cover.



Fuel pipes etc.

5 On the left-hand side, the fuel pipes from the filters to the injection pump, stop control rod, and temperature gauge capillary tube were disconnected.



We have 'lift off'

6 After removal of the steering joints and gearbox cover bolts, the whole assembly was lifted off using the engine crane to take the strain.

each selector rail, and this had to come off to allow the relevant rail to pass out through the back wall of the gearbox.

Also, at the front of the gearbox, the detent plunger and spring of the rail were removed before cutting the locking wire of the selector fork where it attaches to the rail.

The fixing bolt was then removed, which allowed the rail to pass out through the back, liberating the broken selector fork.

Part two of this feature will cover the replacement of the selector fork and the rebuilding of the tractor to enable it to go back into service. ■



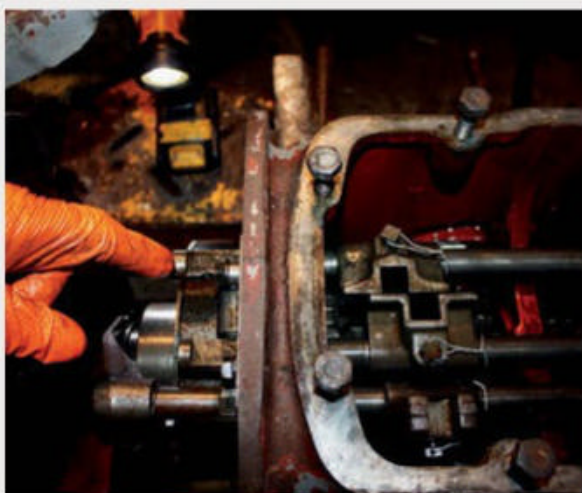
First sight

7 With the top cover removed, the broken selector fork could be seen for the first time. It's the extreme left one that selects second and third gears.



Transmission split

8 Splitting rails were set up beneath the tractor and after draining the oil, removal of the footplates and flange bolts, the tractor was split.



Detent plunger

9 This detent plunger located at the back of the gearbox will be removed to allow the left-hand selector rail to come out.



Retaining plate

10 The retaining plate is removed first, which allows the plunger assembly to come away from the gearbox wall.



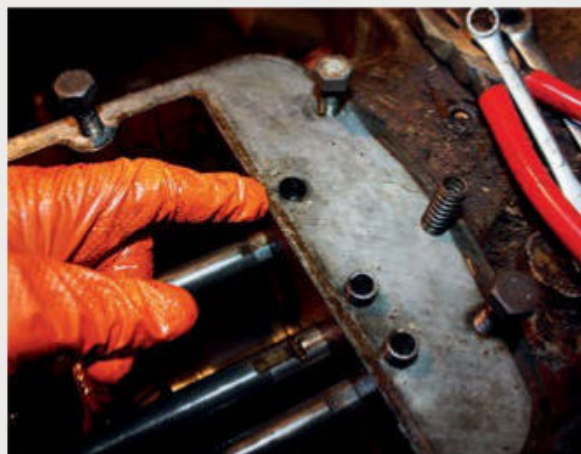
5/16 UNC setscrews

11 The two setscrews were removed, and care taken not to lose the plunger, which sits between the left-hand and centre selector rails.



Plunger

12 These are the parts of the detent plunger, the purpose of which is to prevent both selector rails from moving simultaneously.



Front detents

13 Before removing the selector rail, the front detent and springs were removed and put away safely, allowing the rail to move backwards out of the gearbox.



Fixing bolt

14 After cutting the locking wire, the square-headed selector bolt was removed from the broken selector. A new selector and gaskets were ordered after assessing what was needed.

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

New products

Items of interest for your tractor and the workshop.



RECIPROCATING AIR SAW

£289.56 inc. VAT
Laser Tools
Tel: 01926 815000
lasertools.co.uk

Laser Tools' latest innovation is a handy and versatile reciprocating air saw (part no. 8788). This tool is equipped with user-friendly features, including a safety lock-off throttle lever, adjustable-position rear exhaust, and a built-in two-speed design that significantly prolongs the lifespan of the blades.

This air saw incorporates a vibration-damping system that minimises user fatigue by reducing vibrations to a low level, in compliance with EN ISO 28927-8 standards (3.3m/s²). The rear exhaust port is fully adjustable through 360 degrees, ensuring that exhaust air is directed away from the work area.

Gear driven and featuring a patented reciprocating crank mechanism, this tool is designed for consistent cutting applications and significantly reduces blade stalling. The two-speed functionality not only extends blade life, but also enhances cutting speed, the 0.5hp motor operating at 5,000spm (strokes per minute).

The tool is compatible with both standard air saw blades and 150mm reciprocating saw blades. Two types of blades (18tpi and 24tpi) are included, and spare blades are readily available: 18tpi (part no. 92311), 24tpi (part no. 92312), and 32tpi (part no. 92313).

With a 1/4in air inlet thread and a 3/8in minimum hose requirement, it's versatile and easy to connect. The sound levels are kept to a minimum, with a sound pressure of 80dB and sound power of 91dB.

For more information, and to explore the complete range of Laser Tools' automotive tools and equipment, please visit the website.

ADJUSTABLE WRENCH

£50.09 inc. VAT
Laser Tools
Tel: 01926 815000
lasertools.co.uk

The latest get-you-out-of-trouble tool from Laser Tools is this adjustable wrench that features a spring-loaded jaw, serrated teeth, and a flexible head for easy access to hard-to-reach fixings (part no. 8729).

With its simple pull-back action, it provides a fast and secure grip on fixings ranging from 8-17mm in diameter. Manufactured from chrome vanadium steel for toughness and shock resistance, this wrench is particularly good on damaged or rounded-off fasteners.



It also features a lockable flexi-head for greater access and its quick-adjustment head's serrated teeth grip firmly on even the most rounded fixings. The tool's overall length is 187mm, with a jaw range of 8-17mm. For use on all types of bolts, including single hex (6pt), bi-hex (12pt), Star/Torx®, spline, and square, etc.

The cushion grip handle allows use for extended periods of use without causing discomfort or fatigue.

CLARKE LITHIUM-ION JUMP STARTER

£179.98
Machine Mart
Tel: 0115 956 5555
machinemart.co.uk

Clarke's new jump starter has the capacity to start a petrol engine up to 6,000cc and a diesel engine up to 4,000cc. This means that a Massey Ferguson 165 is well within its limits!

This small, lightweight, and portable power bank has an in-built powerful LED work light for use at night or over the darker winter months.

The front panel features LED indicators for USB connection, battery capacity, connection status, voltage selection, and temperature.

The JS1224LIN is an ideal device to keep in your car or truck too, as it also provides USB 5V device charging for mobile phones and cameras etc.

The device should need to be charged only once approximately every three months with non-use, and it offers approximately 20 single-charge uses, depending on the age and condition of the battery.

CLARKE JS1224LIN

Starting boost (12v)	600A
Starting boost (24v)	400A
Peak Amps (12v)	1,200A
Peak Amps (24v)	900A
Max. engine starting size: Petrol	6 litres
Max. engine starting size: Diesel	4 litres
Internal battery (Ah)	24Ah



OXDALE PRODUCTS



British built machinery, made to last

Products Perfect For Winter



TM400 log splitter, perfect for splitting logs up to 18" in height for your log burner. Suitable for tractors with at least 14lpm and a free flow return.



SE400 log splitter, perfect for domestic and commercial users splitting logs up to 18" in height. Features a Honda GX200 engine and has a 10 ton splitting force.



E400 log splitter, perfect for domestic or commercial use. The E400 splits logs up to 18", has a 10 ton capacity ram and plugs into a standard 3 pin socket.



PTO saw bench, makes cutting logs simple and quick. Cuts logs up to 12" in diameter and has a 700mm tungsten tip saw blade.



Argo chipper, PTO driven that cuts logs up to 4.5". Gravity fed, suitable for tractors from 30-80hp. Also available with a Honda engine.



Thunder rotavator, ideal for all types of ground whatever the composition. Available in 3 different sizes: 1.05m, 1.25m and 1.45m.



Compact grader, an essential tool for levelling ground. Ideal for use on hardcore tracks spreading rubble and soil. Also available in a medium duty or heavy duty model



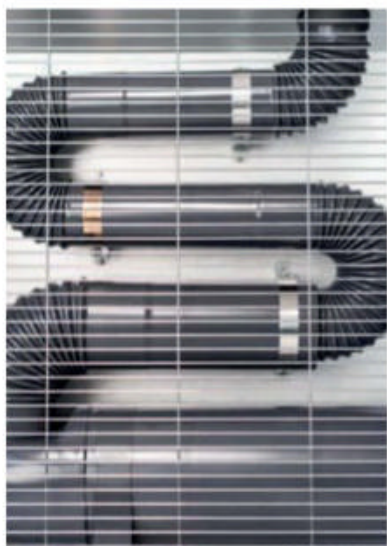
1.5 & 2 ton tipping trailers, perfect for moving soil and manure. Available in a variety of colours and with or without mesh sides.



Post Knocker, suitable for small tractors. Knocks in posts up to 6ft tall. All Oxdale post knockers come with an extension kit.

All Oxdale Products come with a 12 month warranty

Cold workshop or garage ? How about a diesel heater?



ADVANCED BURNER AND COMBUSTION PROCESS

- >> The device has a patented oil burner that circulates the combustion gases through pipelines with ceramic coating which generates infrared heating.
- >> The multiple combustion process ensures complete and clean combustion. This is why a separate exhaust pipe isn't needed.



AH200i Heater

- >Spaces up to 900m³
- >13kW/h
- >0.95-1.14l/h (continuous heating)
- >25L fuel tank volume
- >Weight: 40KG
- >78 x 30.5 x 111cm (W x D x H)



AH300i Heater

- >Spaces up to 1500m³
- >15kW/h
- >1.05-1.24l/h (continuous heating)
- >45L fuel tank volume
- >Weight: 46KG
- >95 x 30.5 x 108cm (W x D x H)



AH800i Heater

- >Spaces up to 2000m³
- >22kW/h
- >1.71-1.9l/h (continuous heating)
- >70L fuel tank volume
- >Weight: 81KG
- >130 x 53 x 140cm (W x D x H)

COMPARISON TABLE

		AH-200i	AH-300i	AH-800i
Heating Capacity	kW/h	13	15	22
Suitable for spaces up to	m ³	900	1500	2000
Fuel consumption (continuous heating)	L/h	0,95 - 1,14	1,05 - 1,24	1,71 - 1,9
Fuel		Biodiesel, Diesel, Red Diesel		
Fuel tank volume	l	25	45	70
Fuel heating		●	●	●
Power consumption		Ø 1 x 230V x 50Hz		
Power consumption	W	80W		
Temperature adjustment range	°C	0-40		
Noise level	dB	48		
Dimensions (W x D x H)	cm	78 x 30,5 x 94,5	95 x 30,5 x 101	130 x 35 x 134
Weight	kg	40	46	81
Spare parts warranty		●	●	●
Compliant with the EU's emissions regulations		●	●	●
Wi-Fi (4G-connection option)		●	●	●

All heaters come with a 3 year warranty



DIFFICULTY

RATING

**PART
NINE**

Ready for reassembly, most of the mechanical work has now been completed. Rather than paint it, now it'll be built up and run up before refinishing the paintwork.

Howard rotavator refurbishment

With the major mechanical work done, Andrew Hall begins the reassembly of the rotavator.

Part eight of this series covered the fitting of the replacement oil seal on the rotor shaft output from the chain case. The lower chain sprocket was also fitted and tightened, leaving the job of fitting the drive chain and top sprocket.

The top sprocket is located at the end of the cross-shaft and is splined onto the shaft. The drive chain is extremely heavy and was left un-split when it was removed, as the link pins resisted being removed. As it wasn't necessary to split the chain, it was removed as the top sprocket was slipped off the cross-shaft.

The easiest way to refit it was to reverse the aforementioned procedure and to place the chain around the lower

sprocket, followed by inserting the top sprocket and slipping the whole assembly into place.

With the chain and sprockets in position, the large castellated nut of the top sprocket was tightened fully, and a new split pin inserted to prevent the nut from unscrewing in service.

Prior to deciding not to split the chain, I had removed the two roll pins that secure the split link in place, and these needed to be refitted before offering the chain case cover into place. A few taps from a light hammer soon had them firmly in position.

Chain tensioner

Next was the fitting of the chain tensioner, which is a curved arm that

tensions the chain in conjunction with a larger setscrew through the chain case. It is secured by a bolt through the rear of the case, which has a locknut to set the correct end float.

Too loose, and the tensioner would fall away from the chain and obstruct the fitting of the cover. If too tight it would prevent the adjusting setscrew from tightening it, so the locknut was tightened just enough to allow the tensioner to sit in place, and no tighter.

