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DECEMBER 2024

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TRACTOR & MACHINERY

FOR PEOPLE WHO
KNOW THEIR TRACTORS



Charging ahead

The future will be interesting as we discover
if electric tractors really can cut it

I was fascinated to read about the new Fendt e107 Vario fully electric tractor (see *News*, p9), despite the limited practical information released about it so far. The machine recently won the *Sustainable Tractor of the Year* award, and is rated as a 75hp model that's been designed primarily for 'light-duty' applications.

All-important details about the price have yet to be revealed and, for whatever reason, the UK isn't on the list of initial markets into which the tractor is being launched. The e107 Vario's range is quoted as being 4-7 hours, depending on the type of work being undertaken. But, as with electric cars, I imagine that ambient temperature and usage style will

be massively influential factors on battery performance, too.

It'll be very interesting to see how the battery packs perform in practice given that, compared to those used in passenger cars, most are likely to be worked much harder. With electric cars, the range quoted tends to be a largely theoretical figure calculated by running the battery from full to zero charge. In reality, though – for the preservation of overall battery condition – users are advised to start recharging at 20% and not to take it above 80%. Effectively, then, this leaves drivers with just 60% of the battery's usable performance to play with. I wonder if similar charging restrictions will be advised with tractors?

Some electric car owners are already having to face the harsh truth that the prohibitive cost of replacing damaged or exhausted battery packs can involve vehicle write-off levels of expense. So, will electric tractors fare any better? Nobody will know, of course, until machines like the Fendt e107 Vario – and those from other makers that are presumably in the pipeline – have been out working the hard yards for a number of years.

Chris Graham, Editor
tm.ed@kelsey.co.uk



The new Fendt e107 Vario has yet to be exposed to the rigours of real-life, daily workloads.

The perfect Christmas gift!

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December

Volume 31 / Issue 1 / 2024



Chris' pick

"Edwin Hughes has owned his 1989 Ford 7610 from new, and still has the model that Ford gave him, celebrating 25 years of production at Basildon." See p38

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Chris Graham enjoys the opportunity to see Edwin Hughes' one-owner-from-new and beautifully original example

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Jonathan Whitlam traces the fascinating history of FA Standen & Co, Britain's most successful sugar beet harvester builder



On the cover

Edwin Hughes' original-condition Ford 7610 enjoys its 15 minutes of fame in pride of place

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Peter Love reports on the Ford & Fordson Association's 20th anniversary celebrations at this year's Biddenden Tractorfest

50 EVENTS DIARY

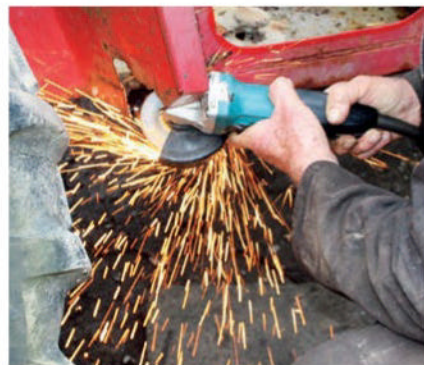
Your guide to what's happening over the coming month or so



It's 60 years since the introduction of the successful Massey Ferguson 100 Series, of which the MF 165 was a popular member.

A Christmas Subscription?

Give the gift of *Tractor & Machinery* this Christmas
shop.kelsey.co.uk/XMAS24TMA



The repairs to the MF 550's corroded cab conclude.

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One farmer's approach to an alternative income source involving classic tractors, including a JD 710

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Jonathan Whitlam casts his mind back to a time when the land was still nourished and improved by simple, natural fertiliser



Edwin Hughes has owned this 1989 Ford 7610 from new. It's now retired and is about to be restored.

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Part 7: Andrew Hall concludes this

series by making some final adjustments and refits the winch cable to the drum

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Part 2: Ben Phillips concludes his DIY guide to repairing a Massey Ferguson 35X's leaking steering box

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Auction reviews, tractor price guide and a bumper crop of classifieds for you to enjoy

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Lost or lent a favourite copy? Buy a replacement here!

130 MY SHED

Another enthusiast reveals all!

17 pages of machinery for sale



This 1988 Marshall 754XL 4WD recently sold for £21,440.

As well as an abundance of interesting classified ads, you'll find reports on the latest big auctions in our Tractor Mart section. It all gets started on page 94

**TRACTOR
MART**

Keep on keeping on

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Join us today and you'll get everything you need to keep your show on the road. You'll get inspirational stories, practical advice and everything you need to keep going.



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shop.kelsey.co.uk/christmas-gift-ideas



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Photo: iStock

DRIVE TO PAGE

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AND LET'S GO!



Left: With more inside space available next February at 2025's Tractor World, this is sure to be a show not to be missed!



Advance Tractor World tickets '25

Online ticket prices: adult day £15 (£18 on the gate), adult weekend £20 (£25 on the gate), camping 3 nights and entry for 2 adults on both days £75 (£85 on the gate).

tractorworldshow.co.uk/tickets/

Tractor World venue deal signed

Popular season-opener secures Three Counties Showground site for further four years

TRACTOR SHOW NEWS

Kelsey Media's Publishing MD, Fiona Mercer, with division publisher Gareth Beesley and show organiser Mark Woodward, signed a deal on October 24th that will see the popular Tractor World show remain at The Three Counties Showground, in Malvern, for a further four years.

Mark Woodward said the show has been a great success since it started in 2001, and continues to develop strongly, with the 2024 event attracting the largest ever attendance. "With the addition of the new Kildare Hall there's now even more indoor space to be used for further development of this fantastic event," he added.

Howard Pugh is reporting great interest in the Saturday auction at the 2025 show – February 22nd-23rd – and the event itself has pre-booked more than 300 tractors; from vintage and horticultural, to classics and moderns.

The organisers are looking to bolster

the number of modellers attending with dioramas, individual items and model engineering exhibits, while the brand new Tractor World Outdoor Vintage Autojumble (Sunday) will be dedicated to 'strictly second hand' tractors, stationary engines, steam and motoring-

themed by-gones, collectibles, memorabilia petroliana, enamel signs and tools.

Visit tractorworldshow.co.uk, or search for 'Tractor World Show' on Facebook, for all the latest news, exhibitor entries and advance ticket bookings. You can also call 01697 451882 for more information and auction entries can be secured at hjpuugh.co.uk or by 'phone on: 01531 631122.

Advanced online ticket prices: adult £15 (£18 on the gate); weekend tickets: adult £20 (£25 on the gate). Weekend camping (three nights, admits two adults both days) £75 (£85 on the gate). Camping is free to exhibitors. Under 15s are free with accompanying adult, and dogs on a lead are welcome.



HJ Pugh's auction is always a popular Tractor World attraction, but don't forget your coat!

The new, fully-electric Fendt e107 Vario is said to deliver between 4-7 hours of operating time in its 'partial load' range, and the battery can be recharged from 20 to 80% in 45 minutes, using a DC fast charger.

Fendt e107 Vario fully electric

New e107 Vario; a glimpse of what an 'electric' future might look like

TRACTOR TECHNOLOGY

Following the Fendt e100 V Vario, Fendt is now introducing the standard, fully electric Fendt e107 Vario tractor. When charged with green electricity, it's CO₂ neutral and is intended for use in municipalities, on livestock farms and in vegetable cultivation.

The drive train of the Fendt e107 Vario is made up of the battery with an electric motor and the Fendt Vario transmission. The new model has a powerful electric motor whose

power is utilised highly efficiently in three driving modes. The maximum power range, according to ECE R85, is 50kW (68hp) in Eco mode. In Dynamic mode, up to 55kW (75hp) is available and, as peak drive power, the machine provides up to 66kW (90hp) for short periods in Dynamic+ mode. Its maximum torque of 347Nm ensures optimum pulling power and a dynamic driving experience.

With a battery capacity of 100kWh, the tractor will achieve an operating

time of 4-7 hours when used in the partial load range. However, energy-intensive operations (eg using a trailer) will reduce the operating time.

The Fendt e107 Vario will be produced at the Marktoberdorf tractor plant from the second quarter of 2025 and, in addition to the pilot markets of Germany, Norway and the Netherlands, it'll also be made available in Austria, Switzerland, Denmark, Sweden, Italy and Spain plus others after that.

More details from: fendt.com

Ogmore Castle Vintage Tractor Run

The Glamorgan Iron Horse Vintage Society held its annual vintage tractor run, from Ogmore Castle, on October 6th, with more than 30 tractors taking part.

The route crossed the grounds of Dunraven Castle, at Southerndown, then on through the Vale of Glamorgan with a lunch break at the café in Llandow.

Judges Rees Lean and Dave George declared Jon Cosby's 1958 MF 35 – colourfully decorated in the colours of Kidney Wales – the winner of this year's trophy.

Thanks to all the Society members who helped to make this a successful event, under the chairmanship of Rob Carter and secretary Anne Bull, and her 'other half', Cliff, who'd both travelled from Pembrokeshire that morning.

Grateful thanks also to Rob Williams, for the use of the Ogmore Castle field, and for the support of our sponsors, one of which donated a Swiss Army knife to every participant! Basil George



Jon Cosby, who recently donated a kidney to his son, Jack, celebrates with his trophy-winning MF 35. The Ogmore Castle tractor run raised £500 this year.

£500
RAISED FOR
CHARITY



The upgraded New Holland T5 Dual Command.

NH T5 gets fresh look

New Holland range benefits from improved productivity and operator comfort

NEW TRACTORS

The New Holland T5 Dual Command tractor range, which comprises five models from 80-117hp, all powered by FPT F36 3.6-litre, four-cylinder engines, has been given a new look and gained new features, with a series of updates designed to boost both productivity and operator comfort.

There's a broader rear tyre offering, plus a choice of front axles – a standard unit for lighter work and narrow applications, or a new, HD axle for machines tackling heavy loader work and intensive field tasks. Also, a unique SuperSteer™ front axle option features a 76° steering angle for enhanced manoeuvrability.

Tractors fitted with the standard

updates designed to boost both productivity and operator comfort

front axle benefit from a 20% increase in steering capacity under load for faster turns, while a more robust HD axle increases permissible gross vehicle weight to 7,000kg. When fitted with 38in rear tires, T5 tractors combine high ground clearance of 480mm and low overall height below 2.67m, minimising crop damage risk and maximising building accessibility.

Other highlights include a 7% rear lift capacity boost to 4,700kg, and 30% more flow from the hydraulic pump. There's a new auto differential lock and auto 4WD engagement to simplify headland turns, while a new maintenance-free, quieter, and easy-to-engage wet disc front PTO delivers



New, U-shaped exhaust ensures unimpeded forward vision, upgraded worklights and headlights enhance safety and a new digital dash is easier to read.

more comfort and versatility.

Externally, the upgrade sees fresh styling with new front and side grilles plus new decals. A new, U-shaped exhaust ensures unimpeded forward vision, while upgraded worklights and headlights (with an optional LED light package) enhance vision and safety. There's also a new digital instrument cluster that's easier to read.

Visit agriculture.newholland.com for details.

Entry-level cultivators from KUHN



KUHN has added 3m and 5m widths to its entry-level Performer Select cultivator range.

KUHN Farm Machinery offers wider choice for customers wanting straightforward, one-pass machines

IMPLEMENT NEWS

Two new models – a 3m 3000 and a 5m 5000 – have joined the existing KUHN's 4000 Performer Select 4m cultivator in the company's Performer Select range.

The new implements share the premium build-quality and performance associated with the Performer 1000 models, but only feature essential options to maintain straightforward operation.

The three machines offer mechanical adjustment of levelling discs and working depth, NSM (spring) rather than NSH (hydraulic) leg protection and a 600mm HD or Double U roller instead of the 700mm version on the Performer 1000 range. KUHN's SH 600 seeding unit is an option for growers establishing cover crops in one pass.

Edd Fanshawe, KUHN's arable and

connected services product specialist, said: "Adding two models to complement the existing 4000 machine will open the range to a greater number of small and medium-sized farmers. The one-pass Performer system allows a versatile approach to cultivations, with discs, legs and a packer roller capable of operating in a wide range of conditions to leave a drill-ready finish."

Visit kuhn.co.uk for details.

Social activity

We sampled a recent post from *Tractor & Machinery's* very active Facebook page, just to give you a flavour of what people are saying there...

T&M SOCIAL

Christopher Harris

Perkins 4.236 engine in the early ones, Leyland in the later ones, Eaton gearbox a real flyer on the road. Not good at draft work but good on light field work. Grandfather of the Fastrac.

Roy D. Eastwood

Very rare, I remember being overtaken by one on the M6, in the mid-1980s!

David Mallender

My Dad had one of these. He loved it. Done many a mile next to him as a youngun

Neil Davies

Saw one at the Royal Show the year they were introduced. Be great for a tractor run. 

Rob Price

I had one for a few years. I remember driving on a very foggy morning with a big lorry behind. With the large front window the reflection from the lorry lights was a truly terrible experience. Quite good for trailer work, but not really powerful enough

Mike Gow

Remember them well. Our local fencer had one it used to fly past my Ford 6600 as if I was stopped

Bernard Croft

We had one for a short while. It was interesting on the road but as much use in a field as a cat flap in a submarine!

Chris Downes

A very good tractor for haulage work and seed bed preparation work. I worked at Trantor for many years and owned in the nineties.

Michael Pritchard

There was a few Land Rover bits on them.

Robert Brown

Had one, the back tyres started to fly to bits at 72mph!

facebook.com/TractorAndMachinery





Let's hope we don't see any snow on Boxing Day this year!

Boxing Day treats

We preview a couple of festive tractor runs guaranteed to clear your 'Christmas heads'!

TRACTOR ROAD RUNS

Two of the biggest tractor road runs organised over the Christmas period both take place on Boxing Day and, if you fancy a break from the usual Yuletide activities, then get yourself out to either the Six Bells Road Run or the Larling Angel Charity Road Run.

The Six Bells event starts at Jeff Burgess's Holms Hill Farm in Back Lane, Cross-in-Hand, near Heathfield in East Sussex (TN21 0NE). It starts at 10am and festive music, mince pies and light refreshments will be available. The run concludes at The Six Bells, in Chiddingfold, which is a

very popular hostelry where refreshments and food will also be available. Typically, this run attracts 150 tractors and everyone's welcome.

Moving to East Anglia, the The Larling Angel Charity Road Run starts at Sallow Lane, Larling, Norwich (NR16 2QU). It costs £20 to enter this charity event and each participant receives a commemorative brass plaque at the end. There are usually well over 200 entries on this run of which 60% are modern machines and the rest are vintage and classics.

Both runs are highly recommended.



The Larling Angel Road Run always attracts lots of tractors.