Chain case cover

Happy with the refitted chain, it was the turn of the cover to be fitted. When first removed, the gasket came away in one piece with the cover, completely undamaged, and as a new gasket wasn't

available 'off the shelf', and I didn't have any gasket paper large enough to make a fresh gasket, I chose to apply a bead of silicone sealant to the gasket to act as a 'belt and braces' measure, to ensure the new oil stays where it should!

Before applying the silicone, the sludgy debris was washed out of the inside of the cover, revealing some orange paint looking like new!

Fitting the cover required it to be located accurately first time and to stay in place whilst the bolts were fitted and tightened. The threads of the bolts were a bit suspect, so before doing battle with the spanners and sockets I decided to run a $\frac{3}{8}$ UNF tap and die along the threads of all of them before fitting them.

Some of the holes were larger than others, requiring the correct bolts to be fitted. This is due to various brackets, such as the depth wheel guide bracket, needing to be fitted, which share the same large bolts.

It had been quite a while since the rotavator had been dismantled, and the shed had a pile of parts to be sorted through before much reassembly could be done. The other issue was that some of the bolts were too far gone to unscrew during the dismantling and were cut off.

After some thought, and a view of some earlier photos, I soon remembered where the lost bolts were located, which allowed me to progress with more confidence.

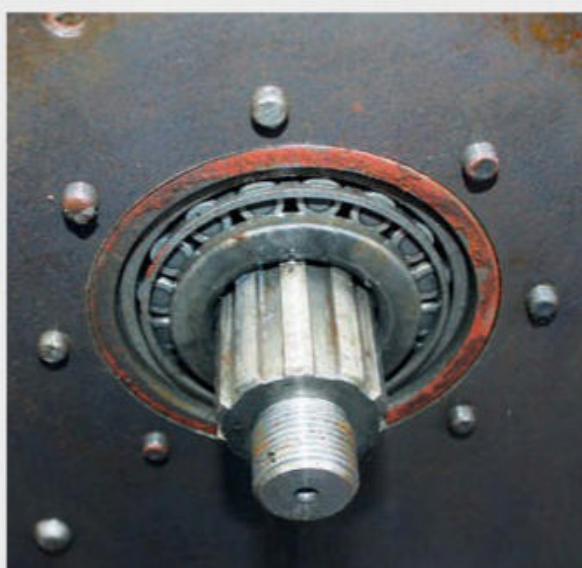
To paint or not?

I had originally intended to clean up and paint the various parts of the rotavator before the pieces were reassembled but, owing to the inclement weather we have experienced recently, I changed my mind and began reassembly.

The idea was now to finish the mechanical work and to tend to the corroded panels, which will enable me to run the machine up before worrying about refinishing the paintwork!

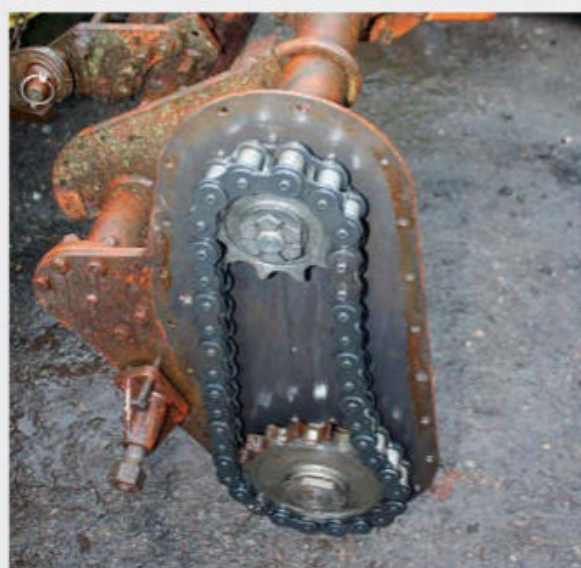
Depth wheel

The adjustable depth wheel is mounted on the left-hand side of the machine. The pivot bolt had been freed off in the last issue, allowing the bracket to be ➤



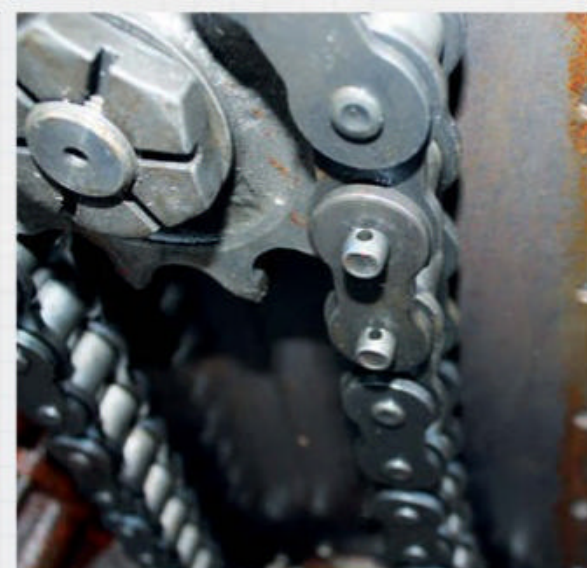
Cross-shaft

1 The cross-shaft carries the top chain sprocket. The sprocket was fitted along with the chain as one unit, as this was easier than splitting the chain.



Castellated nut

2 The castellated nut that retains the sprocket was fully tightened and a new split pin inserted to ensure it stays tight in service.



Roll pins

3 Roll pins had been removed to split the chain, but it proved stubborn to split and was left as it was. The roll pins were refitted before fitting the cover.



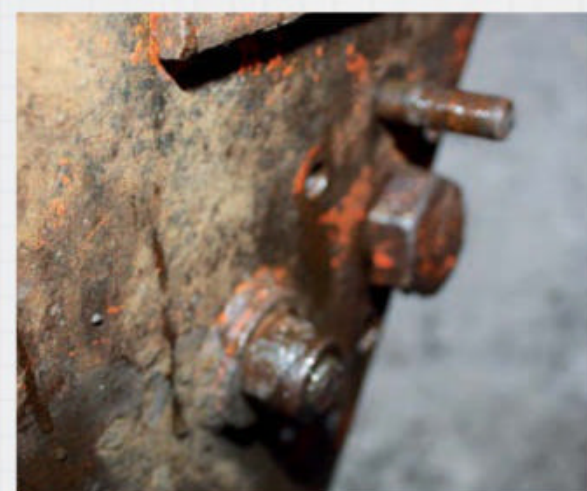
Chain tensioner

4 This curved arm is the chain tensioner and is secured by a bolt and locknut through the back of the chain case. It is adjusted by a bolt through the chain cover.



In place

5 The tensioner was tightened just enough to hold it in place whilst the cover is fitted. The locknut of this is...



Locknut

6 ... on the rear of the chain case and is tightened to allow free movement of the tensioner arm.

WORKSHOP

bolted up to the side plate. With that done, some bruising of the bracket was dressed out with the grinder, which had been caused during the initial strip down.

The depth wheel was then fitted, and its pivot bolt adjusted to give some free play. The seized-up pivot bolt should have had a grease nipple fitted to insert some grease, but this has long gone, so a new nipple will be fitted to aid future maintenance, before the machine is run up.

Further work on the rotavator will be brought to you in the next issue of *Tractor & Machinery*. ■



Clean cover

7 The old sludge was cleaned from inside the chain cover. The paint is almost like new inside, but there's evidence of a loose chain in the past, which has scratched the casing!



Silicone sealant

8 The gasket is still intact, so will be retained. However, a film of silicone sealant has been applied as a belt and braces measure.



Chain case fitted

9 The chain case was fitted and lined up with the holes. Bolts of various sizes are present and were tightened firmly to ensure an oil-tight seal.



Chain adjustment

10 This large setscrew is screwed inwards to tighten the chain. When tight it was backed off slightly to allow free movement of the chain, and the locknut tightened.



Ring spanners

11 Two ring spanners were used to arrive at the correct chain tension. Too tight and the chain will be damaged – too loose and the cover will be damaged!



Depth wheel adjuster

12 Next was the fitting of the depth wheel adjuster, which sits on a bracket that shares some of the chain case fitting bolts.



Depth wheel pivot

13 All freed up, after some heat was applied. The bolt revolves with the wheel arm and was seized up due to lack of lubrication.



Back together

14 The depth wheel assembly is now back together and adjusts freely. It won't be long before it can be run up.

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!

write this in the middle of February and as there are still a number of strong sales coming up later in the month we will report on them in our next issue.

The trend so far this year has been dealers getting rid of older farm stock and there have been some bargains along the way. The big hitters have yet to come out, but with so many auctions coming in the next few months with good stock offered, it could be a windfall for punters. Only time will tell.

On Saturday 23 March, Cheffins will auction approximately 65 tractors from Pete Marquis' collection.



MF literature

On Saturday 16 March, H J Pugh & Co. is holding an extensive sale of vintage and classic tractors, implements, and spares, as well as the largest collection of Massey Ferguson literature offered for some years. This significant collection amounts to more than 500 lots of literature.

Also in the sale is a private collection of horse-drawn wagons and carriages, and a collection of stationary engines.

Former MF dealer dispersal

McCartney's Rural has just announced an interesting sale at W J Taylor & Sons (Agricultural Engineers) Ltd.'s premises – which was once an extensive Massey Ferguson dealership.

It takes place at Taylor's Yard, Scottleton Street, Presteigne, Powys LD8 2BG on Saturday 23 March at 11am.

The sale includes: 1939 Ferguson-Brown A, 1949 Massey-Harris 774 PD, 1970 Massey Ferguson 165, 1957 BMB

President STV, 1954 Ferguson TE-F 20, Massey Ferguson tractor parts and various other implements, Massey Ferguson promotional literature (sales, workshop and stores), horticultural machinery, and workshop tools and equipment, amounting to approximately 700 lots.

The sale will also be online via MartEye. For further details, please telephone McCartney's Rural on 01544 230316 or Gareth Wall on 07974 143336.

MEET THE TEAM

Peter Love
Tractor Mart 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 a former 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

Pete Marquis auction

On Saturday 23 March 2024, at 10.00am, 65 lots will go under Cheffins' hammer from Peter Marquis' collection in Preston, Lancashire. The sale is also online and should prove extremely popular.

The stock includes; Ford: 7000, 5000, 4000, 3000, 2000, 1000, 8730, 8700, 8210 (x3), 7910, 7810 (x2), 7610, 6810, 6610, 6600, and 6410. Massey Ferguson: 1505, 3680, 3095, 3080, 3070,

2725 (2,782 hours), 2680 (x2), 2640 (x2), 2620 (x2), 1080, 699, 690 (x2), 590, 575, 550, 398, 390T, 390, 290, 188 4WD, 178, 175, 165, 135, and 35. John Deere: 4240S, 3040, and 2140 (x2). David Brown: 1210, 996, 995, and 885. IH/Case IH: 5120, 4240XL Pro, 956XL, and 434. Muir-Hill 121, Fendt Favorit 610LS, Ransomes 801 combine, Same Frutteto, Zetor 3011, Garner Light Tractor, Ford/County Transit 4x4 and more.



This stunning MF 175 will be included.

Irish auction heating up

H J Pugh & Co. (Ireland) Ltd.'s first auction on Saturday 23 March, at Ballinasloe, Co. Galway, includes entries from north and south of the

border, and looks set to be quite a sale.

Lots include a genuine, restored Ferguson Game Flusher, a concours-

standard Ferguson 35, an MF 825, 165, 135 (see page 34) and other MFs.

Others include a JD LA, Landini 28/32, and a Lanz Bulldog HN3 25/30.



Left to right: There is a genuine Ferguson Game Flusher in the sale. Petrol/TVO-powered Ferguson 35 will be auctioned on 23 March. Lanz Bulldog HN3 25/30 is a model that was sold new in the Republic of Ireland. The Beauvais-built MF 825 looks a gem.

Nuffield & Leyland collection to go as one

Mike Hodgins has decided he needs to slow down, and as a result he wishes to sell his Leyland 384, three Nuffields, and plenty of spares as one lot. He has V5Cs for all four tractors.

The 1971 Leyland 384's engine has been overhauled and has a new battery. The injectors have been reconditioned and the engine is now running very well. This machine has a dual clutch, differential lock, and the panels are clean and original.

A 1966 Nuffield 10/60 needs finishing, but the engine and fuel injection system was overhauled before work on the project ceased. There is a pair of 36in tyres that will fit this tractor, and the top part of the cab needs refitting, as does the hand clutch. There is a loader with bucket available for the tractor.

The engine in the 1967 Nuffield 4/65 froze one night. It was drained and

stood in the barn. There is a cab to refit to the tractor.

A 1968 Nuffield 4/65 needs its overhauled engine refitting. It has a roll bar, dual clutch, and a differential lock.

It would be preferable if all four could be sold together, as there are numerous spares to accompany the tractors, which are located in north Lincolnshire.

Serious enquiries should be made via telephone: 07598 741699 or 01472 211656.



Mike Hodgins has decided to sell his Leyland 384 and three Nuffields.

Brown & Co.

Brown & Co. has just announced a vintage sale in Cambridgeshire on Saturday 13 April that will include a Ferguson, Fordson, and David Brown tractors, as well as memorabilia.

We will have more details in the April issue of *Tractor & Machinery*, on sale Friday 5 April.

Bumper stock

Cheffins' Oliver Godfrey tells us that there is a bumper entry in all sections at the Cheffins Vintage Collective on 19- 20 April.

This includes several MB-tracs and a restored Overtime. The entry for blue four-wheel drive tractors looks interesting, and the Massey Ferguson entry promises to be excellent too.

We'll have full details in the next issue, on sale Friday 5 April.



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

Great start for Euro Auctions

The first of Euro Auctions' sales took place on 25 January at what is referred to as the company's Leeds site. There was keen interest in the 90 lots we followed in this three-day sale, which was conducted at a great pace.

A 2000 Massey Ferguson 4255, in clean order, reached £13,000, and as for classics, a Massey Ferguson 699 with no cab made £5,500, while a very rough Massey Ferguson 550 got to just £2,250. A 165, which had been given a spray job, went out of the door at £3,500, while

a painted Massey Ferguson 35, with alternator fitted, sold for £4,750.

A clean County 654, with cab frame and roof (a Scandinavian import) sold for a very good £11,500, while a pre-Force 5000 with Sekura cab reached just £2,000.

A rather rough, four-wheel drive Ford 7740 made £7,000, and a 1990 Ford 7610 Generation III, without a cab, saw the hammer fall at £5,250.

A clean, 1978 Leyland 384, with Lambourn cab, was moved on at £1,250.



One of the bargains of the sale was this Ford 5000 at £2,000.



This Ford 7610, without the top portion of its cab, sold for £5,250.



This Massey Ferguson 165 was cheap at £3,500.



The reconditioned Massey Ferguson 35 with grass tyres sold for £4,750.

Deceased estate

On Tuesday 13 February, H J Pugh & Co. was at it again, when 201 lots of mostly agricultural vintage memorabilia came up at its Ledbury headquarters.

A total of 13 vintage tractors from a deceased estate were the major feature. The best on the day was an older restored David Brown 30TD at £4,700. The tracks were not the greatest. As for the original

example, that was very straight with good tracks and £2,200 was paid for it.

We liked the straight David Brown Cropmaster diesel on spade lugs – certainly a rare combination. It made £2,500, while the older restored Cropmaster did well at £2,750.

All in all, the prices were about right for the stock offered and current trading conditions.



As it last worked – the 1963 Nuffield 343 reached £1,900.



David Brown 30TD was an original gem at £2,200.

Auction (abridged):

- 31 David Brown 2MA10 two-furrow mounted plough, original, rusty, 2/3, £570
- 32 Ransomes trailed cultivator, 2/4, £340
- 33 Ransomes RSLD-9, 2/4, £320
- 34 Ransomes TS-46 plough, 2/3, £340
- 35 1940 Fordson N, original style, lovely, 4, £1,150
- 36 1938 Fordson N, on steels, 4, £1,150
- 37 1948 Fordson E27N Major petrol/TV0 Loddon conversion, on steels, bitsa, 2/4, £1,000
- 38 1948 Fordson E27N Major petrol/TV0, original but missing a few bits, 2/3, £900
- 39 1957 Fordson E1A Diesel Major, Lambourn mudguards, as last worked, 2, £1,250
- 40 David Brown 25D, early style, so so, seen much worse, 2, £900
- 41 David Brown Cropmaster diesel, on steels, original, 2/3, £2,500
- 42 David Brown Cropmaster petrol/TV0, older restoration, 2/4, £2,750
- 43 David Brown 30TD crawler, older restored, tracks so so, 2/4, £4,700
- 44 David Brown 30TD crawler, original, tracks good, 2/3, £2,200
- 45 International TD-6 crawler, wide track, original, 2/3, £1,800
- 46 Ferguson TE-D 20, 2/4, £1,100
- 47 1963 Nuffield 342, very complete including plough light, as last worked, 2/3, £1,900

Somerset show auction



Ferguson-Brown got to £16,000.

After the heavy winter we have experienced, it was uplifting to attend the Somerset Vintage & Classic Tractor Show, at the Bath & West Showground, on 27-28 January.

A total of 76 tractors were entered in the H J Pugh & Co. auction, and three-quarters sold. The first Massey Ferguson to hit the boards was a tatty, French-built 158 (narrow) with Duncan cab and PAVT wheels. It sold for £2,600.

A number of Devon-entered classic Fords were offered, including a 1990 Ford 7810 Generation III with 5,322 hours on the clock. It reached £26,500, but more is required. A restored 1969 Ford 4000, with replacement block, registered XPT 633G, eventually sold for a very good £11,000.

A Jaguar V12-engined Nuffield Universal sold for £7,800, while the best restored tractor in the sale was a 1963 International B-414, 305 TYB, that looked and sounded great and was driven away by its new owner for £6,500.

A Ferguson-Brown A, no.1109, on steel wheels did not sell. It was painted and wrapped in cellophane and had been



First up was a French-built MF 158 that sold for £2,600.



£8,000 was paid for the early IH 1055XL.

offered at the Tractor World auction last year. It got to £16,000 but was unceremoniously towed away for another day.

A 1988 Massey Ferguson 350 with loader and front bucket changed hands at £10,500, while a 1985 Massey Ferguson 698T with loader made £8,100.

As expected, the sale was very up and down, but lots did sell. There were 50 per cent more tractors offered than is the norm, which is a good sign that the event is taken seriously by buyers and sellers alike.



The best Leyland in the sale was this 272 that sold for £3,500.



The 7810 got to £26,500, but did not sell. The Ford 4000 sold for £11,000.

Auction (abridged):

- 502 MF 158, Duncan cab, 6,482 hours, PAVT wheels, 9, £2,600
- 505 Fordson Diesel Major, Bomford loader, 1.7, £1,300
- 508 1988 Ford 8210, 9.2, £7,200
- 510 1969 Ford Force 4000, replacement block, restored, 5, £11,000
- 511 Ford 4600 'Q' cab, 9, £1,600 +VAT
- 514 1980 John Deere 2040, cab not good, 9.2 £4,600 +VAT
- 514A 1977 John Deere 2130, with loader, 6,421 hours, 9.1, £4,600 +VAT
- 515 Fordson E27N, no linkage, 2/4, £600
- 518 Nuffield Universal, Jaguar V12 engine, runs, 4, £7,800
- 519 DB 780 Selectamatic, V5C, 2/4, £3,900
- 523 1967 MF 135, Duncan cab, 6,101 hours, original, grass tyres, 2, £5,850 +VAT
- 524 Case IH 5130, panels rough, 9, £4,800
- 525 1988 MF 350, with loader, clean, V5, 9.6, £10,500 +VAT
- 526 1985 MF 698T, with loader, 9.3, £8,000
- 527 1952 Ferguson TE-D 20, looks straight but rusty, 2/3, £1,400
- 528 John Deere 1630, rough, 9.1, £2,750
- 528 1998 John Deere 6600, been round the clock, 2/9, £12,200 +VAT
- 529 Farmall M, V5C, new tyres, 2/4, £2,000
- 531 Fordson E27N, Perkins 6.305 combine engine, 2/4, £5,000
- 532 1952 Fordson E1A, restored, 4.2, £3,300
- 533 1963 IH B-414, show winner, 5.2, £6,500
- 535 Ferguson TE-20, with banana loader, non-runner, 1, £600
- 537 1972 David Brown 995, so so, 2, £1,200
- 538 1993 IH 1055XL, early example, 9.2, £8,000
- 539 MF 35X, grille missing, 2, £2,600
- 540 Ferguson TE-D 20, Howard reduction box, runner, 1, £950
- 541 Fordson Dexta, live drive, so so, 2 £1,800
- 543 Fordson E1A, with Cameron Gardner rear loader, 2, £2,000
- 545 International WD-9, in primer, starter missing, 2, £2,800
- 546 1939 Case DEX, no starter, nice, 2/4 £1,350
- 547 International W-4, 2/4, £2,650
- 548 IH B-250, low hours, original, 2/3, £2,000
- 549 Ransomes MG2, runs, so so, 2/4, £800
- 550 Leyland 272, 9.1, £3,500
- 552 Fordson Dexta, runs, 1.6, £1,300 +VAT
- 553 David Brown 885, with cab, 1, £850
- 554 Zetor 5748, rough, 1, £1,200
- 5556 MF 35X, 7,678 hours, industrial engine, 1.8, £3,100
- 556A MF 35, 1.4 £1,300
- 558 1939 A-C B, bow axle, 2/4, £1,250
- 559 Massey-Harris 101, 1, £400 +VAT
- 559A DB 1200 Selectamatic, 9, £2,700
- 572 Massey-Harris Pony, so so, 1.8, £750
- 574 Bray 701 loader, runs, 2, £700
- 575 Nuffield Universal, Perkins 6.305 conversion, 1.6, £2,050
- 576 Nuffield DM4, Perkins engine, 2, £1,500

Classic MFs do well



This refurbished 1980 Massey Ferguson 240 sold for £9,500.



Italian import: Ford 8210 saw the hammer fall at £8,800.



This tidy, 1990 Massey Ferguson 362 was yours for £9,600.

There was a wonderful atmosphere at Cheffins' Machinery Sale on Monday 12 February. The weather was crisp, but the sun was out from the outset and lifted spirits.

Buyers from all over the world were in attendance, which was good to see. The tractors now go through from left to right, with the new centre building complete. It all works much better from an organisational point of view.

The sale was typical of many collectives at the moment, which are very much up and down, but some nice lots caught the eye. A refurbished 1980 Massey Ferguson 240 with 6,500 hours on the clock and power steering sold for £9,500. A nice, genuine 1990 MF 362 was sold to Northern Ireland for £9,600. A clean 1975 MF 135 with Irish logbook sold for £7,800, while a 1988 MF 390 was yours for £11,500.

A 1992 Ford 8240 SLE sold for £8,500, while a clean 8210 with Super-Q cab, imported from Italy, sold at £8,800. Then came a 1990 Ford 7910 Generation III with 9,840 hours under its belt. It reached £8,500. A TW-15 with no reserve could best be described as a heap. It sold for just £3,200, such was its poor condition.

A County 1124 with later panels and modifications was in good condition, but its status meant it only got to £5,000.



£8,500 was paid for this Ford 7910.



This is what you got for £3,200!



County 1124 was different, selling for £5,000.

H J Pugh & Co. collective

On Saturday 9 February, H J Pugh & Co.'s monthly collective auction took place and, as usual, there was plenty to go for.

The best was a 1988 Ford TW-15 Force II that sold for £13,700. A rather dusty, but straight, 1980 John Deere 2140 with 3,485 hours on the clock sold for just £3,800, while a 1974 International Harvester 674 with loader was moved on at £3,250.

A Renault 981 with 8,974 hours on the clock made a good £4,200.



The Ford TW-15 Force II was moved on at £13,700 and the Perkins-powered Leyland 253 for £2,200.



The clean Renault 981 changed hands at £4,200 and the Ford 3600 yard scraper at £2,180.