Farming life remembered

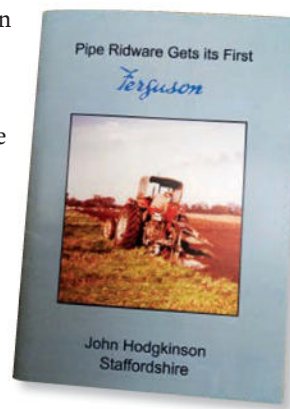
Great Christmas stocking-filler idea for tractor fans

AVAILABLE NOW!

John Hodgkinson is a keen Ferguson fan and, unsurprisingly, the marque features prominently in this new book, *Pipe Ridware gets its first Ferguson*, priced at £6.95.

However the 40-page, softback publication features other makes, too, such as Fordson, Ford, Belarus and Massey Ferguson, and certainly makes for an interesting read.

John comes from Staffordshire and the book describes the ways in which his farming life changed during his working years, which began in the late 1940s. As such, this book will make an ideal stocking-filler for the tractor and/or farming enthusiast in your life, and copies can be bought from either Canalside Farm Shop and Café, Mill Lane, Great Haywood, Staffordshire ST18 0QR (tel: 01889 881747), or Ashwood Nurseries, Kingswinford, W Midlands DY6 0AF (tel: 01384 401996).



Highlights in the January issue...

ON SALE
DEC 13th



● Case 1056XL

An original treat. It's had just one careful owner for the past 20 years



● Ford variations

The most interesting agricultural conversions of the 6X range, 1964-'68



● Fantastic furrows!

Full report from the 2024 British National Ploughing Championships

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WWW.TRACTORWORLDSHOW.CO.UK
OR CALL **01697 451882**

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*25% saving applies to weekend advance ticket

RON GREET

1945-2024

It's with great sadness that we have to report the death of the amazing Ron Greet, from Broadhempston, in Devon.

Ron died peacefully at home, with his loving family and dogs by his side, on Wednesday, September 18th, 2024, aged 79 years. Many of you who've ever

searched for vintage or classic tractor parts will have encountered Ron – the proprietor of Ron Greet Tractors – and nobody ever had anything but good things to say about him.

He was happily married to Gill and the couple had six children; Keith, Cath, Nikki, Malcolm, Kirsty and Widgie. What's more, he was a proud grandad to Kailee, Callum, Rosie, Sam, Lauren and Jack, Mollie, Dan, Anne-Marie, Lisa and Stan, as well as great grandad to Dalton and Adelay.

The very well-attended funeral was held at St Peter and St Paul's church, in Broadhempston, on October 15th, followed by a private cremation.



Ron Greet, proprietor of Devon-based Ron Greet Tractors, who sadly died in September.

Ron will be dearly missed by tractor enthusiasts across the land, but the business will be continuing, led by his son, Keith.



Part of Ron's yard; what an amazing place! Ron was the man to go to for vintage and classic spares. The business will be continuing, managed by his son, Keith, and his staff.

Ivor Yeo

It's with sadness that we must mark the peaceful death of long-time stationary engine and tractor man, Ivor Yeo, who died on September 19th. His funeral service took place at Mendip Crematorium on October 22nd.

Ivor hadn't been seen on the rally field in recent years, but was one of the volunteers who assisted David Edgington, *Stationary Engine* magazine's founder, with setting up the first Longleat Engine Rally back in 1974, and was involved in countless other shows in the area.

JCB's millionth engine

JCB has marked a major manufacturing milestone with the production of its one millionth engine. Production started in 2004 at JCB Power Systems in Foston, Derbyshire, and expanded to JCB India in 2010 with the opening of a dedicated plant in Ballabgarh, Delhi. From three engines a day 20 years ago, JCB now produces around 500 a day.

"It was a major decision at the time to make our own engines," explained Anthony Bamford, JCB chairman, "and I was directly involved in that; it has paid off. Now the time is right to acknowledge the part my father played in the design of the engines we now produce so successfully. He died in 2001, so our engines were running as prototypes at that time, and I'm thankful he was involved."

A team of more than 150 engineers is currently engaged in developing hi-tech hydrogen combustion engines for use in JCB machinery as part of a £100 million investment. More than 120 engines have come off the production line so far, and many machines powered by these super-efficient engines are currently undergoing evaluation.



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Jump Leads, 79mm2 cables, 850 amps, 5m long, heavy duty handles, carry bag, suitable for tractors, telehandlers, lorries etc £150



Wired Reversing Camera System — Comes with 7" HD Monitor 800 (RGB) x 480 with no audio, CMOS Camera with night vision, 20m 4Pin Cable, & removable sunvisor SPECIAL OFFER £150



PTO Shaft A4 1200mm 1.3/8 6 spl/QR/Shearbolt 1700mm when extended Length end to end = 1200mm X+X = 1000mm Shearbolt M8 8.8 TS £149.50



Tool Box Aluminium Chequer Plate 26x12x12 c/w key Under body toolbox. 26inch x 12inch x 12inch (675mm x300mm x300mm.) Folding Handle. Supplied with 2 x Keys. Folded steel for water proofing. Suitable for all Trailers, Commercial etc. £145.00



Toplink Heavy Duty JD 530-720mm Cat 2+2 M36 x 3 thread. With ball ends. For John Deere 5005, 6000 SE, 6000, 6010 SE, 6010, 6015, 6020 L, 6020 SE, 6020, 6025, 6030 Premium, 6030 Standard, 7020, 7030 series £99.00



Holts Bradex Easy Start, 300ml Aerosol, for positive starting of Petrol, Diesel and Paraffin Engines, even under freezing conditions. Contains upper cylinder lubricant. £5.95



Antifreeze, concentrate & premixed coolant available, choice of protection length, 5 litres or 20 litres in stock. 5L .. £15.95



Euro 8 weld on bracket frame, comes with spacer bar, red oxide undercoated, 1000mm by 460mm. SPECIAL OFFER. £55



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Period bygone bargains

Peter Love previews the Cheffins Automobilia auction that'll be offering everything from classic petrol pumps to illuminated signs

In the past, Cheffins has staged a festive bygones sale in December that's been online-only and consisting, in most cases, of previously unsold items from various vintage collective sales that took place earlier in the year.

Now, with Tom Godsmark in charge and, given the great success of the Russell Ferguson MF bygones and models sale in November, 2023, Cheffins is building on those previous events by staging an auction that'll be both live and online, offering a fantastic selection of enamel signs, petrol pumps, globes, oil tins, fuel cans, show cards, illuminated signs, advertising literature and more.

Many of you will, no doubt, have seen the half-hour *Henry Cole Shed and Buried* and *Bangers and Cash* TV programmes, not forgetting his very good *Motor Cycle Show*, as well. The sort of items featured on those programmes are what'll be included here, tapping into a market that's seeing considerable increases in both interest

generated and item values.

As lots of you will already appreciate, 'dressing-up' tractor sheds or barns with authentic, period accessories is becoming a popular thing to do, and bring yet another engaging layer of interest to the hobby for many enthusiasts. Not only do items of this sort add enormously to the ambience of a storage area, they can also represent appreciating assets in themselves.

There are various collections entered at this sale, which will be taking place on November 23rd at Cheffins' Machinery HQ site in Sutton, Cambridgeshire. It'll certainly be well worth your interest and I'm sure that Tom will make everyone feel very welcome at the sale, with viewing on Friday 22nd.

There's still time to enter something in the sale so do speak to the team by calling: 01353 777767. For those interested in finding out more general information about this auction, you can do so at cheffins.co.uk

Exide battery ephamera, showcard in fantastic condition, from private collection, unreserved.



"Auctions are a bit like a game of football; you never really know what's going to happen!"



Top: Dunlop Tyre Service sign, fantastic condition, straight from private collection. Middle: Early Wakefield Castrol oil tin, also from a private collection. Above: Early 1950s Notwen Oils five-gallon pyramid top can, from private collection, unreserved.

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A rich mix up for grabs

HJ Pugh's early December auction will offer a tempting variety of interesting lots, as Peter Love explains

DECEMBER 7th, 2024



This clean and original Massey Ferguson 550 will be sold at HJ Pugh's early December sale.



Here's just a small part of the John Farnworth literature collection that's to be sold on December 7th.

some lucky enthusiast!

In addition, the well-known author, John Farnworth, has entered a massive collection of his Massey Ferguson literature and memorabilia. All literature is in good, clean and mostly as-new condition and each item is enclosed in a plastic sleeve. The lots will be categorised into broad subject areas – agricultural tractors, ploughs, combines, industrial tractor and equipment etc, and there are approximately 80 A4 files.

HJ Pugh is delighted to offer the John Farnworth collection of Massey Ferguson literature, which is by far the largest private collection of its type ever offered for sale at auction in the UK. The items date from the 1960s through to the early 2000s, and cover machinery and equipment sold here in the UK as well as in North and South America, mainland Europe, Africa and Australia.

This will be an historic sale and is bound to attract the interest of buyers and collectors from around the world. Find out more at: hjpuh.com

HJ Pugh is to hold its famous festive sale this year on December 7th and it'll be featuring a rich mix of vintage and classic tractors, implements, spare parts, stationary engines plus a private collection of 80 enamel signs

and other petroliaxia.

The tractors to be sold include some fine and clean Massey Ferguson classics as well as a very nice, fully restored Fordson E27N with a Perkins P6 engine; what a great Christmas present that'll make for

Rare export County 764 sold

There was a varied selection of Ford tractors sold by Euro Auctions on October 23rd, but the highlight of the sale was the rare, ex-export 1985 County 764.

About 40 of these 764s were fitted with Perkins engines and, although finished in yellow livery, traces of the tractor's original blue and grey paint scheme were visible. This desirable machine sold for £16,800.

This rare-to-see export County 764 was sold for £14,000 +VAT by Euro Auctions.

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RARE COUNTY
764 @ EURO
AUCTIONS**



Upcoming sales

All auctions in England, unless flagged otherwise

November

15th November

 **Stetler Engines, Parts & Primitives Auction**

Clark Drive, Stockton, CA USA. Online bidding
Aumann Auctions
aumannvintagepower.com

18th-27th November

Timed online farm dispersal auction

Leffey Hall, Buxhall Sowmarket
Lacey Scott & Knight
agriculture.lsk.co.uk

19th-20th November

 **Auction of original tractors**

Online bidding
600 White Church Road
Gettysburg PA USA
Aumann Auctions
aumannvintagepower.com

21st November

Aubrey Saunders & Nigel Beardon private collection

Crediton, Devon
HJ Pugh & Co
tel: 01531 631122

21st November-1st December

Online timed auction

Stags
stags.co.uk

22nd November

Dispersal sale of groundwork plant, machinery etc

Walkerburn
Harrison & Hetherington
tel: 01228 406200

23rd November

Automobilia auction

Machinery Saleground
CB6 2QT
Cheffins
tel: 01353 777767

23rd November

Auction of modern farm machinery

Bedfordshire
Brown & Co
tel: 07919 015675

27th November

Exeter plant auction

Online Only
Husseys
husseys.co.uk

27th-29th November

Auction, online, telephone and commission bids only

Mathewsons
tel: 01751 474455
mathewsons.co.uk

29th November

Thrapston collective machinery sale

Bletsoes
tel: 01832 732241

29th November

Online timed machinery collective auction

Edward Buckland
edwardbuckland.co.uk

29th November

Kidderminster machinery sale

The Gallops, Stanklyn Lane, Stone DY10 4AR
Halls
tel: 01562 820880

29th November.

 **Auction of Stamy international tractor collection**

Online bidding
1167 York Road, Mechanicsburg PA, USA
Aumann Auctions
aumannvintagepower.com

30th November

Collective machinery sale

The Beech, Little Hereford Shrops SY8 4BG
McCartneys
tel: 01584 872251

December

1st December

 **Premier Deere VI auction**

Online bidding
20114 IL Route 16
Nokomis, IL, USA
Aumann Auctions
aumannvintagepower.com

2nd December

Online sale of implements plant etc

Dingwall Highland Marts
dingwallhighlandmarts.com

2nd December

Online collective timed auction of tractors

Greenslade Taylor Hunt
gth.net

4th-5th December

Online sale of tractors etc

Carlisle
Harrison & Hetherington
harrisonandhetherington.co.uk

6th December

Online plant and machinery auction

Brightwells
brightwells.com

6th December

Plant and machinery sale

Shrewsbury Auction Centre
Bowmen Way, Battlefield SY4 3DR
Halls
tel: 01743 462620

6th-7th December

Auction of industrial plant, agricultural Equip etc

72-74 Omagh Road, Dromore Co. Tyrone BT78 3AJ
Euro Auctions
tel: 02882 898262

7th December

Vintage tractor sale

Hazle Meadows Auction Centre
Ross Road, Ledbury, HR8 2LP
HJ Pugh & Co
tel: 01531 631122

7th December

Monthly live and online machinery sale

Holsworthy Livestock Market
Holsworthy, Devon EX22 7FA.
Kivells
tel: 01409 253253

9th December

 **Auction of Danny Cotton antique tractor collection**

Online bidding
6262 Cox Road, Arrington, TN, USA
Aumann Auctions
aumannvintagepower.com

9th-10th December

Cambridge machinery sale

The Saleground, Sutton, Cambs CB6 2QT
Cheffins
tel: 01353 777767

11th-12th

Online machinery sale

Lawrie & Symington
lawrieandsymington.com

12th December

Online timed machinery sale

Clitheroe Auction Mart
auctionmart.co.uk

Details correct at the time of going to press. To avoid disappointment, please check with the auctioneer before setting off, especially when travelling long distances.

12th December

Collective machinery sale

Sedgemoor Auction Centre
TA6 6DF
Greenslade Taylor Hunt
tel: 01278 410250

12th December

Online plant and machinery auction

Brightwells
brightwells.com

13th-14th December

Collective sale of tractors, implements etc.

Hazle Meadows Auction Centre
Ross Road, Ledbury Herefordshire HR8 2LP
HJ Pugh & Co
tel: 01531 631122

February

14th February

Online plant and machinery auction

Brightwells
brightwells.com

22nd February

Spring Tractor World sale of vintage and classic tractors

Malvern, Worcs.
HJ Pugh & Co
tel: 01531 631122

27th February

Online plant and machinery auction

Brightwells
brightwells.com

March

22nd March

Farmers' Spring machinery sale

A17/A52 Bicker Bar roundabout
Will Barker
tel: 01529 414555

Sale date?

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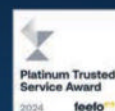
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New models

Here's another interesting option for the collector

SCALE MODEL NEWS

This new Fendt 620 Vario tractor (UH6666) is made of 149 parts and 190 tamper-printing operations. It's a brand new tooling and special features include an opening bonnet to reveal a detailed engine and radiator, both fully decorated. The front axle includes working and realistic suspension, and the cab doors and rear window open, allowing a better view of the impressively detailed interior, the key features of which include steering wheel, seat and dials on the dashboard. Even the optional fridge has been included!

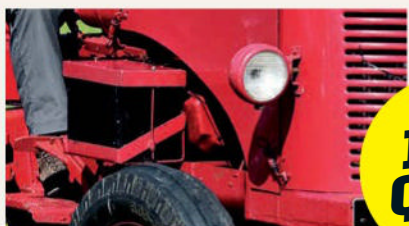
On the outside, accurate model designation decals are present, while the tyres are made of rubber and the wheel rims feature the separately-made Vario Grip system. The outside mirrors are movable, the licence plate numbering is specific to this tractor and, overall, this is a high quality, 490g, non-limited edition, 1/32 scale model that should be available now in all the usual outlets with an rrp of €89.



Below Left: New Fendt 620 Vario features rubber tyres, movable mirrors and working suspension. **Right:** Quality interior includes well-detailed seat, arm rests and dashboard. Even the optional fridge has been included!

Bottom right: Very detailed rear linkage, specific licence plate number plus opening cab doors and window are desirable features.

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**PIC
QUIZ**

Make and model, please!

Here's another head-scratcher from our famous picture quiz series that features on our social media channels. You'll find the answer to this one hidden somewhere on p52, but, to test your knowledge more frequently, head to our Facebook and Instagram pages:

facebook.com/TractorAndMachinery

instagram.com/tractor_machinery_mag





Rules and regulations

I write as I have just read about the laws about not giving children rides on tractors. Well, whatever idiot made that regulation needs to wake up to reality, in my opinion. He or she needs to take a trip to Disneyland and experience a ride or two there. Also, what about youngsters riding their bicycles and scooters, going swimming, crossing the road on their own or travelling in cars that are being driven at 70mph?

Most tractors run at between five and 8mph with a plough or harrow on the back; if they went any faster the machine wouldn't work and would simply scatter the soil. So where is the sense in this law? The next thing, mothers will be locked-up for allowing their children in the kitchen, or to run up and down the stairs. What I'd like to know is how many children have been hurt on tractors, compared to accidents with other childhood things?

I learned to drive a 1938 Fordson Standard and had worn out three engines on it before I was 16. I then moved on to a Major and rebuilt the engine on that tractor. When I was young I wasn't heavy enough to push the clutch pedal down, so I stood on it and used to put my shoulder under the steering wheel and brace against that to get the leverage I needed to operate the clutch. Then I'd select second gear, jump back onto the seat and off we went. To stop the tractor, I simply pulled it out of gear and shut the throttle off.

As time went on, some Fordsons suffered with 'clutch bind' in the morning, and you had to run them for some time before you could actually get them into a gear. So I used to start the engine, give it time to warm fully and then switch it off. Then I'd select first gear, start the engine again, jump back on and stand on the clutch pedal and wait for the tractor to stop moving.

Then I was OK for the rest of the day.

I would go to school then come home to Mum's good cooking, then it was off to the farm where I'd start ploughing from 6 o'clock and, if the moon came out, I sometimes didn't stop until 1am. There were accidents, of course. My first one happened when I was wearing my hobnail boots. As I was running along the side of a tractor and trailer, my boot caught in a tuft of cocksfoot grass and I fell. The tractor ran over my legs as I tried to roll out of the way.

The next accident I had was in 1973. It was nobody's fault, and all the laws in the world wouldn't have stopped it from happening. I'd had lots of nightmares over a two-year period, so knew that I was in for a bad time at some point. I won't bore you with all the details, but what law would have stopped the rain getting

through the cover and the frost freezing it? When I started the tractor, the winch threw the bundle of frozen cable onto the brake pedal and, when I put my foot onto the brake it got tangled in the cable and was then pulled back onto the winch.

That action buckled my leg at the knee, but I didn't feel any shock because, due to the dreams I'd been having, I knew that the accident was coming. I never had any more dreams like that, and was alright from then on. So I say that those laws want scrapping!

Arthur Rudd, Passfield, Hants.

Chris replies

Many thanks for your letter, Arthur, and for your fascinating account of growing up on a farm. Given the freedom you enjoyed during your childhood, I can well appreciate how you view the modern rules and regulations that govern tractor-related activities these days. Your recollections put me in mind of a story I heard from a Fordson enthusiast whose father, on cold winter days, used to walk alongside his Standard N in the field, keeping his hands warm with the heat coming off the exhaust manifold! However, as far as the magazine is concerned, our hands are tied. The law is the law, and we have to do our best to ensure safe and responsible adherence to it.

It can be a long and frustrating wait for young enthusiasts before they're allowed their first, legal tractor ride or drive.

STAR LETTER



Rules, James Bond and dealers

I'm writing with regard to the recent letter published about young passengers on tractors (*Obeying the rules*, *Letters*, September 2024), which prompted some thoughts.

I started work in April 1962, with a company called FH Burgess, in Kendal. That was in an age when, if you hurt yourself in the workplace, all you got was a tongue-lashing that informed you – in no uncertain terms – that you shouldn't have done that and that you wouldn't be doing it again.

Many years later, I was working as the safety officer and National Traction Engine Trust (NTET) rally observer overseeing, I hope, a wide spectrum of the things that help the world enjoy the events that the NTET encompasses.

As I understand it, the David Brown Cropmaster's 'bench' seat is only intended for one person, not two. It was made full-width so that the operator could slide from side-to-side, ensuring the best possible view of the rowcrop work being undertaken. So I would suggest that Cropmaster owners should check with their insurance company about the passenger situation.

Also, I'd be interested in the situation regarding sit-on tillers, or even powered pedestrian mowers. Are these classed as agricultural machine vehicles, and is it legal for children under the age of 13 to use them on private land?

On another matter entirely, is there any chance of an article covering the tractors used in James Bond films? I remember a Fordson Major – or was it a Nuffield? – clattering along in the guise of a dragon in one of the early 007 films. Also, in *You Only Live Twice*, there was a BMC Mini featured. I'm sure I also recall seeing a Nuffield agent near Heathrow, and a brown and white David Brown (770?).

I'd also be interested in articles about long-established, family-run tractor dealers. There have been plenty that I know of; CH Hayton, IH-Case; PV Dobson at Levens was Nuffield, an original JCB dealership and now Massey Ferguson and Fendt; R Lloyd in Carlisle; AT Oliver in Kings Langley, near Watford, which was David Brown. Food for thought?

Keith Stott, Kendal, Westmorland

Chris replies

You raise some very interesting points,



What's the insurance position regarding the bench-seated Cropmaster? Keith Stott wonders if passengers are covered as he believes the tractor was designed for one operator only.

Keith, and I look forward to receiving some clarification from knowledgeable readers in due course. If there's an enthusiast out there who would fancy producing a 007 film-related tractor article, then please get in touch. I know there used to be a working fleet of Fordson Dextas at Pinewood Studios back in the day, and that some of those machines have survived into preservation. Also, if there's a former owner or employee of a family-run tractor dealership who has a story to tell, then I'd be more than happy to publish it.

More Deutz-Fahr, please

I enjoy reading this magazine and like the spread of feature material regularly included, which is always interesting.

However, Deutz-Fahr is a tractor make that doesn't seem to get much exposure, so how about some more articles? There's a fascinating history to both the Fahr and the Deutz companies and the tractors they produced in Germany, before the merger in 1968.

I'm sure there are plenty of owners and enthusiasts of Fahr, Deutz and Deutz-Fahr machinery out there who, like me, would appreciate a few more features about these red and green machines!

Dave Morgan, via email



Your wish is our command, Dave! We hope to be including a feature about this smart, late '80s DX 3.90 in an issue soon.



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Red Giants at 60

Jonathan Whitlam celebrates the 60th anniversary of one of Massey Ferguson's most successful tractor ranges, the 100 Series



In December 1964, Massey Ferguson's Red Giants made their debut at the Royal Smithfield Show, in London. Sixty years later, members of that same tractor family, such as this 165, can still be found out in the fields working the land.

Sixty years ago, in December 1964, British farmers got their first glimpse of a brand-new range of Massey Ferguson tractors. Four shiny models replaced the two existing machines, and featured a radical redesign and shared family looks. Developed as the 'DX' programme to produce a standardised range of tractors that would be sold world-wide (with local variations to suit local conditions), the farming community soon came to know the range as the 100 Series or, more dramatically perhaps, the Red Giants.

THE STATUS QUO

The 'Massey Ferguson' name didn't start being used on the company's machinery until the end of 1957, despite the fact that the merger between Ferguson and Massey-Harris had taken place four years earlier, in 1953. For those years the company was happy to retain a twin-brand product line but, eventually, the switch was made and, from 1958 onwards, 'Massey Ferguson' was prominent on all products.

As part of this marketing change the Ferguson 35 tractor was relaunched as the Massey Ferguson 35, with a new red and grey colour scheme replacing the previous grey and gold. Alongside this popular little machine was a larger model – the MF 65 – that was based on North American designs, but 'Anglicised' by the inclusion of a Perkins four-cylinder diesel engine.

The 35 was always the better seller of the two models, and this success grew further when the model's original Standard Motor Company four-cylinder diesel engine was replaced by a three-cylinder Perkins unit in 1959. Building on the success of its Ferguson TE-20 predecessor, the 35 really was Britain's most famous small tractor, although the larger MF 65 struggled to compete effectively against the ever-popular Fordson Major.

In 1962, both the 35 and 65 drew ahead of the competition thanks to the addition of a new transmission system – Multi-Power. This became an option in that year and was a gear-splitter system

that allowed for a high and low ratio in each of the standard gears. This effectively doubled the number available and offered a change-on-the-move capability, where 'high' and 'low' ratios could be selected by simply flicking a switch on the dashboard, even when the engine was under load.

By 1964, both the 35 and 65 had become firmly entrenched models on many British farms, and had succeeded in making Massey Ferguson a household name. So replacing two such iconic models was never going to be an easy task, especially given that so much trust in – and familiarity with – the tractors had been established. However, Massey Ferguson had a plan, and that plan came to fruition in 1964.

FOUR MODELS ARRIVE

It was at the 1964 Royal Smithfield Show in London that the farming community was introduced to four exciting new Massey Ferguson tractors. All shared modern, squarish styling and featured headlights mounted within a two-section radiator grille that was topped by Massey Ferguson's 'Triple Triangle' badge.

The baby of the range was the MF 130; a four-cylinder 30hp tractor that was smaller than the old 35, and replaced the French 25 that had never been a great seller on the UK market. Its engine was a four-cylinder Perkins AD4.07 and, unlike the other new models, it was equipped with an eight forward, two reverse speed transmission, and was only built in France. Despite featuring the full Ferguson System hydraulics, the 130 had a completely different layout from the other Red Giants, belying its earlier 25 parentage.

Next in the new model line-up was the direct replacement for the 35, the MF 135, powered by a three-cylinder Perkins AD3.152 engine delivering 45.5hp (making it an exact match for the old 35X). As standard, the 135 came with a six forward, two reverse speed transmission.

This was followed by the MF 165, a four-cylinder 58.3hp tractor that replaced the 65. Its engine was the



RANGE SPOTLIGHT MF 100 SERIES



Left: As the largest new model offered in the UK, the MF 175 certainly looked the part as the flagship for the Red Giant range. It attracted a great deal of attention at the 1964 show launch. **Right:** In North America, the launch of the Red Giant range included a larger, six-cylinder model. The MF 1100 was a successful tractor in its home market, but only sold in small numbers on this side of the pond during the late 1960s, when it was added to the existing British range. It soon spawned even larger versions, the MF 1130 and 1150.

Perkins AD4.203 from the earlier 65 and, like the 135, it came with either a six-speed gearbox as standard, or the Multi-Power 12-speed transmission as an optional extra.

Finally, the flagship model of the range – at least in Britain – was the MF 175; a large tractor at the time, powered by a Perkins 66.5hp, four-cylinder AD4.236 engine. It, too, was offered with either the 6x2 or Multi Power gearbox options.

The four new tractors generated great interest at the show, which was just as well for Massey Ferguson as arch rival Ford was launching the all-new 1000 Series tractor range at the same event. However, the real advantage enjoyed by the new MF 135 and 165 models was that, under the skin, they were essentially identical to the tried and trusted 35 and 65 models they were replacing.

They used the same engines, transmissions and back ends which, in practice, meant that the 'new' machines didn't suffer with any teething troubles. They were simply an evolution of the earlier designs, which counted massively in their favour when compared to the reliability issues Ford encountered with its new-from-the-ground-up 1000 Series tractors.

As to specification, the Red Giant models came with many optional extras to complement their Perkins engines and tried and tested transmissions that came as standard. For example, one new feature that enhanced the already

excellent Ferguson System hydraulics when using trailed implements was called Pressure Control. This utilised a special hitch to allow the system to work.

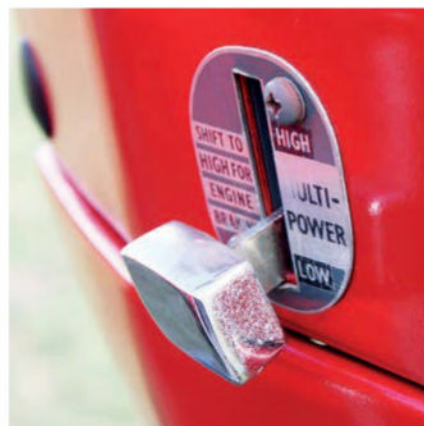
GLOBAL RANGE

The UK's four-model Red Giants offering wasn't replicated exactly in other markets, although they certainly provided the backbone in many. The tractors were initially built in three factories; Coventry in Warwickshire, Beauvais in France and Detroit in the USA. The main variations included narrow and orchard versions, mainly of the 135, but there were also some bespoke models, including the large six-cylinder 1100 that was a part of the range in North America.

One of Massey Ferguson's primary objectives with the Red Giants was to deliver a largely unified range of tractors that could be sold all over the world. The company wanted to market new machines with consistent features and a strong family resemblance and, in this respect, the project was certainly very successful.

THE TROUBLED 175

The only totally new member of the Red Giants range launched at that Smithfield Show back in '64 was the largest of the lot, the 175. This machine had been developed as a bespoke, flagship model and, as such, the powerful new tractor grabbed plenty of attention at the event. However, once the big model started



Multi-Power transmission was an option on all Red Giant models, and provided double the amount of gear ratios by splitting each main gear with a high- or low-range that was changeable under load, at the flick of this switch.

The middle model of the '8-line' series was the MF 168. It was based on the MF 165, but featured a longer wheelbase and the usually optional extras fitted as standard. Accordingly, this range was often referred to as the 'luxury' series.

All shared modern, squarish styling and featured headlights mounted within a two-section radiator grille



(Photo: Kim Parks)



Left: After the MF 175 was replaced by the 178 it, in turn, was succeeded by the 185 in 1971. This was the flagship of the UK Red Giant range and turned out to be a very good tractor that was also sold with the benefit of a safety cab. Here's a canvas-clad cab sourced from Sirocco, which featured additional cladding to cover the engine, retain heat and transfer it to the cab interior. Right: The largest influx of new Red Giant models since the '64 launch arrived in 1971, with the '8 line' range. The smallest model was the MF 148, which was based on the 135.