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PART F

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

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

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

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

shiny coat of paint, but ask him what rust prevention primer he used underneath it, was the tractor sand-blasted or wire-wheeled down? If the vendor is worth his salt he will have pictures of the restoration and be able 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
FARMALL (CONT.)							
M Sheppard 6M diesel con	1950-53	NA	NA	£6,150	NA	NA	NA
M Three-wheeler	1939-53	£1,450	£1,700	NA	£2,500	£3,200	NA
BM	1949-54	£950	£1,900	£3,500	£2,000	£3,800	NA
Super M	1952-54	£1,050	£1,850	£3,900	£2,300	£3,600	NA
Cub	1947-79	£850	£1,300	£1,900	£1,900	£2,900	£3,100
Cub/Super Cub (French version)	1948-63	£800	£950	£1,400	£1,850	£2,300	NA
Super MTA Diesel	1954	NA	NA	NA	£2,000	NA	£10,400
Super MV hi-clear	1953	NA	NA	NA	NA	NA	£37,200
BMD	1952-53	£900	£1,500	£4,300	£2,300	£3,100	NA
Super BM	1953-59	£950	£2,400	£4,000	£3,900	£5,300	NA
Super BM 3-wheeler	1953-59	£1,800	£2,300	£3,600	£3,100	£3,900	NA
Super BMD	1953-59	£880	£2,400	£3,800	£4,600	£6,300	NA
Super BM Coronation (gold)	1953	£1,800	£3,400	£5,100	£5,200	£6,400	NA
Super FCC (French)	1949-55	£950	£1,200	£2,000	£2,600	£2,800	£3,500
C/Super C	1948-54	£1,000	£1,700	£2,300	£2,500	£2,900	NA
Super FC	1946-53	NA	NA	£1,800	NA	£2,850	NA
234 FD diesel	1953-58	£800	£1,100	£2,000	NA	£2,300	NA
FU236	1958-60	NA	£2,000	NA	NA	NA	NA
100/300	1953-56	£1,000	£1,600	£2,800	£2,000	£2,600	NA
400/450	1954-58	£1,300	£1,900	£2,900	£2,400	£5,100	NA
B450 RC	1959-69	£1,900	£3,800	£7,100	£9,100	£6,200	£12,100
FENDT							
Dieselross	1953-58	£1,800	£1,900	£3,400	£2,600	£3,800	NA
Diesel 10B Vineyard	1963-68	NA	NA	£1,550	NA	NA	NA
Favorit 1	1958-63	£1,560	NA	£2,800	£2,900	NA	NA
Favorit 2 (FW150)	1963-67	NA	£1,850	NA	£2,900	NA	NA
Farmer 1 (FL131)	1963-67	NA	£2,400	£3,600	NA	NA	NA
Farmer 2 DE (FW228)	1968-70	NA	£3,200	NA	NA	NA	NA
Farmer 200s	1972-82	NA	£3,100	£4,200	NA	NA	NA
F20G	1951-56	£1,200	£1,400	£4,000	£2,300	£3,400	NA
F28	1952-59	£1,400	£1,800	£3,500	£2,300	£4,000	NA
Farmer 1 (FW237)	1958-61	NA	NA	NA	£2,100	NA	NA
Dogcart F220GT/ 225/231/250	1958-84	£1,500	£1,900	£3,800	£3,200	£6,800	NA
FERGUSON							
Ferguson-Brown	1936-37	£14,500	£17,500	£37,000	£21,800	£23,500	£39,500
Ferguson-Brown	1936-39	£12,800	£17,000	£38,000	£24,000	£28,000	£43,000
Ferguson-Brown Industrial	1936-39	NA	NA	NA	NA	£16,900	NA
TE-20	1946-48	£950	£1,400	£5,500	£3,700	£4,100	£5,800
TE-20 Narrow	NA	NA	NA	NA	NA	NA	NA
Perkins P3 Conversion 1	946-48	£1,200	£2,100	£4,800	£2,700	£4,700	NA
TEA-20	1947-56	£750	£1,200	£4,900	£2,900	£5,400	£5,800
TEA-20 half-track	1947-56	NA	£3,900	NA	£5,000	£6,400	NA
TO-20	1948-51	£800	£1,200	£3,500	£2,600	£3,700	NA
TED-20	1949-56	£750	£1,400	£5,200	£1,900	£4,450	£6,100
TED-20 full-track	1949-56	NA	NA NA	£5,500	NA	NA	NA
TED-20 Twose roller	1953-56	NA	£23,000	NA	£7,800	£32,000	NA
TEF-20	1951-56	£1,100	£2,400	£7,200	£2,900	£6,900	£6,600
TET-20 industrial diesel	1951-56	NA	£1,950	NA	£3,800	£5,700	NA
TEE-20 narrow p/p	1949-56	£950	£1,500	£4,900	£2,700	£3,900	£4,100
Perkins P3 Conversion	1946-56	£1,000	£1,200	£3,900	£3,200	£3,600	£4,400
Reekie narrow/fruit tractor	1948-54	£1,200	£2,580	£4,500	£5,000	£5,250	£6,900
Lenfield conversion	1948-56	£950	£1,650	£4,200	£2,400	£3,400	NA
TEL-20 vineyard p/p	1952-56	£900	£1,600	£4,300	£4,800	£4,900	£5,600
TEK-20 vineyard petrol	1952-56	£920	£1,100	£4,300	£2,900	NA	£4,350
TEP-20 petrol industrial	1952-56	NA	£2,100	£5,100	NA	£6,200	NA
TEE-20 narrow	1951-56	£950	£1,400	£3,900	£3,600	£4,200	NA
TO-30 USA built	1951-54	NA	NA	£3,600	£3,000	£4,100	NA
TO-35 USA built	1954-57	NA	£2,800	£3,400	NA	£5,250	NA
FE-35 Grey & gold (diesel)	1956-57	£900	£2,300	£5,200	£4,100	£6,400	£7,400
FE-35 Grey & gold (p/p)	1956-57	£850	£2,000	£3,900	£3,400	£5,900	£7,000
FE-35 Grey & gold vineyard	1956-57	NA	£3,900	NA	NA	NA	NA
FE-35 Grey & gold Petrol	1956-57	NA	£3,100	NA	NA	NA	NA
FE-40 USA built	1956-57	£1,400	£1,500	£4,600	£2,900	£3,900	£6,200
FE-40 Hi with implement	1956-57	NA	£2,400	NA	NA	£6,200	NA
FIAT							
702 703A/B 702A 702B 702BN	1919-25	£11,200	£26,500	£41,500	£35,000	£43,000	£45,000



H J Pugh & Co. sold this Ferguson TE-D 20, in Somerset, for £1,400 in late January.



The diesel-powered TE-F 20 makes the most out of the three major Ferguson variants.



The first tractor sold by Cheffins in 2024 was this Ferguson 35 for £1,800 +VAT.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
700 700A 700B 700C 700D	1926-52	£6,550	£15,500	£22,000	£6,500	£13,000	NA
55 55R crawler	1951-55	£1,000	£2,200	£3,800	NA	NA	NA
25C crawler	1951-55	NA	£1,500	£2,400	£1,500	£2,500	NA
411R	1958-64	NA	£1,800	NA	NA	NA	NA
18	1958-62	NA	£1,400	NA	NA	NA	NA
21	1958-62	NA	£1600	NA	NA	NA	NA
211RB	1959-64	£950	£1,200	£2,900	£2,000	£3,200	NA
605C Crawler	1964-84	£850	NA	£5,750	£4,800	NA	NA
750 & 750S	1967-75	NA	£1,900	£2,750	NA	NA	NA
850	1971-77	NA	£1,050	NA	NA	NA	NA
880 (4WD)	1975-84	NA	£2,900	NA	NA	NA	NA
1000 Super	1976-80	NA	£2,100	£4,750	NA	NA	NA
130-190 Turbo DT (4WD)	1984-90	NA	£6,200	£12,850	£8,400	£10,750	NA
FIELD-MARSHALL							
Marshall 12/20 M	1937-45	£10,900	£17,300	23,000	£17,900	£24,500	£28,000
Series 1	1945-47	£5,700	£8,600	£14,400	£9,900	£12,500	£12,700
Series 1 Contractor Mk2	1945-47	£7,900	£12,600	£16,900	£14,500	£17,500	NA
Series 2	1947-49	£6,800	£9,100	£14,700	£9,500	£11,200	£14,200
Series 2 Contractor	1947-49	£8,900	£10,500	17,900	£14,900	£20,500	NA
Series 3	1950-52	£7,200	£13,400	17,400	£17,800	£22,500	£28,500
Series 3 Contractor	950-52	NA	NA	£22,500	18,300	£24,500	NA
Series 3A	1952-57	£8,900	£15,200	£24,000	£21,000	£21,900	£26,500
MP6	1956-61	£21,000	£36,100	£80,500	£45,900	£63,500	£68,200
FORDSON/FORD							
F MOM & USA market	1917-18	£2,800	£7,900	£17,400	£8,100	£21,000	NA
F USA	1918-23	£1,000	£2,700	£10,700	£5,950	£17,400	NA
F Irish	1919-23	£1,800	£2,900	£11,400	£4,700	£9,800	NA
F Irish	1923-28	£1,400	£2,800	£10,900	£6,900	£9,100	NA
F USA	1922-26	£1,350	£2,300	£5,500	£3,800	£6,300	NA
N Irish transition	1928-32	£1,600	£3,800	£7,000	£8,500	£9,600	NA
F Trackson F (high sprocket)	1922-28	£3,200	£4,900	£6,300	£6,200	£9,200	NA
F Trackson D (equal sprocket)	1923-28	£3,200	£5,200	£7,100	NA	£7,900	NA
F Hadfield-Penfield Rigid Rail X	1922-28	£5,000	£6,800	£10,500	NA	NA	NA
Model T Eros Farm Conversion	1915-26	NA	£5,900	NA	£9,200	NA	NA
Model T Moxan Farm Conversion	1924-31	£3,600	NA	NA	NA	NA	NA
Model T Doodlebug	1912-26	NA	£3,900	NA	£6,200	NA	NA
Model T Road Roller (British made)	1918-26	NA	NA	NA	£2,750	£4,200	NA
F-N Perkins P6 conv	1924-45	NA	NA	NA	£6,600	£12,200	NA
N Perkins L4 conv	1928-45	NA	£4,100	NA	£7,600	£7,800	NA
N Perkins 270 conv	1928-45	NA	£4,300	NA	£4,100	£5,800	NA
N with French SLM2-eng	1934-39	£1,800	NA	£5.100	£4,400	£5,300	NA
N with Perkins Leopard Mk1/2	1937-45	NA	NA	NA	£14,200	NA	NA
N Waterwasher blue	1933-37	£750	£1,800	£4,600	£2,200	£3,800	£4,900
N Orange	1937-40	£650	£1,450	£3,700	£2,300	£4,200	£5,400
N Green	1940-42	£800	£1,150	£3,800	£1,620	£2,100	£4,700
N Utility Green	1943-45	£890	£1,300	£6,800	£1,800	£3,200	£4,300
N Rowcrop (All-round)	1936-45	£2,300	£2,900	£7,600	£4,900	£6,700	NA
N Narrow Hop Garden Kent conv	1933-45	£1,200	£2,800	£4,800	£3,800	£4,900	NA
N Industrial various	1933-45	£1,000	£2,100	£5,500	£2,900	£4,100	NA
F/N Galion Road Roller	1922-34	NA	NA	£5,200	NA	NA	NA
F Galion Road Grader	1922-28	NA	NA	£4,900	NA	NA	NA
N Greens Road Roller	1940-44	£1,200	£1,900	£3,800	£2,800	NA	NA
N A/B PT4 Road Roller	1940-44	£1,200	£1,900	£3,800	NA	NA	NA
N RAF Industrial	1938-45	£1,400	£2,600	£7,600	£4,100	£5,900	NA
Fordson N Dungle Dozer	1943-46	NA	NA	NA	£13,200	NA	NA
9N Ford Ferguson	1939-42	£1,000	£2,100	£4,600	£2,900	£5,100	£6,200
2N Ford Ferguson	1942-47	£950	£4,800	£3,700	£2,400	£5,300	NA
2N Ford Ferguson Perkins P3 conv	1942-47	NA	NA	NA	NA	£6,000	NA
2N Ford Ferguson Funk Flathead-6 conv	1942-47	£4,800	£5,100	NA	£10,200	£14,500	NA
2N Ford Ferguson Funk V-8 conv	1942-47	£4,900	£8,200	£27,500	£15,100	£22,500	NA
2N Ford Ferguson Tug	1943-45	NA	NA	NA	NA	£6,700	NA
8N Ford Ferguson	1947-52	£1,300	£1,750	£3,200	£2,100	£5,400	£7,200
8N Ford Ferguson V-8 conv	1947-52	£3,200	£5,700	NA	£8,400	£11,600	NA
Jubilee	1952-54	£1,300	£1,650	£4,200	£3,200	£5,340	NA
6-900	1954-57	£1,100	£2,100	£3,600	£3,100	£3,900	NA
E27N petrol-paraffin	1945	£750	£1,200	£4,250	£1,800	£2,500	£3,900
E27N petrol-paraffin	1946-48	£750	£1,200	£3,900	£1,800	£2,400	£3,100
E27N Industrial p/p	1945-52	£1,000	£1,600	£4,200	£2,600	£3,000	NA
E27N p/p low gear	1946-52	£750	£1,500	£2,100	£2,100	£3,100	£3,900
E27N p/p high gear	1949-52	£1,000	£1,500	£4,600	£2,400	£3,400	£4,100
E27N Perkins P6	1948-52	£1,900	£3,600	£12,500	£8,600	£9,400	£10,600
E27N Perkins L4	1945-52	NA	£2,100	£4,900	£5,900	£8,600	NA
E27N Hopgarden-Narrow p/p	1946-52	NA	NA	NA	£7,900	NA	NA
E27N p/p rowcrop Bettinson conv	1946-52	NA	£3,100	£4,900	£3,800	NA	NA
Major E1A petrol	1951-58	£1,000	£1,500	£4,200	£3,200	£4,100	NA
Major E1A diesel	1951-57	£1,000	£1,750	£5,500	£3,100	£4,400	£7,900
Major E1A diesel industrial	1951-57	£820	£1,650	£4,200	£2,900	£4,100	NA



Mathewsons sold this 1944 Fordson N Utility with enclosed-pattern tyres for £1,100.