RANGE SPOTLIGHT MF 100 SERIES



(Photo: Kim Parks)

being put to work in the hands of proud new owners, mechanical issues soon followed. Most notable was the complaint from many buyers that power output was down, making the new machine somewhat of a poor relation when compared to its smaller, 165 sister. The latter was regarded as the better model by many; and perhaps this was the advantage of its established MF65 underpinnings shining through. Clearly, the 175 would certainly have benefitted from further, pre-launch testing.

Massey Ferguson answered the criticisms levelled at the 175 with a very bold move; it replaced the model in December 1967, with the MF 178. This tractor was soon accepted as a perfect solution, and went on to enjoy a much better reputation than the original 175. The 178 was powered by the four-cylinder Perkins A4.248, which increased power output to 72.5hp.

The 165 was also improved in 1967, with a new engine and was launched as the MF 165 Mark II. It gained a few extra horsepower as a result, and an exhaust pipe that was moved to

The real advantage enjoyed by the new MF 135 and 165 models was that, under the skin, they were essentially identical to the tried and trusted 35 and 65 models

The smallest of the Red Giants was the little MF 130. It didn't have much in common with the larger members of the range, except for the design of its tinwork. Beneath the surface it was based on an earlier French MF model, with a different transmission and hydraulic control layout. This model was only ever produced at the Beauvais factory in France.

With its three-cylinder, 45.5hp Perkins engine, the MF 135 proved to be the most successful of the Red Giants range. This is an early and very original example in unrestored condition.



the opposite side of the bonnet. Ironically, this was the same upgrade process that the original MF 65 went through when it gained Mark II status. But, in the 165 Mark II's case, the new engine was the Perkins A4.212 four-cylinder unit, rated at 59hp.

The 130 was eventually deleted from the UK range as it never proved a popular seller. It developed a reputation for suffering with engine failures, and didn't compete terribly well with the

'RED GIANTS' 100 SERIES

MF 130	
Engine	Perkins AD4.07
Cylinders	4
Power	30hp
Transmission	8x2
Rear lift capacity	1,012kg
Weight	1,320kg
MF 135	
Engine	Perkins AD3.152
Cylinders	3
Power	45.5hp
Transmission	6x2 standard 12x4 Multi-Power optional
Rear lift capacity	1,292kg
Weight	1,451kg
MF 165	
Engine	Perkins AD4.203 (from 1967 the Perkins A4-212)
Cylinders	4
Power	58.3hp (from 1967, 59hp)
Transmission	6x2 standard 12x4 Multi-Power optional
Rear lift capacity	1,292kg
Weight	2,030kg
MF 175	
Engine	Perkins AD4.236
Cylinders	4
Power	66.5hp
Transmission	6x2 standard 12x4 Multi-Power optional
Rear lift capacity	1,530kg
Weight	2,948kg



When launched in 1964, the Red Giants didn't have the option of a cab, although several different manufacturers did produce a weather cab to fit the new machines, such as this Lambourn unit fitted to a 135.



Middle: The MF 135 was a particularly neat and clean design, with liftable flaps on the bonnet to gain access for routine maintenance to the radiator, fuel tank and battery. Roll-over protection frames were often fitted after the safety cab legislation came into force in 1970. **Above:** The MF 165 proved very popular and, as the mid-range model, it suited many farmers' requirement for a larger tractor capable of carrying out heavy cultivations as well as transport work. It was extremely versatile and the second best-selling model in the range, after the 135.

RANGE SPOTLIGHT MF 100 SERIES

superior, more desirable and powerful MF 135.

A GROWING RANGE

As time passed, further new models were added to the Red Giants range in various markets around the world. These included many simply designed to fill specific niches but, in 1971, a whole new family of models joined the range. These were based on the original tractors, but came with a longer wheelbase and full specification as standard, and were called the '8-line'.

In the UK there were three of these new 'luxury' versions – the 148 based on the 135, the 168 based on the 165 and the 188 which replaced the 178. Also, at the same time, a new standard-spec machine was introduced, called the MF 185. The 148 was fitted with a tweaked Perkins three-cylinder AD3-152 engine producing 47hp, the 168 used the Perkins four-cylinder AD4.236 engine producing 69hp, and the 188 and 185 got the Perkins four-cylinder AD4.248 unit pushing out 75hp.

The two series of Red Giants were then sold side by side until the 500 Series range replaced them all in 1976, although the 135 managed to carry on for a few more years until, finally, bowing out of the UK market in 1979.

Massey Ferguson offered a stylish, bespoke cab, built by Duple, to fit the Red Giants. Constructed largely from fibreglass, the new weather cab provided adequate protection from the elements for the driver, and complemented the new design very well.

A HUGE LEGACY

The legacy of the Massey Ferguson Red Giants is a huge one, by anyone's measure. They dominated the tractor market in many

countries from their introduction and through much of the 1970s. These tractors set new standards, with their sophisticated specification and long list of options helping to make them extremely successful. What's more, they had a strong influence on the later models from Massey Ferguson, with Red Giant elements still discernible in the 500, 600, 200 and 300 Series of the 1970s and 1980s.

Perhaps the greatest testament to these tractors is the fact that a good number can be found at work on small farms today, still doing exactly what they were designed to do, way back in the 1960s. They're also extremely popular among collectors and restoration enthusiasts, so it's great that so many models from a range that started 60 years ago, remain alive and well in the 21st century.



A four-cylinder, 58.3hp Perkins AD4.203 engine lay at the heart of the MF 165. It was the same unit as that used in the earlier MF 65 Mark II.

A good number can be found at work on small farms today, still doing exactly what they were designed to do, way back in the 1960s



The 165 was a good-looking tractor and had the performance to match. It was often the largest tractor on many farms during the 1960s.



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Super survivor

Chris Graham enjoys the opportunity of seeing Edwin Hughes' one-owner-from-new and beautifully original 1989 Ford 7610

Farmers aren't generally known for their sentimentality, especially where machinery is concerned. Equipment, like tractors, typically comes and goes with lease-driven regularity, especially nowadays, and so it's unusual to find anyone who has hung on to a particular machine for any appreciable time. But, to come across a farmer with a tractor that he worked hard from new, which then remained on the farm despite the upgrade process and, beyond that, survived the equipment dispersal sale at retirement time, is rare indeed. But that's exactly the situation we've got here.

Edwin Hughes was a livestock farmer in Flintshire, north-east Wales, on land enjoying panoramic views out across the Dee estuary, The Wirral, The Mersey and the city of Liverpool beyond all that. Since giving up dairying in 2004, Edwin has put together an impressive collection of mainly pre-1950s tractors, ranging from a 1917 International Titan to a 1949 Nuffield Universal M4. There are also lots of newer Fordson, Ferguson and Massey Ferguson models, as well as a handful of fascinating rarities including a 1927 Huber 18-36 Super 4 and a 1928 Twin City 17-28.

FARM WORKER

But this feature is all about the newest tractor in Edwin's collection, a machine that he's owned from new and which worked for a living for the first 15 years of its life as the primary tractor on the family farm. What's more, our timing couldn't have been better because, as you're reading this, the 1989 Ford 7610 4WD is probably already in bits, part-way through a restoration that will

include a full respray and will, Edwin hopes, bring the tractor back to an all but 'as new' appearance.

"I bought the 7610 new in 1989 from Atkinson Tractors at Capenhurst, on The Wirral," Edwin explained as we chatted in his sitting room that shares the same, spectacular view as the farm that's now let to tennants. "I traded-in my existing Ford 6600 as I needed a larger, more powerful machine.

"I've always been a Ford man, apart from once, back in the mid-1970s, when we weren't able to get one because the waiting list was too long. On that occasion I settled for a Leyland 270, which was a pretty decent machine that we ran for a good few years. But it was replaced by the Ford 6600 and, when it was time for that one to move on, I decided to upgrade to the 7610. We started making silage using a Taarup forage harvester, but that was a very slow machine and, in a bid to speed up the process, I upgraded to a Claas Jaguar. But that, of course, needed to be driven by a more powerful tractor, hence the switch to the Ford 7610.

"That was the model in the Ford range at the time that seemed to strike the perfect balance between size, performance and price for me; it just ticked all the right boxes. Producing 97hp, it was over 20hp more powerful than the 6600 and about 200kg heavier, so was perfect for my requirements."

ADDED BONUS

"Of course, it was only when I started the purchase procedure with Atkinsons that I

This 1989 Ford 7610 has been in Flintshire, north-east Wales, all its life, and remains on the farm where it was the ultra-reliable, frontline tractor for 15 years.



was made aware that 1989 was Ford's Silver Jubilee year and so, as

an added bonus, I would be supplied with a pewter model of my tractor (complete with the correct registration number). I still have it, and it's very precious to me."

The other option Edwin considered back in 1989 was the Ford 7810. "That was a possibility at the time and, with the benefit of hindsight, I probably should have gone for a Silver Jubilee version of one of those, given the way that values have sky-rocketed in recent years. But, as was often the case, money was a bit tight then so I went for the



Edwin Hughes now has 46 tractors in his collection. The Ford 7610 featured here is by far the newest.

cheaper option and, in all honesty, I was delighted with that choice. I also picked the all-purpose cab, which saved a bit more cash – about £1,000, I think. “Another plus point for the 7610 was that Atkinsons had them in stock, so there was no waiting around and I could have my new tractor immediately. The differences between it and the 6600 were immediately apparent and I absolutely loved it from day one. Also, the AP cab was slightly lower than a bubble cab would have been, which gave it more clearance when going in and out of barns; very handy for me as a livestock farmer.”

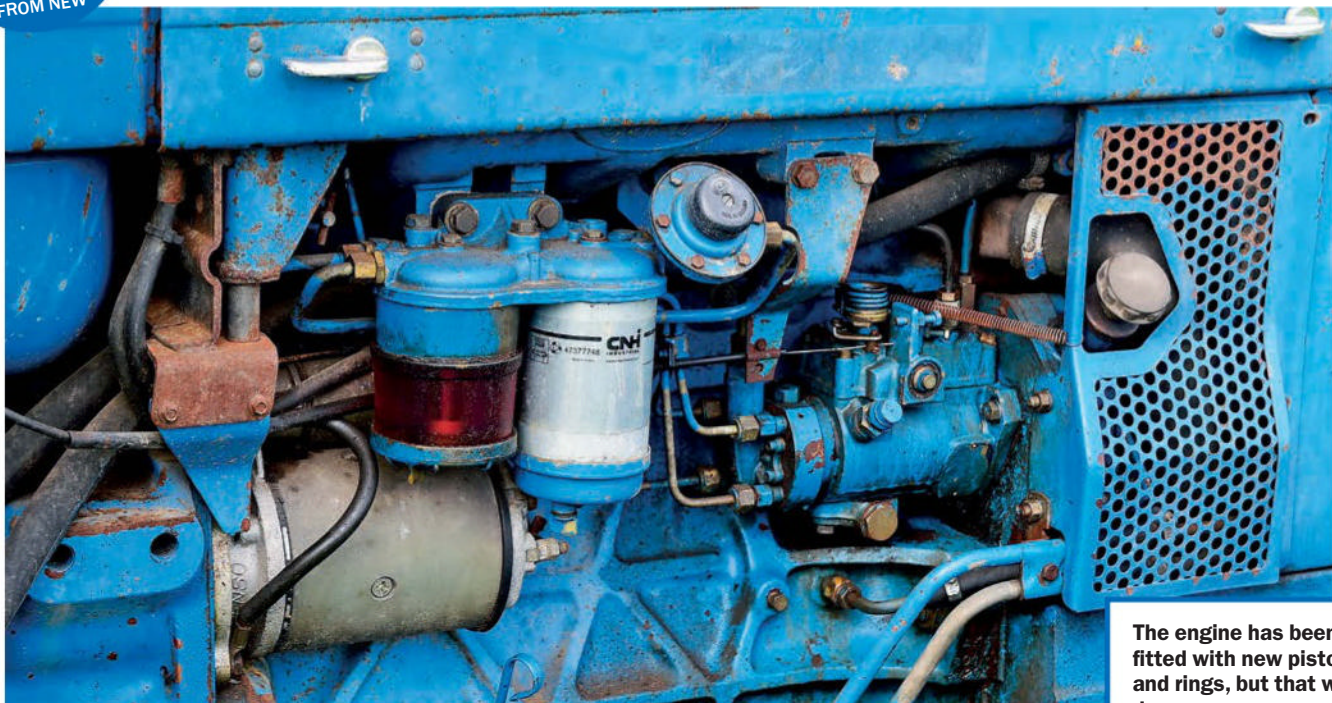
The new machine was pressed straight into service as the farm’s frontline tractor, and evidently did an excellent job. “It tackled absolutely everything, including ploughing, forage harvesting, mowing, power-harrowing and carting. It really was a great all-rounder. It was reliable, too, and, thinking back, I really can’t think of a single time when it let me down due to a mechanical failure.”

RANDOM ISSUE

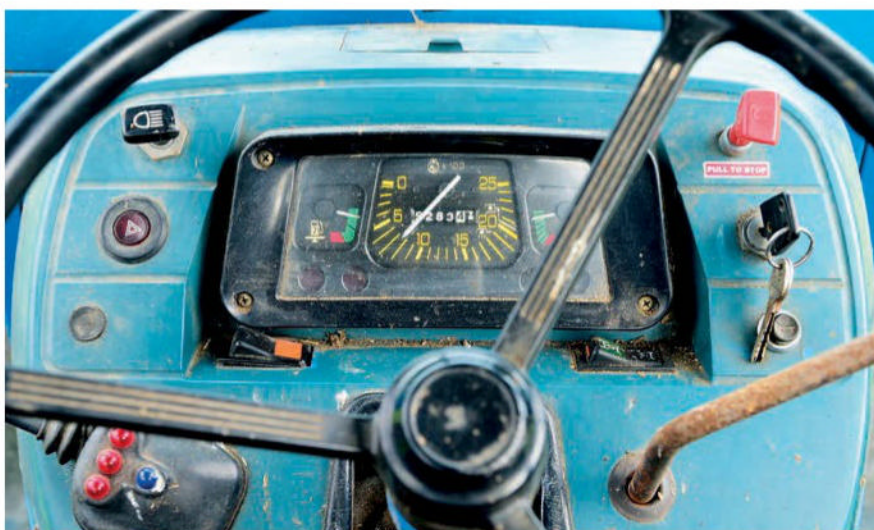
“The only problem that sticks in my mind was a random one that occurred out of the blue, about 12 years into my ownership. I was driving to a parcel of

land I had on the other side of Flint and, as I pulled up to a road junction, I heard a thump from underneath the tractor. Getting out to have a look, I discovered that the fuel tank had broken free and dropped to the ground. Its metal retaining strap had simply fractured and, being on my own with no tools, I was stuck.

“It couldn’t have happened at a more awkward place as I was marooned at a very busy road junction, but the police soon arrived and were very helpful, spreading sand on the spilt diesel and managing the traffic while I arranged for the tractor to be towed back to the farm.



The engine has been fitted with new pistons and rings, but that was done as a precautionary measure when the unit was opened up in 2015. No other mechanical work was required.



Apart from a loose connection behind the ignition switch, all the 7610's electrics remain in good working order.

"I bought a replacement strap and fitted it but, in addition, I made a thicker one myself and fitted that too, to guard against the same thing ever happening again. It never has! Everything else about the tractor has been great. I've had no problems with the engine, gearbox, electrics or the hydraulics. During its working life the tractor was maintained by Atkinson Tractors, according to the service schedule. A technician would visit the farm and take care of that side of things for me, and I was always quite particular about getting that routine work at the correct time."

With so few issues of note during the 7610's working life, I wondered if there were any other memorable moments that Edwin could recall, and he delivered a belter! "About 20 years ago," he told me, "when I was pulling an empty, twin-axle silage trailer along a downhill stretch of high-sided, narrow lane, an approaching car came into view ahead but, when I hit the pedal there was no braking action from the trailer.

"It quickly became apparent that I wasn't going to be able to stop in time, so the first thing I could think of to do was to steer the tractor to the side, bring the wheels into contact with the

steep-sided bank and, hopefully, scrub off the speed that way.

"Unfortunately, recently-fitted new tyres meant that the front wheel, rather than simply sliding along the bank, dug in, gripped and began to climb it. Up it went and, while the tractor certainly started to slow down, its angle of tilt was rising alarmingly until I realised that it was going to tip over."

HOLD ON TIGHT!

"At that point I was simply a passenger and all I could do was hang on to the steering wheel as slowly, and surprisingly gently, the machine reached and then exceeded its tipping point, then fell onto its side across the lane. Fortunately, I'd had the presence of mind to pull the 'Engine stop' knob while this was all happening so, when the tractor finally came to rest, the engine was off and all was quiet."

Thankfully, a collision with the oncoming car had been avoided, so there was no damage done in that respect. Edwin was unhurt, too, and able to clamber out of the stricken machine somewhat shaken, but none the worse for wear. Perhaps even more amazingly, the damage sustained by the tractor was minimal although, at that stage, that wasn't really a concern as the big issue

was how to get the stricken 7610 back onto its wheels.

“The lane was completely blocked and, although the tractor was on its side, the trailer had remained the right way up,” Edwin told me. “Luckily we had a Matbro tele-handler on the farm, so this was brought down and, having removed the 7610’s roof panel, we looped a lifting strap around the cab frame and gradually inched the machine upright.

“I was amazed that we were able to do all that lifting without distorting the cab in any way; it was a perfect illustration of the strength of the design. Even the glass was unaffected, with not a single crack in sight so, evidently, there was no flex in the cab structure whatsoever. The tractor was then towed back to the farm because I wasn’t sure about the extent of the damage and didn’t want to drive it.

“The experts at Atkinsons Tractors were called out to give the machine a

thorough inspection and – rather incredibly – they could find nothing seriously wrong at all. The only damage to be seen was a broken mirror and a distorted grab handle, both on the side of the cab that hit the ground. But that was it; it was incredible!

As far as the actual cause of the accident is concerned, I subsequently discovered that there was no fluid in the trailer’s brake master cylinder, which is why the brakes hadn’t actuated. Lesson learned!”

LONG SERVICE

The 7610 remained Edwin’s frontline tractor for about 15 years, after which it was replaced as the farm’s top machine by a much more modern New Holland

The new machine was pressed straight into service as the farm’s frontline tractor, and evidently did and excellent job

TS115. However, by this stage the 7610 had become one of the family and, even though the dealer was very keen to take the machine in part-exchange, and even had an eager buyer lined-up to take it, Edwin didn’t want to sell. “The tractor

had been a brilliant workhorse, I’d become very attached to it and I literally saw no reason to move it on. It was still a useful machine to have around the farm as back-up to the

TS115, and it’s remained here ever since,” he said.

Clearly the 7610 made a massively positive impression on Edwin, and was able to cope with the daily workload on a busy livestock farm admirably for many years. “Back in the day I ballasted the front wheels by filling them with a

Edwin has always enjoyed driving the 7610, and considers it to have been an excellent, all-round tractor.



water/antifreeze mix, and added a weight carrier that, from memory, was made by LF Jewell in Somerset. I got that frame because it was compatible with a set of front-end weights that I still had from the Leyland 270. They remained on the tractor until about two years ago, when I sold them to a lad I know who has a Nuffield, as he was looking for a set. I needed to weight the front-end because I used to run a heavy bale-chopper on the back that could handle full Hestons, so that needed to be counter-balanced.”

As Edwin's already mentioned, the 7610 proved remarkably reliable throughout its working life, and never suffered with a single, serious mechanical issue. Nevertheless, once the pressure was off, in terms of frontline workload, Edwin decided that a mechanical investigation would be sensible. “We went right through the tractor's engine in 2015, but didn't find anything over and above the sort of internal wear that would be expected. However, with everything apart, I felt it would be prudent to fit a new set of pistons and rings, and we also took the opportunity to replace the clutch, which was visibly worn. That's all we did, though, as we couldn't find anything else that warranted any attention. The

gearbox continues to work perfectly and has never been apart.”

RUST-FREE CAB

All this demonstrates the positive, long-term effects of proper tractor maintenance, as well as the benefits of decent storage – I don't imagine that this 7610 was a tractor that lived outside.

“The cab remains essentially rust-free,” Edwin added, “and, happily, there are no signs of the sort of corrosion that seems to affect many Q cabs so badly. There's no rot along the bottoms of the windscreen and side windows. In fact, just about the only corrosion of any note is some surface rusting that's developing on the steel mud guards.”

Despite the tractor's sound condition, Edwin is aware that its outward appearance isn't all that it might be, and he now feels the time has come to smarten up the old girl. “The plan now is to give the 7610 a bit of a makeover,” he told me. “This will include a full, cab-off respray plus a few repairs that are needed. The pick-up hitch, for example, requires some work and there's some cracked glass that needs replacing.

“I know that some of the purists out there won't be happy with my decision

The machine reached and then exceeded its tipping point, then fell onto its side across the lane

This 7610 spent its whole working life on a busy dairy farm, and never missed a beat.



The only remaining sign of the roll-over damage is the distorted grab handle on this side of the cab.

to repaint, but I'm keen for the tractor to look as smart as it can. It's been a brilliant machine for me right from the off, so I think it now fully deserves some sensitive TLC. I know that it'll give me enormous satisfaction and pleasure to see it brought back to more or less 'as new' appearance.

“Some of the machines in my 46-tractor collection are finished to a high standard, while others remain in pretty much original condition, so I'm happy with either approach. However, in the case of the 7610, I do feel that it's served me so well over the years that the least I can do is keep it looking its best.

“As far as the future is concerned, I don't have plans to work the tractor any more, but will certainly use it on a few local tractor runs. With regard to rallies, I get the greatest pleasure from showing my veteran tractors so, in practice, it's unlikely that the 7610 will get out to very many events. But not many of my tractors have got cabs, so the weather protection the 7610 offers will certainly be handy for a local Christmas run I like to be involved with.”



The model given to Edwin when he bought his 7610 in 1989, recognising 25 years of Ford tractor production at Basildon.

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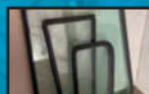
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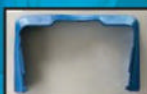
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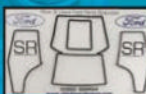
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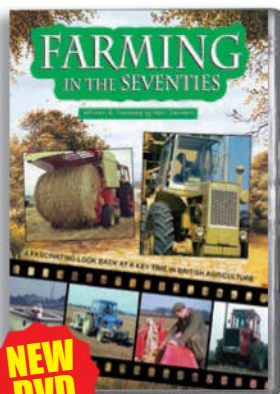
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Beeting the competition!

Jonathan Whitlam traces the fascinating history of FA Standen & Co, Britain's most successful sugar beet harvester builder

Sugar beet started being grown in Britain during the 1920s, after the first processing factory was opened at Cantley, in Norfolk, in 1924. This large root crop was full of natural sugar, a commodity that previously had only been produced from sugar cane and imported from the warmer climes of the world. This reliance on imports led to severe problems during WW1, when the German navy did all it could to disrupt the food convoys coming into the UK.

In the early days, sugar beet harvesting was a labour-intensive process but, gradually, the process was mechanised. One of the British machinery manufacturers that was early to produce a tractor-drawn harvester was the Ely-based firm of Peter Standen. This company would go on to dominate the sugar beet harvester market in the UK for decades to come.

EARLY HARVESTERS

FA Standen & Co was established in Ely, Cambridgeshire, in the mid-1920s by Frank Standen, who'd been busy making cultivators in the town since 1906. But it was Frank's son, Peter, who developed the firm's first sugar beet harvester, which was introduced in 1949. This machine, originally designed to be used with the Ferguson TE-20 tractor, removed the tops from the crop, lifted the beet and then dumped them in heaps along the field to be collected later.

The tops were removed by a finger wheel topper fitted to the front of the tractor while, at the rear were the lifting shares, cleaning web and an elevator. A second person oversaw steering the machine down the row as well as lifting and lowering the front-mounted topper, leaving the tractor driver to concentrate on the

rest of the operation. To modern eyes this harvester appears to be a ramshackle beast but, back in the 1940s, it was a much-welcomed, state-of-the-art, labour-saving machine.

Then, during the early 1950s, FA Standen introduced two new sugar beet harvesters; the Peter Standen Junior and the Universal. The Junior was a smaller machine designed for use with the TE-20 and similarly-sized tractors. It was fitted with a topper that worked one row ahead of the lifting shares (a design that would become the norm for later Standen single-row harvesters). A dumper hopper was fitted, but a side-delivery elevator was also an option.

The larger Universal could be specified with either a side-elevator for unloading or a dumper hopper, while a windrowing version was also available, which left the roots on the ground for later collection. A top saver was an optional extra and the Universal was a long machine with mid-mounted axle and plenty of cleaning elevator webs.

BEET MASTER ARRIVES

The Peter Standen Junior remained on the product list through to the late 1950s, as the smaller, lighter harvester then was joined by the more substantial Beet Master, which replaced the Universal. With the option of a holding tank or an unloading elevator to unload on the move into a side-running trailer, the Beet Master topped the roots one row ahead of the lifting shares, unless the optional top saver was fitted, in which case the tops were removed two rows ahead.

Top savers weren't a universal fitting at that time, but some farmers still wanted to keep the tops for livestock feed, hence their popularity on mixed farms. Over time, though, the demand for top savers dwindled somewhat, but they were still in common use into the 1980s, by which time they were usually blowing the tops into side-running trailers and topping six rows at a time.

It was the Maynard sugar beet harvester of the 1920s that was the first British machine to use lifting wheels instead of shares; a system that worked well if the ground conditions were dry and the soil not too heavy. So, when Standen introduced the first Rapide harvester in 1963, it was equipped with Maynard lifting wheels.

The single-row Rapide, with its lifting wheels that lifted the roots out of the

The Standen Solobeet Cyclone was a development of the original harvester, and still used a tractor as the power unit. The cyclone rotary cleaner, behind the lifting wheels, was a notable improvement.



SUGAR BEET HARVESTER IMPLEMENTS



● Originally the Solobeeet had a single front wheel but this was later replaced by two wheels giving better stability. This one is powered by a Fordson Super Dexta which was probably left on the harvester all year round.



● A 48hp David Brown 885 powers this Cylcone fitted with the last version of the cab offering greater glass area and an improved view of the lifting operation.

ground with a squeeze-and-pull motion, produced a very clean sample and removed the whole root, assuming suitably light soil conditions. It looked like a modern machine with its sloping, cleaning web cover and a side elevator fitted for on-the-move unloading, and could harvest up to 1.5 acres an hour.

The Rapide could also be specified with a holding tank, an option that was gaining popularity in the mid-'60s as it required less labour; the trailer being left on the headland with the tank allowing the crop to be unloaded at the end of each run down the field.



● Here's a Standen Multibeet harvester working behind a Case IH 885XL Super Two. A six-row Moreau topper on a separate tractor was used on this Suffolk farm ahead of the harvester, which then needed two passes to lift the six, topped rows.

THOUSANDS SOLD

The Rapide was probably the most successful Standen sugar beet harvester of all, with 10,000 of them being sold during the 1960s and '70s. It continued in production into the 1980s, by which time single-row harvesters were only being used by smaller operators. The main market had progressed to large, self-propelled machines run by contractors, rather than farmers themselves.

The late 1960s saw a small number of two-row sugar beet harvesters appear, being capable of a greater work rate than the hitherto standard single-row machines. Standen launched its Beetwin two-row harvester as early as 1964 and, as with its other machines, the tops were removed two rows ahead of the Maynard-type lifting wheels. A side elevator was used to unload into a trailer running alongside the harvester.

The next development was a two-stage system, as exemplified by the Standen Multibeet topper that removed three rows of tops at a time and left them in a windrow. This was followed by a Maynard wheel-equipped lifter-loader that lifted the roots, cleaned them and placed them in a side-running trailer. The tops could then be collected using a green crop loader if needed for stock feed.

Eventually, the two-stage Multibeet

system would be turned into a one-pass machine by fitting the topper on the front of the tractor and the lifter-loader on the back, and harvesting three rows of sugar beet

This machine, originally designed to be used with the Ferguson TE-20 tractor, removed the tops from the crop, lifted the beet and then dumped them in heaps along the field to be collected later



The Rapide was Standen's most popular sugar beet harvester. Farmers appreciated its simple but rugged design for lifting a single row at a time, and it even came with a small holding tank.

IMPLEMENTS SUGAR BEET HARVESTER



in one pass. These harvesters, such as the Standen Turbobeet, became popular machines for medium to large acreage growers. Used with a 1980s medium-sized tractor, the Turbobeet was a very efficient machine that could clear fields reasonably quickly thanks to its three-row design. It was also easy to use as most of the operational parts were clearly visible from the tractor seat. The front-mounted topper also did away with the topping-a-row-ahead system, making the opening of fields an easier task. But many farmers still chose to use hand labour to remove all the beet from the field corners.

Two-row machines were also still being produced, and the Talisman – launched in the 1980s – was a sizeable tanker-type harvester used in conjunction with a topper mounted on the front of the tractor; the tank being able to hold 4.5 tons of sugar beet. However, the market was moving in a different direction by this stage, and the future lay in six-row, self-propelled machines.

A DIFFERENT ROUTE

The American and European manufacturers were certainly well ahead of their UK counterparts with self-propelled sugar beet harvesters. The International Harvester HM1 had appeared during the mid-1940s, while the French J Moreau company started producing its first self-propelled offering in the early 1950s.