This 1957 Fordson E1A Major was sold by Mathewsons for £3,000 in February.



H J Pugh & Co. moved this unloved Fordson Dexta on for £1,800 on 27 January.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
Major KFD 52in narrow	1952-54	£2,400	£3,800	£6,900	£5,900	£8,720	NA
Major KFD 58in narrow	1954-60	£1,900	£2,800	£5,100	£3,900	£7,200	NA
Major KFD 68in narrow	1952-64	£1,800	£2,600	£5,800	£4,300	£6,900	£12,500
Major E1A Mk2 Live-drive 1	957-58	£1,000	£1,750	£4,250	£3,400	£6,600	NA
Power Major	1958-60	£1,000	£1,900	£7,400	£3,200	£5,800	£5,300
Power Major Industrial	1958-60	£1,000	£1,900	£5,500	£3,600	£3,800	£5,900
Power/Super Major Hydrostatic	1958-65	NA	NA	£4,500	NA	NA	NA
Super Major	1960-62	£980	£2,100	£12,650	£2,600	£5,100	£10,100
Super Major Industrial	1960-62	£1,600	£2,300	£5,500	£4,100	£5,500	NA
New Performance Major	1963-64	£1,200	£2,600	£11,900	£4,200	£7,600	10,600
New Performance Major Industrial	1963-65	£2,100	£2,900	£5,900	£5,400	£6,100	NA
NP Indust Aveling/B grader	1962-64	NA	£3,500	NA	£4,500	NA	NA
Major 6-cyl conversion	1952-64	£2,000	£3,600	NA	£3,400	£6,600	NA
Dexta	1958-60	£1,000	£1,300	£5,200	£2,600	£5,800	£7,300
Dexta	1960-62	£1,000	£1,475	£5,400	£2,400	£5,100	£6,900
Dexta Special old style pan export	1962-64	£1,000	£1,700	£5,200	£2,600	£4,100	£6,400
Super Dexta	1962-3	£950	£1,800	£4,900	£2,800	£5,200	£6,100
Dexta petrol (older style)	1958-64	£950	£1,900	£2,900	£3,100	£3,400	£3,900
Super Dexta New Performance	1963-64	£1,150	£2,600	£5,600	£5,800	£6,100	£8,250
Super Dexta NP petrol	1963-64	£1,400	£2,100	£3,300	NA	£4,900	NA
Dexta vineyard-narrow	1959-62	£950	£1,950	£5,100	£3,400	£5,100	NA
6-901 range USA	1957-62	£1,200	£1,900	£3,400	£3,200	£4,800	NA
Pre Force 2000 petrol	1964-68	NA	£2,900	£5,700	NA	£5,900	NA
Pre-Force 2000	1965-68	£1,600	£1,900	£7,200	£7,900	£8,800	£7,420
Pre-Force 2000 4 x 4	1965-68	NA	NA	NA	£5,450	£8,300	NA
Pre-Force 3000	1965-68	£1,700	£3,400	£7,500	£6,900	£9,200	NA
Pre-Force 3000 petrol	1964-68	NA	£2,800	£5,100	NA	NA	NA
Pre-Force 3000 Select-O-Speed	1965-68	£1,250	£3,200	£7,800	£4,300	£6,100	NA
Pre-Force 3000 vineyard	1965-68	£1,800	£1,800	NA	NA	NA	NA
Pre-Force 4000	1965-68	£1,600	£2,900	£5,650	£3,900	£6,900	£8,200
Pre-Force 4000 Select-O-Speed	1965-68	£1,250	£2,940	£4,900	£3,100	£6,200	NA
Pre-Force 5000	1965-68	£3,450	£7,600	£12,900	£8,200	£24,650	£27,700
Pre-Force 5000 4 x 4 M/European conv	1965-68	£3,400	£6,600	£9,550	NA	£11,200	NA
Pre-Force 5000 Select-O-Speed	1965-68	£3,400	£4,850	£6,000	£5,600	£7,400	NA
Pre-Force 5000 Automowerpylon/w	1967	NA	£3,400	NA	NA	NA	NA
Pre-Force 5000 petrol	1964-68	NA	£3,700	£5,950	NA	NA	NA
Pre-Force 5000 industrial	1961-65	NA	NA	£5,600	NA	NA	NA
Shibaura 1000	1973-5	NA	£3,100	£5,950	£4,150	£6,200	£7,900
Force 2000	1968-75	£1,520	£3,200	£8,600	£4,900	£7,800	£9,750
Force 2000 petrol	1968-72	£1,200	£2,700	NA	£4,200	NA	NA
Force 2000 vineyard-narrow	1968-75	NA	£2,800	NA	NA	£5,200	NA
Force 2000 4 x 4	1968-75	NA	NA	£7,100	NA	£6,200	NA
Force 3000	1968-75	£1,200	£2,100	£5,100	£3,600	£6,600	£9,600
Force 3000 petrol	1968 -75	NA	£2,900	£3,000	NA	NA	NA
Force 3000 vineyard-narrow	1968-75	£1,500	£2,100	£4,100	£3,900	NA	NA
Force 3000 4 x 4	1968-75	NA	£4,100	£7,200	£5,100	£9,900	NA
Force 4000 Select-O-Speed	1968-75	£1,600	£2,900	£8,600	£3,600	£7,250	NA
Force 4000	1968-75	£1,900	£3,600	£7,900	£5,700	£7,250	NA
Force 4000 4 x 4	1968-75	NA	NA	£8,800	NA	NA	NA
Force 4000 petrol	1968-75	NA	£2,900	£4,400	NA	NA	NA
Force 5000 Select-O-Speed	1968-75	£3,700	£3,900	£9,500	£6,600	£7,400	NA
Force 5000	1968-74	£3,800	£5,400	£18,200	£9,400	£11,900	£21,200
Force 5000 DP (DPA pump)	1975	£3,850	£5,400	£12,400	£9,100	£11,200	£16,200
Force 5000 4 x 4 M/European conv	1968-75	£3,900	£5,950	£8,800	NA	NA	NA
Ford 5000 Cotil Crane	1968-75	NA	£4,100	NA	NA	£6,700	NA
Force 5000 Rowcrop Select-O-Speed	1968-75	NA	£3,600	£6,600	NA	NA	NA
Force 5000 Industrial	1968-75	NA	£4,700	NA	NA	NA	NA
Force 5000 petrol	1968-75	NA	NA	£6,800	NA	NA	NA
Force 7000	1971-75	£7,600	£14,800	£35,700	£16,900	£26,700	£31,000
Force 7000 4x4	1971-75	NA	NA	£22,800	NA	NA	NA
Force 3055 narrow French	1968-74	£1,500	£3,100	£4,500	NA	NA	NA
8000	1968-72	£4,900	£7,700	£10,450	£12,450	£16,400	NA
9000	1969-72	£4,100	£4,900	£10,600	£7,900	£10,500	NA
8600	1972-79	£3,600	£5,100	£14,000	£7,500	£11,900	NA
9600	1972-79	£3,780	£5,600	£15,700	£9,800	£12,750	NA
2600	1975-81	£2,100	£2,700	£10,800	£4,600	£9,600	NA
3600	1975-81	£2,400	£3,600	£9,200	£3,850	£7,900	NA
3600 narrow	1975-81	£2,100	£2,900	£3,475	£3,900	£5,250	NA
4100	1975-81	£1,750	£2,300	£5,400	£3,600	£6,850	NA

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MARCH

7th-17th March

Online Timed Auction of Tractors, Vehicles & Diggers, Farm Machinery, Livestock & General Equipment.

Stags.

stags.co.uk

8th March

Online Plant & Machinery Auction.

Brightwells.

brightwells.com

8th March

Lee White John Deere Parts & Implement Reduction Auction.

Online Bidding. 11965 Gary Redus Drive, Tanner, AL, USA.

Aumann Auctions.

aumannvintagepower.com

9th March

Monthly Live & Online Machinery Sale.

Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA.

Kivells.

Tel: 01409 253253.

9th March

Machinery/Sundries Sale.

Chevin Lodge, Leeds Road, Otley LS21 3BD. Wharfedale Farmers Auction Mart Ltd.

Tel: 01943 462172.

11th March

Auction of Tractors, Quad Bikes, Commercial Vehicles, Implements, Machinery, Small Tools & Equipment.

Longtown Mart, Townfoot, Longtown, Carlisle CA6 5LY.

Cumberland & Dumfriesshire Farmers Mart.

Tel: 01278 791215.

11th March

Auction of Oliver & MM Tractor Collection.

Online Bidding. Atlanta Street, Blytheville, AR, USA.

Aumann Auctions.

aumannvintagepower.com

11th-12th March

Cambridge Machinery Sale.

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

Tel: 01353 777767.

14th March

Online Sale of Implements, Plant, Machinery etc.

Dingwall & Highland Marts.

dingwallhighlandmarts.com

15th March

Collective Machinery Sale in conjunction with Gwilym Richards & Co.

Chepstow Racecourse, Chepstow, Monmouthshire NP16 6BE.

Greenslade Taylor Hunt.

Tel: 01278 410250.

16th March

Billinghay Farm Machinery

Dispersal Auction.

Billinghay.

Will Barker & Co. Ltd.

Tel: 01529 414555.

16th March

Winestead Sale.

The Saleyard, Winestead, Hull HU12 ONH.

Frank Hill & Son.

Tel: 01964 630531.

16th March

Collective Sale.

Ardingly Showground, Sussex.

South East Marts.

Tel: 07890359622.

16th March

Collective Sale.

Hexham Auction Mart, Tyne Green, Hexham, Northumberland NE46 3SG.

Hexham & Northern Marts.

Tel: 01434 605444.

20th-21st March

Auction – Online, telephone & commission bids only.

Mathewsons.

Tel: 01751 474455,

mathewsons.co.uk

21st March

Online Timed Machinery Sale to Incorporate Rural & Domestic Bygones.

Clitheroe Auction Mart.

auctionmart.co.uk

21st March

Farm Machinery Auction.

Blyton, Lincolnshire.

Perkins George Mawer.

Tel: 01673 843011.

22nd March

Kidderminster Machinery Sale.

Gavel House, 137 Franche Road, Kidderminster, Worcestershire DR11 5AP. Halls.

Tel: 01562 820880.

22nd March

Online Plant & Machinery Sundry Items Auction.

Brightwells.

brightwells.com

22nd-27th March

Online Machinery Sale

York Machinery Sales.

ylc.co.uk

23rd March

Farmers' Spring Machinery Sale.

Adjacent to the A17/A52 Bicker Bar roundabout.

Will Barker & Co. Ltd.

Tel: 01529 414555.

23rd March

Auction of Classic Tractors, Vehicles & Implements.

Lancashire.

Cheffins.

Tel: 01353 777767.

APRIL

3rd-4th April

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

Harrison & Hetherington.

harrisonandhetherington.co.uk

4th April

Kauffman Antique Tractor & Vehicle Collection Auction.

Online Bidding. Arcola, IL, USA.

Aumann Auctions.

www.aumannvintagepower.com

6th April

Monthly Live & Online Machinery Sale.

Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA.

Kivells.

Tel: 01409 253253.

6th April

Collective Machinery Sale.

Spalding.

Longstaff.

Tel: 01775 766766.

6th April

Machinery/Sundries Sale.

Chevin Lodge, Leeds Road, Otley LS21 3BD. Wharfedale Farmers Auction Mart Ltd.

Tel: 01943 462172.

8th-9th April

Cambridge Machinery Sale

The Saleground, Sutton, Ely, Cambridgeshire CB6 2QT.

Cheffins.

Tel: 01353 777767.

10-11 April

Online Machinery Sale.

Lawrie & Symington.

lawrieandsymington.com

11th April

Walford Cross Collective Machinery Sale.

Walford Cross Sale Field, Taunton, Somerset TA2 8QW.

Greenslade Taylor Hunt.

Tel: 01278 410250.

11th-12th April

2-Day Spring Collector Auction.

72435 St, Road 15,

New Paris, IN 46553, USA.

Polk Auctions.

polkauction.com

12th April

Shrewsbury Plant & Machinery.

Shrewsbury Auction Centre, Bowmen Way, Battlefield,

Shrewsbury SY4 3DR.

Halls.

Tel: 01743 462620.