The Peter Standen Solobeet was a twist on the self-propelled idea, as it used a tractor skid unit to produce its motive power rather than a dedicated driveline. Farmers first saw this new machine at a working demonstration in 1964, and it went on to become quite a success story. As the name suggests, the Solobeet was a single-row harvester with a single, steered front wheel mounted ahead of

power-driven Maynard lifting wheels. The crop was lifted to a rear-mounted tank with a 2.5-ton capacity.

Standen could supply a brand-new tractor with the Solobeet, or farmers could opt to have one of their existing tractors mounted on the new machine at the factory in Ely. Standen recommended models such as the MF 35 or 135, the Fordson Dexta or Super Dexta, the Ford 3000 or the IH 414 – all smaller machines that were powerful enough to run the harvester, but compact enough to fit comfortably on top of the machine.

The tractor skid unit's rear wheels were often used as the rear wheels for the harvester, and were chain-driven

Due to the new Solobeet's offset driving position, unloading had to take place while stationary. Note the topper still mounted at the back, removing the tops one row ahead of the lifting gear.

from both sides of the rear axle, while the tractor's hydraulic system was also put to good use to power various aspects of the machine.

The Solobeet was one of the first sugar beet harvesters to use a demountable skid unit as a power source, but rivals soon entered the market with similar machines, including the John Salmon Model 21, the Catchpole and, later, Ransomes' Powerbeet. The original concept of the Solobeet had been more wide-ranging, however, as Standen had planned for the machine to also be used for planting, hoeing and even spraying the sugar beet crop using a range of detachable implements. Sadly, this never got beyond the prototype stage.

In 1968, the Solobeet Mark II arrived, featuring two wheels at the front replacing the one used on the original version. This made the machine a lot more stable, especially on hilly land.

Then a big overhaul of the design led to the Solobeet Cylcone; a similar, self-propelled machine that still relied on a tractor skid unit as a power source. However, as the new name suggested, a large cyclone wheel behind the Oppel wheel lifters was used for high speed cleaning of the roots. The driving position was moved from its original central position to the same side as the lifting gear, giving the operator a better view of the harvesting operation, albeit a much more limited view overall.



● The Standen Tornado took the Solobeet concept and increased capacity by harvesting two rows at a time. A top pulveriser was fitted at the front, topping the roots just ahead of the front wheels and in front of the lifters. Oppel wheels and a cleaning turbine were fitted and, as it was introduced in the middle of the 1980s, larger tractors such as this Case IH 94 Series were used for power.

In the early 1980s the improved Tornado arrived, which was a two-row version of the self-propelled Solobeet concept with front-mounted, hydraulically-driven toppers, wheel lifters and cleaning using both rotary and continental-type web systems. These were also the first Standen harvesters to incorporate electric controls.

By this stage, larger tractors were being used for the skid units to power the Tornado, and these usually came with their own factory-fitted quiet cabs that were retained on the harvester, instead of the bespoke versions used previously. The Tornado design also returned to a central driving position.

All these small, self-propelled harvesters were popular; farmers with smaller acreages were particularly keen as the design allowed for one man to lift the crop and take it to the headland without having to have extra tractors and trailers running constantly alongside. This was a huge benefit when the season turned wet

– the constant running of tractors and trailers, as well as the harvester itself, soon created lots of deep ruts across the field, damaging the soil structure and requiring additional work to put right after harvest.

The famous name and green-painted machines will always remain synonymous with the autumn and winter task of sugar beet harvesting

SELF-PROPELLED CHALLENGE

The Tornado sold in smaller numbers than the earlier Solobeet, primarily because it was facing stiff competition from six-row harvesters produced by manufacturers such as Riecam, Herriau, Matrot and Moreau. In response, Standen began work on its own six-row, self-propelled machine, and the result was the Challenger SP6. This was ahead of its time with its topping and lifting gear mounted ahead of the cab; the middle portion behind the cab contained a holding tank while the rear of the machine was dedicated to the power unit.

This was a quite novel layout, but poor sales forced Standen to drop the machine very quickly. It was this same basic design that was adopted for larger tanker harvesters that became very popular towards the end of the 1990s, and now forms the basis of self-propelled sugar beet harvesters.

Unfortunately, the Challenger wasn't



● During the 1980s, Standen enjoyed much success with its Turbobeet design, evolved from the Multibeet. The system used a front-mounted pulveriser with the rear harvester lifting and cleaning the roots while raising them up to a side unloading elevator. This machine didn't require a big tractor to operate; an 80hp New Holland TS90 is being used here.

altogether reliable and didn't have a large enough holding tank to take full advantage of its new design layout. Something of a missed opportunity, although the benefit of hindsight is a wonderful thing.

CHANGE OF FOCUS

So, with the Challenger failing to take off and increasing competition from six-row, self-propelled machines, Standen changed tack, and focused on potato machinery instead. The company increased its market

share by acquiring KeyAg in the early 1990s, followed by the Richard Pearson potato machinery business in 2003. In more recent years, Standen Engineering has imported various European machinery

from manufacturers such as Simon, Holmer, Herriau and Bergmann, under its Standen-Reflex operation, and thus been able to offer a wide range of products to UK customers.

The heyday of the Standen sugar beet harvester may be long gone but the famous name and green-painted machines will always be synonymous with the autumn and winter task of sugar beet harvesting.

Fortunately, quite a few Standen machines survive today. However, while many older examples have been retained to harvest fodder beet, plenty of others have been cut up for scrap. Machines like the Solobeet and Tornado are becoming 'endangered species', because so many had their skid units removed so that they could be restored and rebuilt by tractor collectors. The remainder typically fell victim to the acetylene torch – a sad end for a machine that was once so popular.



● The Challenger SP6 was equipped with four large, equal-sized, powered wheels, a rear-mounted engine and central holding tank. The design concept was ahead of its time and would form the basis of much more successful tanker harvesters from Tim, Verveat, Agrifac, Holmer and Riecam. (Photo: Paul Reeve)

FFA hits 20!

Peter Love reports on the Ford & Fordson Association's 20th anniversary celebrations at this year's Biddenden Tractorfest

AUGUST 17th-18th, 2024



Rodney Gibson (left) and the rest of the organising team, did a superb job promoting the FFA's 20th anniversary at this year's Biddenden Tractorfest.

Rodney Gibson, the Ford & Fordson Association's hard-working south east representative, was instrumental in making this year's Biddenden Tractorfest a great occasion for the FFA. This was the event chosen to officially mark the club's 20th anniversary and, with nearly 100 machines of all ages gathered together to display on the club stand, it was certainly an impressive sight.

As someone who had been

instrumental in the creation of both the FFA and *Ford & Fordson Tractors* magazine, I was delighted to be invited along to the event by Rodney, and to provide a commentary supporting the 50-strong blue tractor parade on Saturday afternoon.

CLUB BEGINNINGS

So how did the Ford & Fordson Association actually get started? Well, as I travelled around, more and more people kept saying to me you need to

create a national club dedicated to this famous make. One of those who spurred me on was Tony Donovan, from Heathfield, in East Sussex. He was a keen collector of the marque and a strong advocate of both originality and attention to detail, as far as his Fordsons were concerned.

I'd created successful clubs before, and appreciated the internal structure required to provide the solid backing and get things off the ground. I'd also always had a soft spot for Ford and Fordson tractors, which gave me added incentive. My search for financial backing eventually led me to Gordon Wright, at Kelsey Publishing. I proposed the idea of a new magazine – *Ford & Fordson Tractors* – and suggested that all those who subscribed to that would also become members of an owner's club dedicated to the machines they loved.

The idea got the go-ahead and we planned to put together a summer exposition, members' working events and an annual AGM day incorporating a visit to a recognised tractor collection for added interest.

I created the first bi-monthly magazine, asked Rob Rushen-Smith to be the club's secretary and Nick Battelle, of Old 20 Parts, to be its president. I became the chairman and the Ford & Fordson Association was officially born. The committee regularly met at Kelsey Publishing's Peterborough office and, in those early days, we used *Tractor & Machinery* magazine to help promote the fledgling club and its activities.



The oldest Fordson in the 20th birthday parade was this water-washer N, belonging to Mark Maynard.



'Big Kev' brought the FFA 20th anniversary celebrations right up to date, with his New Holland T7.245.

FIND OUT MORE

More details about the Ford & Fordson Association are available from the secretary, Jane Broomhall, on 07884 115089 or 01379 677866, or you can visit the club's website at: fordandfordson.co.uk

Before we knew it we had more than 1,000 members and were able to stage our first expo in May 2005, attracting just over 300 tractors. We signed-up an additional 200 members at that show and everything simply snowballed from there.

The next development saw various regional FFA branches establish themselves. The Brynes, down in Somerset, provided a textbook example of how to run a regional group, organising winter speakers and taking the FFA stand out to various events to promote the organisation.

GROWTH CONTINUES

Time has flown since those days, and I can't remember where our first AGM was held. However, the 2006 expo was held at the Great Dorset Steam Fair, with a huge marquee on top of the hill and more than 400 tractors in attendance, with many of them parading around the ring each day. I also produced some large, 8x4 information boards, which were taken all over the place in the van; we even attended events in the Republic of Ireland and Holland to promote the club.

While there were inevitably ups and downs on those early FFA trips, they were all great fun, despite one or two van breakdowns along the way. By this stage we had promotional mugs, memorabilia and even a set of Fordson dinner china and this merchandise sold well, especially in Ireland. We also sold lots of Ford & Fordson posters and pens, and it wasn't long before we had over 3,000 members and a magazine that was selling well on the book stands.

Then, in November 2006, tragedy struck. I was heading to Sparky Chaplin's house at Gallywood, in Essex, to stay overnight and then take him on to the FFA's AGM. However, while queuing at the Dartford Tunnel, Sparky 'phoned me for what would turn out to be the last time. Within an hour my

This incredible, ex-Japanese Ford 3000, was just one of the many attractions on the FFA's impressive stand at Biddenden.



great friend who'd done so much to help me, was no more. The

next morning I continued in the van to Bill Kimball's for the meeting and, as chairman, had to carry on as if everything was normal. It was a tough and very sad time.

I relinquished the FFA chairmanship at the 2007 AGM, with Peter Godwin taking over from me and then, in just a few more years, Rob Rushen Smith was gone as well. However, through thick

and thin, I'm happy to say that the Ford & Fordson Association lives on and, under the current guidance of chairman Pat Pawsey, it continues to do so much good work for the movement.

These days Jane Brooks is the editor of *Ford & Fordson Tractors* magazine and I'm happy to still be a regular contributor. Rodney Gibson also remains extremely active and important within the organisation, and his efforts at Biddenden this year were spectacular. Here's to the FFA's next 20 years!



James Chandler is always a great supporter of FFA events, so it was good to see him here with his ex-French, 1969 Ford 5000 with Schindler axle.

EVENTS

Please check with the organiser that the event you're thinking of attending is going ahead before planning your day, or travelling to the venue. In some cases you may have to book your ticket online before travelling.

Diary dates

Autumn/winter tractor events

November

17th November

MERSE VINTAGE PLOUGHING CLUB MATCH

Norham East Mains,
Berwick on Tweed

tel: Bill Wood 07773 041137
ploughmen.co.uk

23rd November

LAUDERDALE PLOUGHING SOCIETY MATCH

Lauder Haugh, Lauder
TD2 6PF

tel: Bruce Richardson 07812
441272
ploughmen.co.uk

23rd-24th November

WORKING WEEKEND

Rural Life Centre, Reeds Road
Tilford, Surrey GU10 2DL

tel: 01252 795571
rural-life.org.uk

24th November

NORMOUS NEWARK AUTOJUMBLE

Newark Showground NG24 2NY
tel: 01507 529430

newarkautojumble.co.uk

24th November

STRATHEDEN PLOUGHING SOCIETY MATCH

Fife

tel: Ron Phillips
07825 706924
ploughmen.co.uk

30th November

LINCOLN AUTOJUMBLE

Hemswell Cliff
Gainsborough

DN21 5TJ
tel: 07720 950920
lincolnautojumble.com

December

7th December

MAIDSTONE VINTAGE TOY FAIR

Lockmeadow Car Park
Baker Street
Maidstone, Kent

ME16 8LW
tel: 01732 840787
maidstonevintagetoyfair.co.uk



26th December

SIX BELLS ROAD RUN

Holmes Hill Farm, Cross in Hand
Heathfield, E Sussex TN21 0NE

Finish: Six Bells Inn, Chiddingfold
E Sussex BN8 6HT
tel: 07860 367420

26th December

LARLING ANGEL CHARITY ROAD RUN

Larling Angel, Sallow Lane
Larling NR16 2QU

tel: 01953 717963

February

22nd - 23rd February

TRACTOR WORLD

Three Counties Showground
Malvern WR13 6NW

tel: 01959 543747
tractorworldshow.co.uk

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January

26th - 27th January

SOMERSET VINTAGE & CLASSIC TRACTOR SHOW

Royal Bath & West Showground
Shepton Mallet, Somerset BA4 6QN

tel: 07976 535762
somersttractorshow.com

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● Dad's choice

My dad showed me a tractor he liked in *T&M*, so I drew a picture of it for him and he said I should enter it in the competition.
Emily Hollingworth (12), Bedale, N. Yorks.



● Prize-winning Ford

I have drawn a Ford 7810 which is my favourite tractor. It was built in 1991 and I won an award for it at Whitfield Show.
Alex Dodd (11), via email



● Yellow favourite

I like Muir-Hill tractors and this is a 101 that I saw in *Tractor & Machinery*. I read the magazine every issue.
Jake Morgan (11), Bridgend, S Wales



● JCB fan

Please print my tractor drawing in *Tractor & Machinery* magazine.
Jonny Beard (6), Wolverhampton



WIN!

'Pick of the crop' wins a tractor!*

The Britains Ford TW-20 features the tractor's characteristic sloping grille, and big exhaust silencer, as well as chunky tyres, exposed engine and superb interior detail. The hitch is compatible with other 1:32-scale authentic replica farm vehicles and machinery, and the tractor is suitable for indoor and outdoor play, for kids and collectors aged 3+.

* Actually, it's going to be a scale model, from Britains!