12th April

Online Plant & Machinery Auction.

Brightwells.

brightwells.com

12th April

Collective Machinery & Equipment Sale.

Ashford Market, Monument Way, Orbital Park, Ashford, Kent TN24 0HB.

Hobbs Parker.

Tel: 01233 502222.

13th April

Collective Sale.

Ardingly Showground, Sussex.

South East Marts.

Tel: 07890359622.

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

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

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TRACTORS AND MACHINERY**ALLIS-CHALMERS D272**

POA. Diesel painted, runs, no paperwork. Please call 01775710418, Yorkshire and the Humber.

122019

ALLIS-CHALMERS B

POA. Ernest Doe orchard conversion petrol/TVO electric start, good runner, good tyres, Ernest doe plate, new water pump fitted, older restoration. Please call 07827872887, Wales.

122173

CROSSLEY PHC 10/40

POA. Horizontal enclosed crank, no spark, no handle. Please call 01946724642, North West.

121998

DAVID BROWN 880

1973, POA. In good working order. Needs a little tidying. Please call 00353 871309686, Ireland.

121877

DAVID BROWN CROPMASTER

1950, £4,000. Diesel. In good condition, runs well. Water pump and exhaust were replaced in the last 12 months. Lovely tractor. Please call 07711285706, South East.

121949

DAVID BROWN 30C

1953, POA. Runs V5c tin work very good. Please call 01775710418, Yorkshire and the Humber.

122018

ENFIELD VS1 DIESEL

£125. Runner. Owned for 30 years. Please call 01825 712885, South East.

121854

FAIRBANKS MORSE AND FOWLER

1919, £800. Z type, 3HP, petrol engine. And a 1948 fairbanks Morse pump 40A-1 7/8. Please call 07917460585, South West.

122331

FERGUSON T20 TVO

£1,600. Starts and runs well. All original. Please call 07989937035, South West.

122211

FERGUSON T.E.D 20

1952, £2,500. Grey, petrol, TVO, very good condition, new tyres, rear mudguards, battery, exhaust, leather seat, chrome throttle and gear knob, starts and runs perfectly. Please call 01728746832, East of England.

122311

FERGUSON TEA 20 WITH MIL LOADER

£2,650. Tractor runs well on Petrol and TVO, brakes are sharp. Good bodywork and great hydraulics along with PTO, loader is not fitted but comes with tractor alongside a spare set of tyres front and back. Please call 01249 750384, South West.

122344

FIAT 640

1970, £15,000. Diesel. Holds air and water. Engine turns. Please call 01302710637, East Midlands.

122159

FORD FERGUSON 9N

£1,250. Unfinished project, good tinwork, tractor comes complete with Ford Ferguson 2F lift plough. Please call 07761800512, Yorkshire and the Humber.

121876

FORD 4000

£9,250. Much work carried out in the last three years but not had a lot of use. New clutch fitted, new brakes, hydraulics overhauled. Converted to an alternator with a new rev counter. Please call 07831856455, South East.

121934

FORD 5610 SERIES 2

1987, £8,500. E reg Super Q cab with loader and quick release hitch. Spoil value block for loader in cab, good tyres. Please call 07961 935 283, North East.

122215

BEWARE SCAMMERS!

We value your advertising in **Tractor & Machinery** and want to remind you be aware of scammers.

Scammers are clever and can often seem genuine so please remember :

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- Do not share any financial or personal information with people you do not know.
- Kelsey are not responsible for any transactions between seller and buyer.

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Austin – 1926 – very original



Allis Chalmers G – 1948 - very original



Case 9-18 – 1917 – older restoration



Lanz D9532 – original traffic Bulldog – 35 km gearbox - 1950



Ford 9000 – in very good original condition



David Brown 2D – 1958 - very original



Case 75 steam tractor – fully restored – 1909



Avery 5-10 Friction Drive – 1920 – older restoration



Minneapolis Moline Z – 1951 - fully restored

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FRNT LNKS/PTO, 8979H



2004 CASE IH MXM 175 PRO
40K, 45CV, FULL SUS, 7333H



1999 JOHN DEERE 6510
40K PQ, 35CV, GOOD TYRES



1995 JOHN DEERE 6800
40K PQ, 1 OWNER JUST 5709H



1995 JOHN DEERE 7700
40K PQ, VERY TIDY, 7251H



1993 JOHN DEERE 6300
30K SYNCRO, A/C, GC



1991 FORD 7810 SERIES III
TIDY, IDEAL PROJECT



1991 FORD 8630 POWERSHIFT
6935H, 35CV, UK TRACTOR



1990 FORD 7810 SERIES III
1 OWNER, 4312H, VGC



1990 MASSEY FERGUSON
3060 - MF 880 LOADER, 35CV



1984 ZETOR 7011 2WD
DONE JUST 1308 HOURS!



1984 JOHN DEERE 2140 SG2
AVERAGE, BUT RUNS WELL



1983 FORD 7610 2WD
PUH, 25CV, RUBIX CUBE



1981 ROADLESS 98
VERY ORIGINAL, LOW HOURS



1980 FORD 7700 2WD
DUALPOWER, RUNS WELL



1978 MASSEY FERGUSON 565
MULTIPOWER, GOES WELL



1968 MASSEY FERGUSON 135
ORIGINAL, GOOD RUNNER



1964 MASSEY FERGUSON 35X
- 1 OWNER, ROAD REGISTD.



1964 MASSEY FERGUSON 35X
C/W CG FORKLIFT, ROAD REG



1962 MASSEY FERGUSON 35
C/W LOADER, GOOD RUNENR



1959 INTERNATIONAL B275
8 SPD, 540/1000 PTO



1955 FERGUSON TEF20
GREAT STARTER! GOES WELL



1943 OLIVER STANDARD 80
C/W HESFORD WINCH, VGC



LEYLAND 344 2WD
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FORD 4100 2WD TRACTOR



£3,995. Starts and drives well, power steering, good tin work, needs linkage arms. Please call 07779986072, South West.

122332

FORD 4610 4WD TRACTOR



£8,995. Front Loader. Very good original condition, drives lovely. Please call 07779986072, South West.

122333

FORD 7810



£19,995. Series II Tractor, HI-Power Loader. New front tyres will be supplied/fitted, drives lovely. Air con, V5. Please call 07779986072, South West.

122373

FORDSON STANDARD



1941, £3,350. In good working order, original with no modifications, Green. Please call 07980539985, Wales.

121863

FORDSON



£1,800. 1943/1944 standard, barn stood for 20 years. Please call 01379676519, East of England.

122083

FORDSON DEXTA



1960, £4,000. And topbox. Goes well. New front and rear lights, clutch, radiator, hosepipes, brakes, mudguards, exhaust, steering wheel, battery, tyres. Overhauled dynamo, pump, steering box. Rewired throughout. Please call 01694 724819, West Midlands.

122346

FORDSON SUPER MAJOR



1962, £4,750. A nice example of a French import, very original with plenty of power, drives well, 14 x 30 rear tyres 750 fronts all pretty reasonable. English registered with V5. Please call 07836 781512, South East.

122347

INTERNATIONAL HARVESTER



£4,800. One of the very last B275s. In excellent restored condition with V5C. Many new parts. Please call 01485512521, East of England.

121930

JOHN DEERE

£3,500. Average, but runs well. Good tyres. T Regs. Please call 07852928221, East of England.

122309

LISTER 1827 1AC SOM



£250. Start-o-matic 3HP Diesel 1.5kw generator. Installed new early 50's used for 30 years. Dry stored. Please call 01746 785425, West Midlands.

122038

LISTER GENERATORS

1980, POA. Several Lister-Petter generators LR-SR-HR6 due to retirement. Please call 07836733253, North West.

122192

LISTER H1 PUMP



£200. Good trolley, reasonable condition. Open to offers. Collection only. Please call 07904 878 455, South East.

121844

MASSEY FERGUSON 974 WD



£6,200. A very rare tractor same as seen in February issue but rarer 4wd version, starts runs drives, diesel in original condition with cab spare set of back tyres. Please call 07492393612, South West.

122310

MASSEY FERGUSON 760 COMBINE



£4,500. Perkins V8 Engine. 18' Table. Used on small farm for 35 years, did 2023 Harvest. Stored under cover. Please call 07710256307, East of England.

122374

MASSEY-HARRIS 333



1953, £3,750. In show condition. Ready for the next show season. Please call 07894 751548, South East.

121952

NUFFIELD TRACTOR FOR RESTORATION



£1,000. Tin work very good. Runs. Need battery and tires. Please call 07837991278, South East.

121881

NUFFIELD 10/60



1965, £1,500. Starts and runs. Solid, original condition but could do with restoration. Please call 07739 915203, South East.

122163

BEDFORD CEMENT MIXER



£100. 1AA diesel engine. In working order and reliable. Please call 07860 888932, South East.

121975

TRAG-GRIP TRACTOR

£700. 3 wheel used by small holders, new tyre restoration 1994 in a shed. No time wasters. Please call 01992633153, East of England.

122000

TRUSTY TRACTOR

POA. Offers in region of £150. Tractor and plough for restoration. Some work already carried out. Been dry stored for approx 30 years. Phone for further details. Phone between 7 and 9pm. Please call 01223 871445, East of England.

122181

JOHN DEERE MODELS, A, B, G AND H

POA. Available, downsizing my collection. All in good running condition. Good condition tyres. Please call 07539 512189, Yorkshire and the Humber.

122339

MUIR HILL 121 SERIES 2



£20,000. Original unmolested off farm condition other than cab and bonnet repainted. Excellent condition, everything works, 2 spools and 1 assister ram. Workshop manual and original build spec included. Please call 01926 613819, West Midlands.

121720

BERNARD PUMPING SET



£350. Reasonable condition. Open to offers. Please call 07904 878 455, South East.

121845

RUSTON/ENGLISH ELECTRIC

£225. Type 1YNA. 91/2 H.P. 1500 rpm. Electric start. Counter clock rotation. Runner. Owned 30 years. Please call 01825 712885, South East.

121851

VINTAGE STONE TURNING LATHE



£600. Will turn 3ft long by 3ft diameter. Powered by A1 petter engine with all belts, pulleys, lay shaft and levers. Turni by tools available. Please call 01373834458, South West.

121951

MOLE PLOUGH



£400. In good working order. Viewings welcome. Collection from Pembrokeshire. Please call 07837 882323, Wales.

121973

MONKEY WINCH



£200. Over 80 years old - museum piece. Used very little. Please call 07860 888932, South East.

121974

SAW BENCH



£60. Petter petrol engine. In working order. 3HP. Please call 07860 888932, South East.

121976

TRIP LOADER

£300. For MF 35 or 135. Brackets painted all pins there. Bucket needs repair. Please call 01339-882630, Scotland.

121987

TRACK MARSHALL 70



£2,400. Running gear starts and runs well, hydraulics fitted, barn stored. Please call 07860 346682, South East.

122045

FERGUSON TINE CULTIVATOR

£150. Please call 01775710418, Yorkshire and the Humber.

122056

FERGUSON SPRING TINE CULTIVATOR



£250. With 9 tines. Some wear but still useable. Please call 07393 758511, South West.

122164

WAKES AND LAMB WATER PUMP



£200. 3" pumping set, barn stored. Working order. Show condition. Please call 0778 777475, South West.

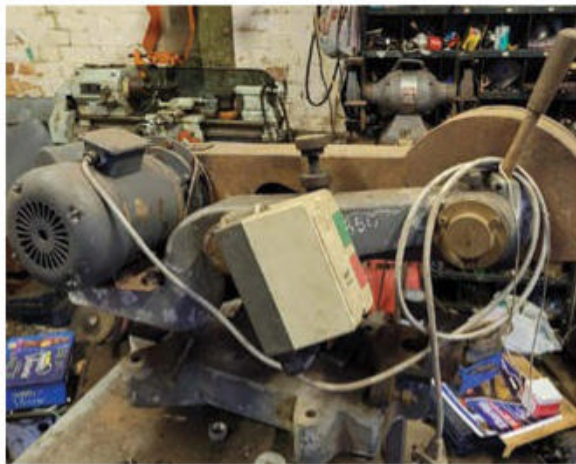
122165

GARDNER IL2

POA. 120 hours running from brand new, last batch of engines made with 3 1/16 crankpin, excellent condition. Sensible offers. Please call 07434202961, South West.

122219

SAGAR CIRCULAR SAW BLADE SHARPENING MACHINE



£175. Viewing welcome. Dismantled for transportation so will require assembling. Located in the MK45 area. Please call in the evenings. Please call 01525752625, East of England.

122228

KOMPEX LT 150 COMPRESSOR



£100. 10 air tools plus hoses, on wheels. Single phase electric. Please call 07821251238, East of England.