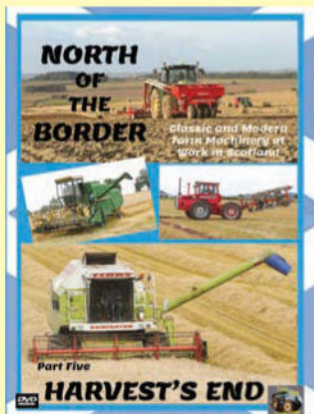


Quiz answer: The mystery machine on p25 is a David Brown 25D



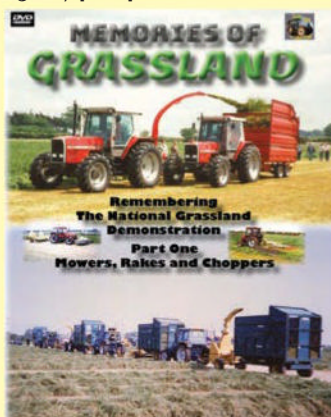
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Part 5 of our North Of The Border series takes us back to Scotland as the cereal harvest comes to an end and autumn work begins, featuring farmers and contractors all hard at work. Plus a look at some autumn vintage working events

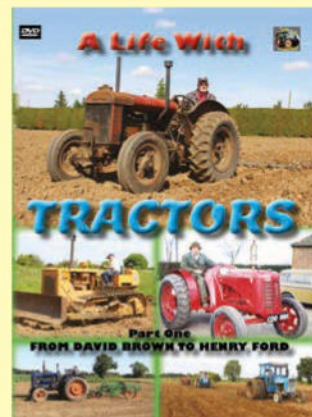
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Diversification working wonders

Ray Bower has diversified his farming business to include a popular tourist attraction featuring classic tractors, including his John Deere 710, as Bob Weir explains



FURTHER INFORMATION

Play at Lower Drayton Farm

Lower Drayton Lane

Penkridge

Stafford ST19 5RE

Tel: 01785 907440

Email: play@LowerDraytonFarm.co.uk
playatthefarm.co.uk



Ray bought his JD 710 a couple of years ago, at a sale in Manchester.

Ray Bower, as well as having been involved with tractors for years, is the founder of a popular tourist attraction in the Midlands. Play at Lower Drayton Farm, in Staffordshire, is a multi-award-winning farm park attraction set on a 750-acre working farm. It offers an ideal way to spend time as a family while the children let off some steam in the countryside. "I come from a farming background going back several generations," he explained. "My grandfather farmed in Cheshire and moved into Staffordshire in the 1940s. We've been at our current holding since 1982."

Like many farming families, the Bowers have had to adapt and, over the years, have tried their hand at most things, including dairy, beef cattle and cereals. "The idea for Play at Lower Drayton Farm came 16 years ago, when we saw a 'maize maze'," he recalls. "We were growing maize ourselves at the time and decided to have a go. We cut out a pattern and it attracted a few paying visitors."

AMAZING SUCCESS!

For readers unfamiliar with the concept, a maize maze is a tourist or visitor attraction cut from a large field of living maize plants. There's even a Maize Maze Association nowadays that lists all the various sites in the UK. Ray also remembers that the government was running a programme at the time featuring educational access as part of a countryside stewardship scheme.

"We decided to get involved and, within a short period of time, had added some animal pens and a woodland walk," he said. "We were fortunate to have some good staff, but the weather was sometimes an issue. This meant

adding portacabins and other infrastructure."

Ray recalls that 2017 was an important year for Play at Lower Drayton Farm, when the family decided to expand the site to include a play barn and other facilities. "It took two years to

get planning permission," he recalls. "Then we had covid to contend with, but still managed to open in 2020/2021."

Ray remembers they had to come up with some ingenious ways of managing the pandemic restrictions. "One of the ideas was to have a burger drive-in," he explained. "We put tractors and machines on the front car park, and the guests would order the food. They then drove round the back where we had set up some animal pens. We were only expecting a few people, but ended up hosting around 800 on the first day."

Ray is keen to point out that although Play at Lower Drayton Farm takes up most of the family's time, the traditional farm business is still producing crops on an ongoing basis. "We're still farming several acres," he said. "We grow pumpkins, potatoes and other root crops, as well as renting out some of the land to other farmers. Pumpkins are particularly relevant as Halloween is one of Play at Lower Drayton Farm's busiest times of the year."

ATTRACTIVE FIGURES

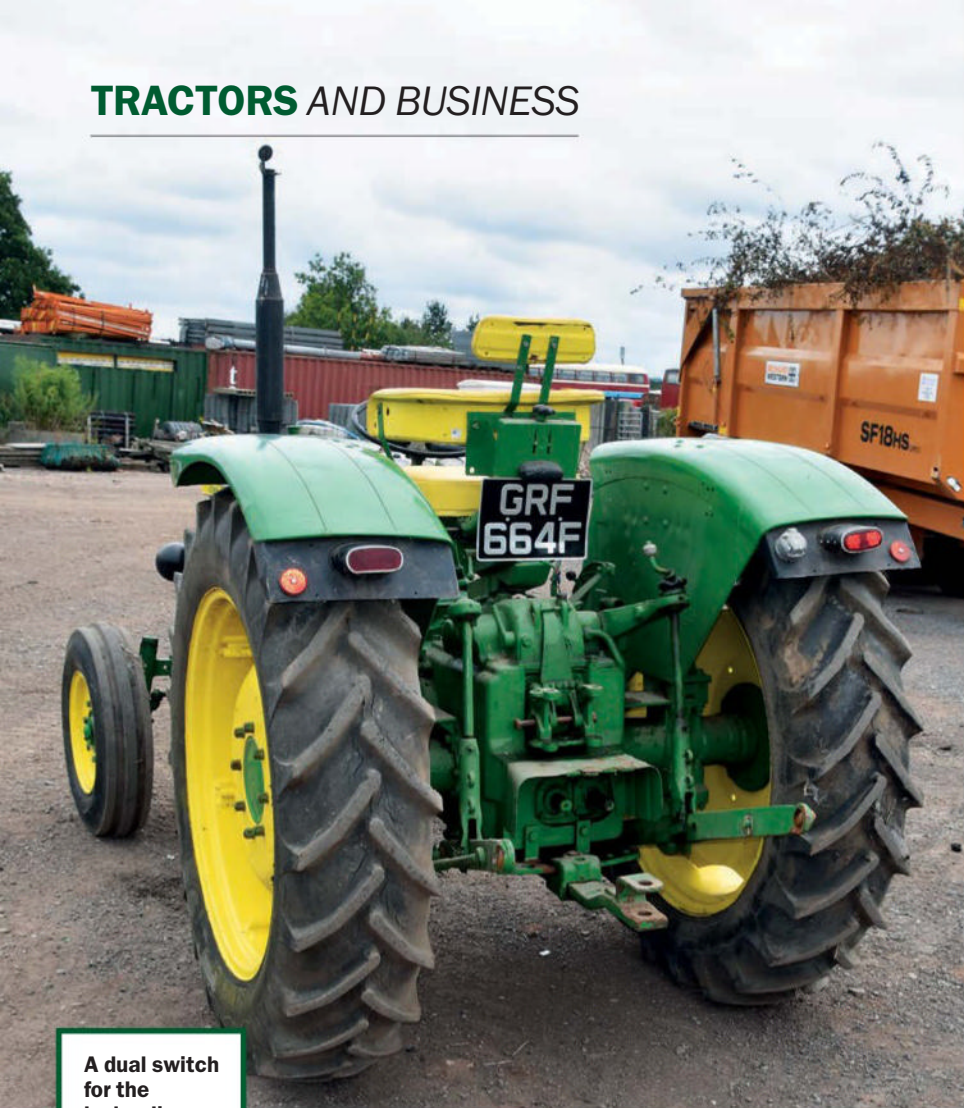
Creative thinking can be an important tool in running a theme park, and Ray and his family have continued to build on their success. They currently employ over 60 staff and over 125,000 visitors passed through their doors in 2023. He's also a member of NFAN (National Farm Attractions Network). The organisation has over 200 members and is an independent co-operative for farm and rural attractions.

"We've travelled all over the place looking at different farm parks, from Land's End to John O'Groats," he said. "We quickly learned that the knack is to learn what to do and what not to do, which can sometimes be a delicate balancing act."

Expansion is currently the number one priority, and the Bower family is planning a £500,000 make-over. "The new work will probably cost about the same as the original set-up," Ray explained. "We're looking to create a three-storey extension to the existing play barn, making use of

The 710 was part of John Deere's European 10 Series, and a follow-up to the earlier 700.





A dual switch for the hydraulics was standard equipment on the JD 710.

JD 710

Years built	1964-67
Engine	John Deere 202D23L (diesel)
Cylinders	4
Bore/Stroke	98x110mm (3.858x4.33in)
Power	37.3kW (50hp)
Displacement	202.6ci (3.3-litre)
Rated speed	2,400rpm
Torque	179.0Nm (132lb-ft)
Transmission	10 fwd, 3 rev Three gears (1-3) in three ranges (I-III), plus reverse (R) range with additional fourth road gear in range III
Tractor hitch	Rear type II
Rear lift	1,750kg (3,859lb)
Pump flow	15.9lpm (4.2gpm)
Length	353cm (139in)
Height	240cm (94.5in)
Weight	2,295kg (5,060lb)
	x
Front tyre	6.50-16
Rear tyre	16.9-30

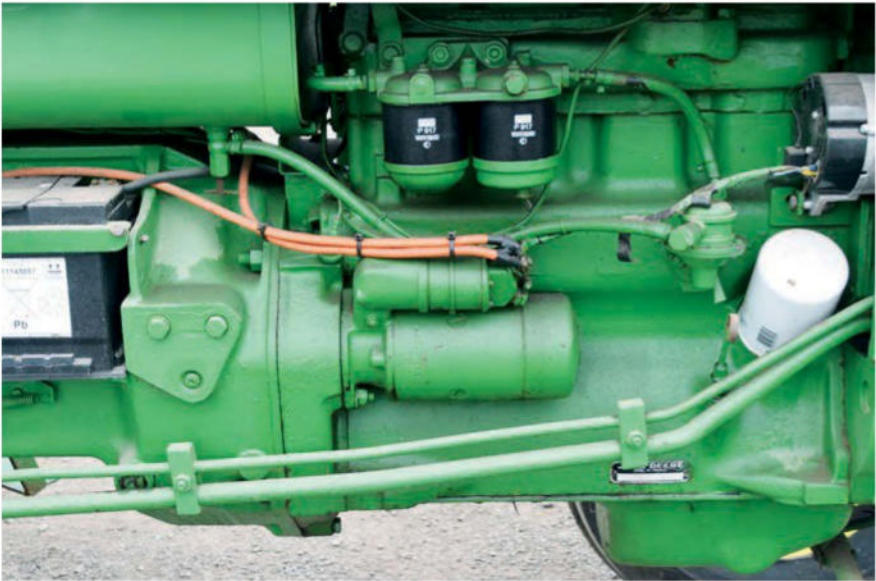
an adjacent agricultural building. The plans include a larger café area, alongside additional space to host the numerous events that take place throughout the year.”

The well-being of children is of key importance, and there will be extra room for education and school visits. “The farm’s Home Education sessions are particularly popular,” said Ray. “The expansion will also see the addition of new quiet spaces, sensory play areas and a changing places toilet facility to support visitors with additional needs.”

AWARD-WINNING

Play at Lower Drayton Farm has already won several awards, including the best educational stand for the second consecutive year at the Staffordshire County Show. The stand featured an impressive display of state-of-the-art farming tech, including the farm’s recently acquired ‘Agri-Droid’. Other exhibits featured the farm’s MF 8S Queen’s Jubilee tractor, digital weather stations and a ‘Moo-call’ calving alarm,

We were growing maize ourselves at the time and decided to have a go. We cut out a pattern and it attracted a few paying visitors



John Deere was already developing a global strategy, with the American-designed engine being built in France. It’s a four-cylinder unit although other JD 10 Series models have three-cylinder motors.

Although tractors were made to suit European conditions, there was plenty of crossover with the folks back home in the USA.



plus clear posters giving fascinating facts about each element.

"I believe it's important to get the family involved and my wife Val and son Richard have been on board from the start," Ray said. "Val handles all the finances and administration, and Richard the day-to-day running of the farm. Richard did a course at Harper Adams University at Newport, in Shropshire. It specialises in food production and technology, animal health and wellbeing."

This conveniently leaves Ray more time to indulge in his favourite hobby, collecting old tractors! "Although I've been interested in tractors all my life, I've been so busy with work I only started my collection quite recently," he explained. "I've got several makes of tractor, including the John Deere."

Like a lot of lads growing up on a farm, he remembers the first tractor he ever drove. "It was a Nuffield Universal, and I was probably about 12 years old at the time," he recalls. "I managed to pick up another Universal quite recently, and it brings back fond memories."

JOHN DEERE'S MANNHEIM FACTORY

In 2023, the John Deere factory in the Lindenhof district of Mannheim, Germany, celebrated the production of its two-millionth tractor. Mannheim is now the largest John Deere production facility outside North America, and the factory is one of the most important employers in the city, with a workforce of over 3,000 producing 40,000 tractors every year.

The history of the factory dates back more than 100 years, to Heinrich Lanz of Bulldog tractor fame. John Deere tractors have been produced at the site since 1956, and the factory benefits from its convenient location on the River Rhine. Two hundred and fifty tractors are transported twice a week down the river to Rotterdam or Antwerp, for onward shipment overseas.

Lanz introduced the one-cylinder Bulldog, designed by Dr Fritz Huber, in 1921. The model was a success and 100,000 examples had been produced by 1942. Unfortunately, the factory was a casualty of the Second World War, and 90% of the plant had been destroyed in bombing raids by the end of hostilities in 1945.

Production resumed in peacetime and, by 1953, 150,000 Bulldogs had rolled off the assembly line. This figure had increased to 200,000 by 1956, the same year that John

Deere took over Heinrich Lanz Ag and its factories in Germany and Spain.

There then followed a period of transition as production of single-cylinder tractors was discontinued in 1960. More modern John Deere models were introduced (the 300, 500 and 700) powered by four-cylinder, four-stroke diesel engines. Marketed under the 'John Deere-Lanz' banner, these tractors were followed, in 1964, by the 10 Series models – the 310, 510, and 710.

The company name was changed again in 1967, when the Lanz logo on the bonnet was finally dropped. The 30 Series was then introduced in 1974, and the factory site was expanded to 63 hectares. A cab plant was also constructed in the nearby suburb of Bruchsal. Further progress was made with the 50 and 6000 Series and, in 1993, 72 years after the introduction of Lanz's first crude oil tractor, the one-millionth tractor rolled off the production line.

By 2011, Mannheim was producing the new 6R Series Premium tractors, and was pushing into the 300hp maximum power range with the 6250R. In recent years the factory has also improved its environmental technology, with lower emissions, noise levels and energy consumption.



Growing up on a farm was an interesting experience and the family changed tractor marques over time. “I certainly remember my parents having some Fordson Majors,” he said. “They were very popular tractors in their day. I also recall the first new tractor I ever drove, which was a Massey Ferguson 165 equipped with a Lambourn cab. The cab was only fitted with one windscreen wiper, but that was a big deal in those days.”

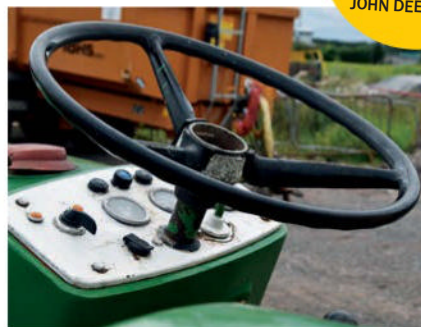
A QUIRKY CHOICE

Ray explained that family members became big fans of Massey Ferguson tractors, so it's not surprising that, today, it's red and grey machines that predominate within the machinery collection at Play at Lower Drayton Farm. That said, he decided to acquire the John Deere 710 for the best reason of all; he simply fancied one!