122231

DAVID BROWN POTATO RIDGER

POA. Please call 07779 921934, Wales.

122330

CHATAIGNIER 15 TONNE SCC STEAMROLLER



1913, £31,000. Needs new inner firebox to return to steam. Please call 07707816307, South East.

121717

FISHER HUMPHRIES THRESHING BOX



£500. Bought new by my father in 1952. Worked on local farms around Welshpool Powys. Barn stored sold as stands. Buyer collects. Please call 07899101261, Wales.

121731

PINNACLE LATHE - PL 1880G



£1,950. Good condition. Been replaced by a bigger machine so no longer required. Located just outside of York. Please call 07805957316, Yorkshire and the Humber.

121824

COLCHESTER BANTAM 800 LATHE



£2,950. Ex teaching lathe from a school so minimal use and in excellent condition. Please call 07805957316, Yorkshire and the Humber.

121825

COUNTAX C60 RIDE ON MOWER AND COLLECTOR



£2,500. 46" Cut Kawasaki FD4811V Petrol engine. Very little use. Bereavement sale. Please call 07765445206, East of England.

121859

PETTER JUNIOR N048839 5BHP

£175. This engine has frost damage now welded big end ground con rod re metalled with magneto. Please call 01330860669, Scotland.

122078

PETTER

£500. M type 1.1/2 BHP engine no. 9170. Runner. Owned for 30 years. Please call 01825 712885, South East.

121852

PETTER

£100. AA1 engine no. 35924. 4-1 reduction. Runner. Owned for 30 years. Please call 01825 712885, South East.

121855

RENAULT 1965 SUPER D AND 1968 55



£5,000. Vintage Renault tractors. £5k each. Featured in T and M "The Odd Couple" Issue 48 Oct 2007. Matching plough £1k. Ill health and bereavement forces sale. Please call 07980611795, South East.

122342

WALLIS AND STEEVENS 2 1/2 TON ROAD ROLLER



1954, POA. Ex Rhondda valley Wales for renovation. I have owned this machine for a number of years and now need the space. It has a very rare Coventry Climax balanced two cylinder engine CDM model, "Godiva" type. It is hand start, and I started to fit an electric starter and stalled the project at that time. No log book but has vintage registration number. It did run and drive before it went into the barn, but it does need significant work. Available for inspection. Cash on collection. Offers above scrap price. This will not be sold for scrap. Special deal for young enthusiast. Separate engine available by negotiation. Supplied to: Rhondda U.D.C., Pentre, Rhondda. Please call 0777 575 0323, Wales.

121882

RUSTON HORNSBY STATIONARY ENGINES

POA. Ruston Hornsby PB 3 HP. On steerable 4 wheel trolley. Bamford EG1 on original wheel barrow trolley. Lister domestic pump. Please call 01205 839483, Yorkshire and the Humber.

121979

RUSTON HORNSBY



1942, POA. Stationary engine mounted on a steering axle trolley. Driving a very early flower mill which can be mounted on the trolley. Please call 07792470771, South East.

122168

RUSTON HORNSBY

1933, £2,300. 2 HR. 10 HP. On 4-wheel trailer to restore or leave as original. Please call 01234 870343, East of England.

122280

RUSTON AND HORNSBY

£1,650. 5.1/2 h.p. Type AP engine no. 117514. Year 1923. Known history. Runner. Owned for 30 years. Please call 01825 712885, South East.

121853

BOILER TURNING FRAME



£600. Used for boiler repairs on 6HP Traction Engine. Rotates 360 degrees and can be held at any position. Can be adapted to suit bigger or smaller boilers. Dismantles for easy transportation. Collect from Oxfordshire. Please call 07971985301, South West.

121933

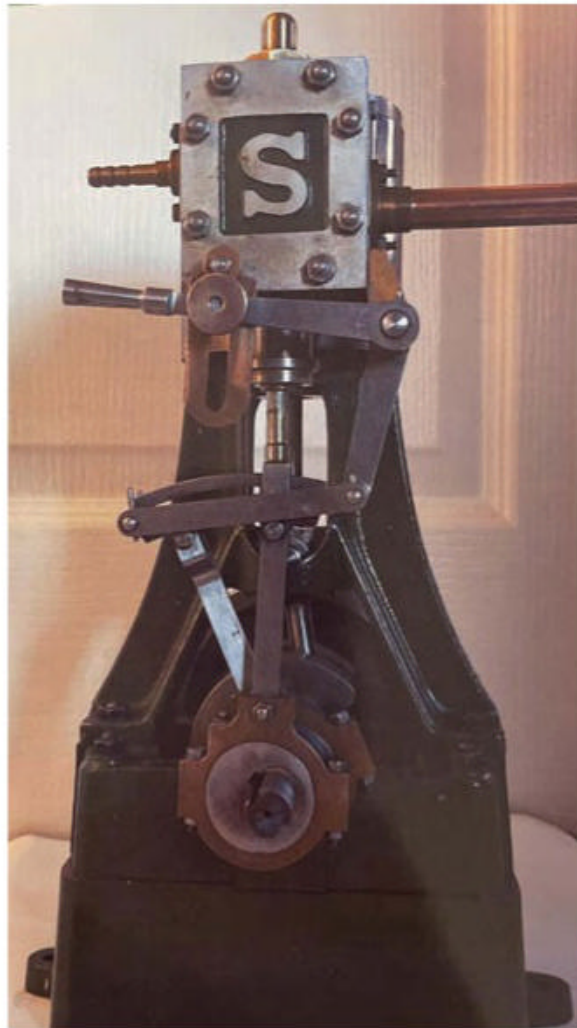
RUSHTON PROCTOR 4" STEAM ENGINE



£10,500. New boiler and firebox with paperwork with it. Hasn't got boiler and firebox certificate however got all paperwork to be certificated. Please call 07899892540, South East.

121972

STUART TURNER



£1,550. Steam engine with reverse 1 1/2 HP, height 15 inches, engineer built. Please call 07362280121, East of England.

122091

CHATAIGNIER 141 SCC 15 TON STEAMROLLER

1913, £28,000. Price open to negotiation. Rare machine in good order, creates rally interest. Includes sheets, fire irons, spare chimney and un-used door seals. Needs new inner firebox to return to steam. Please call 01323485281, South East.

122162

STUART TURNER



£550. 504 Babcock boiler in excellent condition with all fittings. Please call 07362280121, East of England.

122196

STUART P5 MARINE ENGINE



POA. Comes with spares and instruction books, open to sensible offers. Buyer collects. Please call 01353778135, East of England.

122046

INDESPENSION TIPPING TRAILER



£1,500. Three stage tipping trailer. Twin Axle, 3.5 ton, 3 tipper levels. Battery and powered hydraulic pump with manual pump as well. Good order. Please call 07949067690, South East.

121962

ZETOR 3045



1970, £5,000. Earlier restoration, good all round, everything works, good tyres. Please call 07817703092, Yorkshire and the Humber.

122042

ZETOR 6718



1973, £1,000. Engine seized. NS back brake stuck. Holds air and water. Glass in cab. Please call 01302710637, East Midlands.

122158

TRUCKS/LORRIES

BEDFORD OY

1945, £1,800. Cattle truck. Canvas roof dry stored since mid 80's. Also Bedford CF pickup 1986 dropside body 38000 from new £5000. Please call 07759473380, Yorkshire and the Humber.

121982

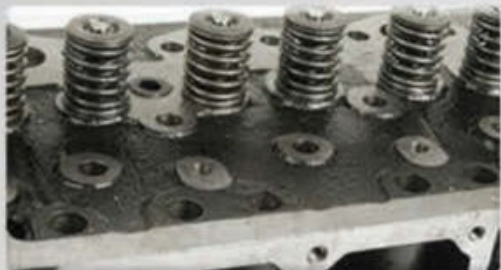
BEDFORD TK



1971, £5,500. 330 engine with winch. Owned over 40 years. Please call 01580 241237, South East.

122057

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BEDFORD TK



1971, 680000 miles, £5,500. Four Cylinder. Flat bed have sides and cages. I haven't had it running in a while but I believe put a battery and the TK will run fine. Please call 07876815048, Greater London.

122095

BEDFORD CF

1984, £9,000. Artic with 21 foot stepframe trailer, only 1 of 5 made, in VGC. Also Bedford CF2 Dropside pick up twin wheeler, 38000 from new, £5000. Please call 07759473380, Yorkshire and the Humber.

122188

BEDFORD TM



1978, £22,000. 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.

122217

DENNIS



1985, £3,500. (Delta). Ex fire service. Down rated to 7.5 ton. Been a horsebox for last 25 years. Same owner. 16foot body. Perkins 6354 turbo, auto box. Well maintained, just out of service. MOT expired. Body can be removed. All in good condition and driving well. Please call 01582 872000, East of England.

121899

DENNIS PAX



1959, £12,000. 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.

122216

ERF C156TSS



1937, £20,000. Prototype earliest twin steer tax MOT exempt, drive on car licence restored flat bed genuine Fisher Renwick only known. In preservation valuable number plate. Please call 07973 251997, West Midlands.

122015

ERF E12



1990, £10,000. Perkins 375TX, Eaton Twin Splitter. Excellent condition. Chassis and cab shot blasted and painted. Registered Special Vehicle. Owned for 13 years. Attended rallies/road runs. Stored inside. Please call 0774 355 7555, North East.

121838

FORD CARGO

1990, 84000 miles, £6,000. 4 X 2 TL UNIT Ford 360 engine 6 speed gear box ex highway dept. Also 1986 Ford Cargo 7-5 ton Beavertail winch pull out ramps 2 new tyres £4500. Please call 07759 473380, Yorkshire and the Humber.

122187

FORD CARGO



1986, £2,500. With APX 30 foot body, 50% living quarters. Taxed private. Special vehicle exempt. Genuine reason for sale. Please call 07821642592, West Midlands.

122191

LEYLAND FREIGHTER

1984, 24500 miles, £5,000. Cab/chassis Leyland 411 engine runs and drive. Ford Cargo T/unit 1990 17/13 model day cab £6000. Please call 07759473380, Yorkshire and the Humber.

121984

LEYLAND FREIGHTER

1984, 24544 miles, £5,000. Leyland 411 engine, run and drive ok, ex fuel tanker. Please call 07759 473380, Yorkshire and the Humber.

121994

ERF 5.4G



1950, £20,000. Tax MOT exempt drive on car licence restored drop side flat bed sheeted load with living accommodation inside, 50 mph, owned 40 years. Please call 07973 251997, West Midlands.

122016

SHELVOKE FIRE ENGINE



1988, 8500 miles, £4,000. Cash only. 35 years old, Perkins V8 engine, auto. Project for restoration, engine last ran 8 months ago. Needs 2 new batteries. Please call 017683 72933, North West.

122033

AUSTIN K4



1948, £8,000. 6 CLY petrol engine. Good tyres all round. Please call 01460234733, South West.

122040

ERF 64G



1971, 625600 miles, £12,000. Gardner 120, David Brown 5 speed box, Eaton 2 speed axle. MOT April 24. Original 22' box body and roller shutter door ideal for living conversion. Ready to show. Please call 07711628567, Wales.

122089

DODGE BOXVAN



1986, £2,000. Converted mobile forge includes tools, materials and spares. Restoration needed as been standing two years. Please call 07986878132, South East.

121862

VOLVO FL7



1993, POA. 270HP, SWB Tractor unit fitted 090 crane, air suspension, sprung cab. Taken out of service October 2021, 2 owners. Owned for 25 years. 447km in 1999. Please call 07889104462, West Midlands.

121839

PARTS

BEDFORD J TYPE NEW BLACK ROOF LINING



£150. Made from genuine card. Including P and P. Paypal or bank transfer. Please call 07749 586757, South East.

122239

FERGUSON 28" WHEEL CENTRE



£35. One 28" wheel centre in excellent condition. Please call 07795 668270, East of England.

122171

FERGUSON THREE POINT LINKAGE ADJUSTABLE ANGLE LAND SCRAPER



£1,150. Fully restored, looks good on a show stand. Collection from Knebworth. Please call 07765445206, East of England.

122343

FORD 5000 WHEEL WEIGHTS

£100. Pair of front wheel weights. Please call 01437 741489, Wales.

122001

FORDSON E27N TRACTOR HEADLAMP BRACKETS

£90 pair. Air cleaner pipe for £40, also exhaust pipe casting for later manifold, can post items. Please call 07808855076, West Midlands.

121991

FORDSON E27N STARTER MOTOR



POA. Also headlights and brackets kidney dash board battery tray, plus other parts will sell separately. Please call 07976 383698, East of England.

122044

FORDSON E27N STARTER MOTOR



£350. Please call 07976 383698, East of England.

122287

LEYLAND HIPPO PARTS

1940, £50-£180. Half shaft £50. Hippo head gaskets £180. Starters dymo £50 each. Service manual octopus £100. Bever £100 AEC service manual 2E mark v goods chassis £100. Please call 07718247454, East of England.

122295

MASSEY FERGUSON 40 LOADER



£250. Just come off a 135. Complete. Please call 07746044342, South East.

121878

GOOD COMPLETE ENGINE FOR NUFFIELD UNIVERSAL 4 TRACTOR

£275. Dry stored for many years. Please call 07970867981, Wales.

121856

MF100 SERIES CAB PARTS

For Scirocco flexi-cab mk 2. Windscreen frames, wiper motor mounting, lower bulkhead panels, brackets, door tops/bottoms and roof frames. Parts are newly made and lightly oiled. Pictures on website: www.axe-atv.co.uk made in Devon.

Email: axeengatvs@gmail.com

Call: 01460 220731 or 07722 117805

PLANT TRAILER



£2,150. 1 for Williams. 6 X 84 plant trailer. New floor and brakes. Dealer serviced. Excellent condition. Please call 07968968869, South West.

121929

PAIR OF WHEEL ARCHES FOR A NISSAN TERRANO 2 SWB



£25. Buyer to collect, or I will arrange transport on top of price for the pair. (UK only). Please call 01362 820629, East of England.

121946

MASSEY FERGUSON SEAT COVER KITS



POA. To fit MF 100 Series spring suspension seats, these are an excellent replica of the original and are made from high quality leatherette material. Also now available, oil filled damper, pressure control knob, nylon rollers, slide rails. Please call 07971 290371, West Midlands.

121948

TYRES AND WHEELS X4 SUPER FLOTATION TRAILER



£100 each. Tyres on wheels 19.5/80-20 12 Ply 8 stud holes. Please call 07765445206, East of England.

121950

DENNIS 4 CYL PETROL

1950, POA. Engine. Gear box. Rear axle. Front axle. Steering box. Radiator. Not run since 1970s. Also Fuller 9 speed gear box H change. Please call 01352 740874, Wales.

121988

DAVID BROWN 770 ENGINE

£500. Complete engine only. None runner. With steering box. Fuel tank and axels. Please call 091-844280, Ireland.

121996

1 MARCO 3.5 TONNES TWIN AXLE

£1,000. Tilt bed trailer. Built in ramps side rails. Good condition, ready to tow away. Please call 01273586474, South East.

122002

STAINLESS STEEL SQUARE CALFING JACK

£150. Also tractor clutch splitting rail £150. Please call 07922174986, Wales.

122008

MF 35 OR 135 BELT PULLEY

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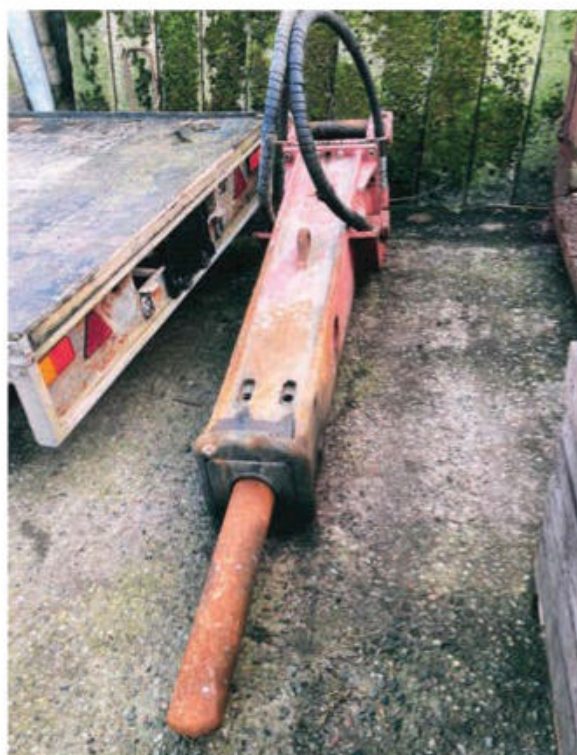
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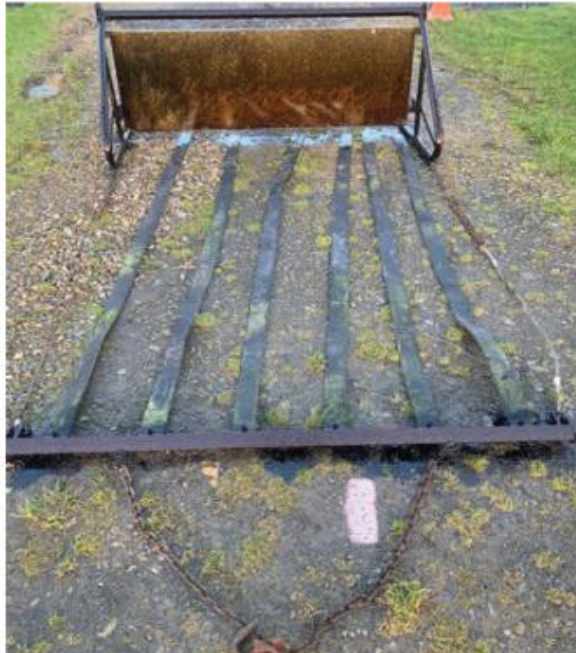
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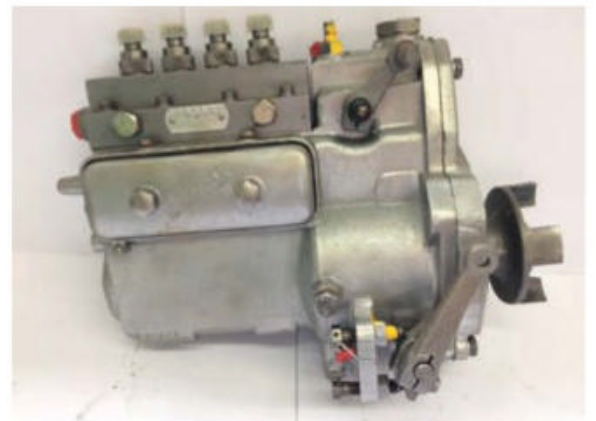
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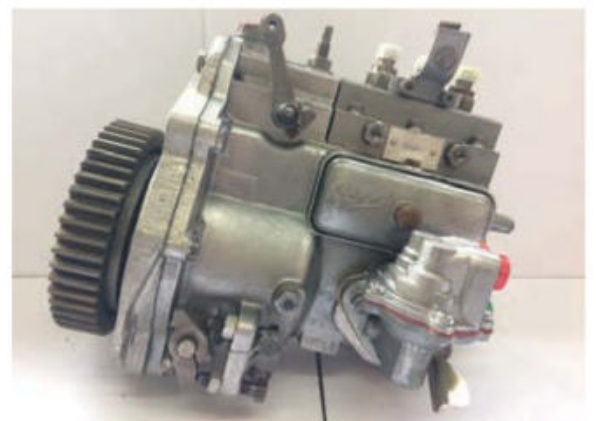
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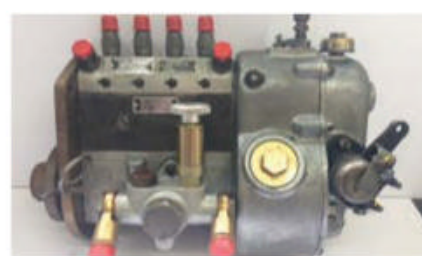
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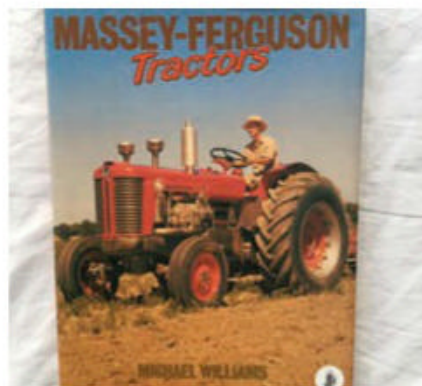
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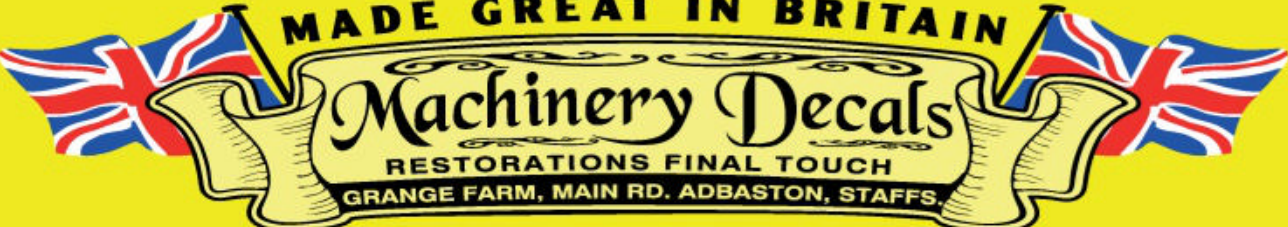
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The last word

In each issue our Editor-at-large, Peter Love, takes a look at what has been going on in the world concerning heritage preservation.

In this issue, I thought I would look back at Nick Baldwin's life, as he was one of the first tractor preservation pioneers in the UK.

I first came to know Nick through others, as he was originally part of the *Old Motor* team, which was the UK's pioneer transport preservation magazine, starting in the 1960s. I was lucky to know Prince Marshall, its founder, through Bob Whitehead – who wrote mostly on steam matters in the magazine, and who edited the magazine when Prince became ill.

Nick wrote on tractor and commercial vehicle topics in the magazine, and I started to correspond with him at this time.

In the late 1970s I met Nick when I was the Kent social secretary for the Southern Counties Historic Vehicle Preservation Trust. This organisation staged the Ardingly Rally in July, and a working event, and had nearly 2,000 members at the time. I was lucky enough to feature top speakers at these meetings, from all over the UK, that came to stay with us while they gave their presentations, and Nick was one of them.

I clearly remember buying him a drink at the bar before his presentation, and talking about various Land Rovers and the Austin Gypsy, and comparing the good and bad points. I gaffed on some technical detail on the Gypsy, which he put me right on straight away!

Nick's life in journalism stemmed from his father, who was coachworks correspondent for *The Motor* magazine in the 1930s and later Rover publicity manager, right up to the Range Rover range. Nick learned to drive when he was 12, in a Jowett Bradford Deluxe Utility, and with a Fordson N for a local farmer – with trailers loaded with hay. In other words, motoring was in his blood.

As the years went on, Nick spoke at least another four times at meetings I put together for various groups, and we met at different functions and sales as time went on. I sent him a copy of *The*

Agriculturalist magazine, which I put together for the South Eastern Vintage Agricultural Club, and he wrote back on scrap paper (with one of his famous pencils) to say that it was good product and I needed to make it available to a larger audience.

Before long, Gordon Wright was on the phone trying to persuade me to create a national tractor magazine which went on to become *Tractor & Machinery*. He said that Nick Baldwin was willing to contribute, with what became a definitive A-Z of tractor marques in the world and led to his most successful tractor book called *Classic Tractors of The World*.

After completing Malvern College, Nick had started his career by selling advertising on *The Autocar*, and after becoming a self-employed historic motoring journalist and author he would go on to write 42 books and contribute thousands of articles to every relevant magazine you have heard of, including *Private Eye*, and several you probably haven't heard of.

He compiled the *Observer's Book of Commercial Vehicles* for many years and was a major contributor to *The Beaulieu Encyclopaedia of the Automobile*. For several years he was on the editorial team of *The Automobile*.

Nick was curator of the Stratford-upon-Avon Transport Museum and a member of the National Motor Museum Advisory Council for more than 40 years, serving a term as Chairman. He was also a Trustee of the Michael Sedgwick Memorial Trust for 35 years, as well as being a member of the Guild of Motoring Writers and the Society of Automotive Historians.

For a number of years, Nick was a car valuer for auctioneer Phillips and later for Christie's, where he was involved in the sale of a Bugatti Royale for £5.5m at a magnificent auction at the Royal Albert Hall.

Nick had amassed a huge archive of motoring-related literature, which is



Nick Baldwin was a great character and extremely knowledgeable.

probably the largest of its type in private hands. The quality of its contents is such that the British Motor Museum obtained a Heritage Lottery Grant to acquire the element on cars, leaving a vast quantity of material on lorries, tractors, the factories that built them, and the people that designed them.

You can read more about Nick's life in an amazing two-part story that Kelsey Media published as *Old Glory Archive Volume 6* and 8. They are well worth reading and can be obtained via the website: shop.kelsey.co.uk

In Nick I have lost a dear friend that I will sorely miss.

Peter Love

Group Editor-at-large, Kelsey Media

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