“I just thought it was a quirky tractor,” he explained. “The Bowers have never been John Deere people, but I spotted the 710 coming on the market a couple of years ago at a farm sale in Manchester.

“I knew there wasn't many of the type about, because I'd only ever seen one

example on display at all the shows I've been to. I also went on the internet and could only find another



Above: The tractor's original instrument panel remains intact. Right: Ray appreciates the 710's large seat.



two tractors being advertised for sale, and both were on the Continent. Anyway, I drove up to Manchester to check it out and, as far as I could tell, it looked to be in reasonable condition, so I decided to make a bid.”

As things turned out, there was only one snag. “We'd already booked a holiday in Croatia, which clashed with the time of the sale,” he laughed. “This meant I had to make my bids by phone, and can remember hearing the auctioneer saying, ‘I've got a phone bid here from Croatia’. Whether that put the wind up the other buyers I don't know, but my bid was successful and, all of a sudden, I became the proud owner of a John Deere tractor.”

The model 710 was one of three 10 Series tractors introduced in 1964 to replace the earlier 300, 500 and 700 machines. Marketed as the John

Deere-Lanz 710, the model was equipped with a wet-sleeve direct injection diesel engine, developed in the USA and built in France. The transmission was partly synchronised, and the tractor had a top road speed of 27km/h.

“I don't know anything about the history of my 710,” Ray added. “But I find it fun to drive and consider that it's similar in performance to other machines from the mid-1960s. I particularly appreciate the large seat.”

Ray doesn't pay much attention to a tractor's specification and is quite happy to leave the machines he owns in their original condition. “Don't ask me anything technical about the tractor's mechanics, because I haven't got a clue,” he admitted. “I don't have the time or inclination to restore them, but I do try to keep them stored out of the weather.

One thing's for certain. Now that this JD 710 has joined Ray's growing stable of tractors, it's here for keeps. “I like having the tractor around even if the green and yellow paint does stick out like a sore thumb,” he laughed.

Ray's tractors, including the 710, are regularly on display at the entrance to his Play at Lower Drayton Farm family attraction.



Farm diversification led the Bower family to the creation of what's become a very popular family attraction.



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Jonathan Whitlam has fond memories of farming in Suffolk.

Down memory lane

Jonathan Whitlam casts his mind back to a time when the land was still nourished and improved by simple, natural fertiliser

The cold winter months were traditionally the time of year when the stockpiled cattle manure would be carted out of the farmyard and made into field-side clamps ready to be spread the following autumn. This used to be done by hand, using muck forks to load carts pulled by horses then, later, early tractors.

The advent of mechanical loaders mounted to the front of the tractor speeded up the task enormously and a single person with a tractor could load the trailer and cart it to the fields. The advent of hydraulics enhanced front loader abilities still further, and more tractors began to feature such systems.

In my part of Suffolk, as I was growing up during the 1970s and '80s, there were several dairy farms that had copious amounts of manure to cart during the winter although, sadly now, these have all completely disappeared and so has the annual ritual of loading steaming manure into trailers while the frost and snow lingered in the hedge rows.

One farm – owned and run by the Cooke family – had a large arable

acreage complete with a sizeable dairy herd, and the manure was obviously a valuable commodity to spread on the land, enhancing both the soil's fertility and structure.

To cart the manure from the farm, the operator used a fleet of Ford 6600 tractors. These worked in conjunction with locally-built Richard Western trailers and an old Guy truck, which took on various haulage jobs around the place.

During the winter of 1984-'85, the usual carting team was busy taking the manure to a large clamp that was being made at the corner of a winter barley field. This was in a large depression – or pit, as we called it – that had probably, many centuries ago, been excavated as a source of flint for the construction of churches in the area.

The pit made an ideal manure clamp and the farm's JCB 3C – an early example – was busy using its large front bucket to push up the manure and get as much as possible in the space available as each tractor and trailer arrived.

The manure was obviously a valuable commodity to spread on the land, enhancing both the soil's fertility and structure

I'm not sure what was loading the trailers back at the farm, but I think the most likely candidate was a rough-terrain Manitou forklift.

After the manure had been left in the clamp it would sit there, rotting down until a contractor arrived to spread the manure on the cleared

stubble in the early autumn. This was all a very familiar sight back in the mid-1980s, but little did I know that this was one of the last times it would happen. Soon afterwards

the Cookes sold the dairy herd and the farm became an arable-only operation.

Never again would the manure be carted out of the farm during the winter, and no longer would the soil benefit from the goodness that the cows provided as a by-product of their milk production. Today the fields are fed by regular treatments of artificial fertiliser and, somehow, I just don't think that it's the same – only well-rotted manure delivers the double benefit of nutrition and improved soil structure. But that's progress for you!



● With snow lying in the background, a Ford 6600 and Richard Western trailer reverses off the road and onto the field in front of the large clamp of manure that's already been carted five or six miles from the dairy unit. The farm's JCB 3C digger is ready for action.

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A classic harvest day

James Connolly reports on a very special combine harvest day in County Dublin, featuring assorted classic New Holland 8000 Series machines

I was delighted to receive an invitation from Michael Hoey of Lusk, Co Dublin, to attend a special event near Ballyboughal, in Co Dublin, where six 8000 Series New Holland combines were to be harvesting spring wheat.

As part of the event, tractors from the 1970s and '80s, assorted grain trailers, large and small square balers and bale handling equipment was all going to be used to recreate a period-type harvest day from several decades ago.

On the day there was an 8040, an 8055, two 8060s, an 8070 and an 8080 at work, together with Country Crests' New Holland CX 8.90, which made a total of seven combines all working in the same field.

MECHANICAL SUPPORT

Local New Holland dealership, Armstrong Machinery Ltd from Lusk, was on hand to help run the event and also provide technical back-up where necessary to help keep the classic

combines performing as they should. Charles Hutcheson, who is very much a hands-on working director of the company, did exactly that when he repaired one of the NH 8060s by replacing worn bearings on the road speed variator shaft, allowing the combine harvester to continue operating at the event.

Armstrong Machinery Ltd was celebrating 70 years in business at this event, and was happily marking the milestone in conjunction with Country

Dan Flynn's Q-cabbed Ford 6600 and grain trailer collects another load.



Left to right: Peter Rodgers, Brian O'Hare, John Dan O'Hare, Bernie O'Hare, Joe O'Hare, Francie McBride and Noel Kane.



Crest and Michael Hoey, the event host.

Charles Hutcheson's father, Alex, took on the New Holland agency during the winter of 1976, and sold the first NH 8080 combine in the Republic of Ireland to local farmer, Peter Whyte,

a year later. This new machine caused quite a stir back in the day, with its hydrostatic drive and 17ft header. Many local farmers came to the Whytes' farm to gaze in admiration at what was one of the largest combines at work in the



Joe McBride, from Co Armagh, with his County 1474 TW, teamed-up with a NH D1000 big square baler, owned by John Finning from Co. Kildare.

WORKING MACHINERY *NH COMBINES*

Armstrong Machinery Ltd from Lusk, was on hand to help run the event and also provide technical back-up



An impressive start to the classic combine day. Left to right: Michael Hoey NH CX 8.90, Dan Flynn NH 8080, Thomas Whyte NH 8070, John Rodgers NH 8060, Ollie Whyte NH 8060, John Dan O'Hare NH 8055 and Brian O'Hare NH 8040.

area during the harvest of 1977.

The interest generated by that first 8080 resulted in more combine sales for Armstrong Machinery Ltd, and a good number of NH 8080s were sold to local arable farmers.

Michael Hoey provided two combines

for this event; a New Holland 8080 and an 8060, both from the Hoey Collection. The 8080 was driven on the day by Dan Flynn who, himself, bought one of these combines in 1978. The 8060 was driven by Ollie Whyte, a son of the late Peter Whyte, who was the buyer of that first



Dan Flynn (left) who drove the NH 8080 combine at the event with Michael Hoey, who kindly hosted this special harvest day.



William Rogan bailing the wheat straw with a Ford 6600 and NH 376 Hayliner baler. Both these machines come from the Hoey Collection.

Brian O'Hare, from County Down, with his 1992 NH 8040 combine with a 10ft header in full swing.



NH 8080 from Armstrong Machinery.

NINETIES CLASSICS

John Rodgers also attended with two combines; a New Holland 8060, which he drove himself, and an 8070 driven by Thomas Whyte. John Dan O'Hare, from Co Down, came with two machines, the first of which was a 1991 New Holland 8055 with a 13ft header that he and his son, Joe, drove. The second was a 1992 New Holland 8040, with a 10ft header, which was driven by his other son, Brian.

Noel Kane (Kane Trailers) from Seaforde, Co Down, was also present, driving John Dan O'Hare's New Holland 8040 combine. Everyone taking part with machinery on the day was supplied with red, Sperry New Holland overalls and hats, which was a very nice touch.

To get the event started, the six New Holland 8000 Series combines lined up side-by-side and moved up the field, together with the modern CX 8.90, harvesting the spring wheat. Then, once the grain bins were full, the period tractors and grain trailers were on hand to haul the wheat from the combines.

The first of the tractor and trailer combinations to appear was Martin Everard's immaculate Ford 7000, which was pulling a nicely restored Ransomes grain trailer. Also, Dan Flynn provided a very tidy, Q-cabbed Ford 6600, complete with grain trailer.

Peter Whyte had his 1978 Ford 9700 2WD at the event, complete with a Teagle trailer. That tractor has been on his farm from new, and this

was the machine's first public outing since undergoing a full restoration. In addition, a Ford 6700 2WD pulling a Eureka grain trailer from the Hoey Collection, was also helping on the day.

GRAIN-CARTING DUTIES

It was also great to see a fully-restored Ford D1110 Custom lorry with grain sides (also from the Hoey Collection) being used for grain-carting duties.

This beautifully restored Ford 6700 and Eureka grain trailer, seen here drawing grain away from the combines, are both Hoey Collection machines.



David Rodgers brought along his original 1974 Ford 7000 and used it to row-up straw with a New Holland ProRotor 420 rower.

Francie and Joe McBride, from Co Armagh, came with their County 1884 and 1474 tractors, both of which were teamed with New Holland D1000 big square balers to process the wheat straw. The two balers were owned by John Finning, from Co Kildare. Jack Finning was also present on the day and enjoyed taking a turn at baling with the 1884 County.

With a good number of bales produced, Jordan Flanagan – who works for Country Crest – began loading them onto a Kane bale trailer pulled by an immaculate County 1474, using a Sanderson Forklift.

I also really enjoyed watching a Ford 6600 and New Holland 376 conventional small baler at work baling the straw rows, as this is no longer a common sight at harvest time. A very tidy Ford 4000, complete with an early-type weather cab and loader, was also seen working well. Its loader was fitted with a McConnel bale slave which can handle any small, square bale with ease.

There was certainly a lot to see at the event and, thankfully, the weather, which was dull and overcast, remained dry for the entire day. The event provided a fantastic experience and many evocative sights as the period machinery was worked so effectively. The hospitality was first class, too, with much appreciated food and refreshments provided for all attendees.

So sincere thanks must go to Michael Hoey from Country Crest for organising such a great day, ably assisted by Charles Hutcheson from Armstrong Machinery Ltd.

The event provided a fantastic experience and many evocative sights as the period machinery was worked so effectively

Martin Whyte, driving John Rodger's NH 8070, makes his way down the field.



Above: Michael Hoey's immaculate Ford 4000 with weather cab complete with loader and McConnel bale slave was on display. Below: Jordan Flanagan, at the controls of the Sanderson Forklift, loads the big square bales onto a Kane bale trailer being pulled by Michael Hoey's superb County 1474 TW.





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Underground operations

Mike Gormley remembers a very special County 1124 that worked on the Orange/Fish River water pipeline project in South Africa during the 1960s and early '70s

The level of interest that exists for the exploits of County tractors in some of the world's more unlikely places never fails to fascinate me. As I began work on this account detailing the activities of the County 1124 on the Orange River Development Project (known locally as the ORP), in South Africa, I discovered that I only had one, not-very-good photograph to illustrate the piece, so I started digging a bit deeper.

It didn't take me long to discover an image from local South African magazine, *Karoo Space*. The staff there were very helpful and put me in touch with the owner of the photograph, Stephen Mullineux. He originally had a slightly distant involvement on the ORP, but came to work for the Department of Water Affairs and, latterly, was involved with the running of this and other, associated projects.

CHALLENGE ACCEPTED

He was interested in my research and got in touch with his old colleagues at Water Affairs, who gladly accepted the challenge of not only finding more images to support the article, but also endeavouring to track down a very special County, known as the 'Tunnel buggy', or TV (Tunnel vehicle). The ensuing search revealed a trail of equipment sales, vehicle collections and museums, and involved connections to a lot of people, including Peter Pyke, who made the inaugural trip along the tunnel.

This search is still 'live' but, sadly, we haven't managed to track down the Tunnel buggy so far, which is a very unusual and unique version of a County 1124. But I haven't given up hope that, one day, it might just turn up, having been tucked away in a shed somewhere in the Karoo area. The group of people

I communicated with clearly remembered the machine – and what it achieved – with some affection, so here's hoping that my interest triggers further searching.

South Africa was a very good market for County tractors, in many ways. In fact, the first ever example to be exported went to that country, in the early 1950s – one of the early, E27N-based crawlers. At the height of its activities, County was selling many hundreds of machines a year into South Africa and, in fact, the good market there remained right up to the point when the company ceased trading, in 1983.

While it's now impossible to produce an accurate total for the number of tractors that went to that region, I know that during my involvement in the business, County sold well over 2,500 tractors to customers in South Africa. As a result, I was lucky enough to spend a lot of my time in those days visiting southern Africa and, latterly, was based there as County's regional manager.

DIVERSE APPLICATIONS

Before and during my time there, South Africa was a country where Countys were used for some very diverse applications. It was always a very varied market. There were some, let's say 'inventive' dealers who sought out markets for County tractors that required significant development work and associated engineering. One such dealer was Ericson Ford, located somewhat unexpectedly, right in the heart of Johannesburg (JoBurg). Being at the heart of the Gold Reef and mining areas of the South African highveld, the dealership's main markets were in these industries.

Before my time in South Africa and during the 1960s and '70s, there was a huge engineering project undertaken to move much needed water to the Eastern Cape region, both to meet demand from towns and cities there, as well supplying the significant farming areas where fruit and other crops were being grown, much of it for export. After many years of planning, tunnelling began in March 1968 and the first water started



The unique, County 1124-based tunnel vehicle as photographed late on by Stephen Mullineux at Teebus. Note the side-mounted emergency bicycle. Driver access was via a front-mounted door.

The location and route of the 51-mile Orange-Fish River tunnel; an incredible engineering achievement.

flowing in August 1975.

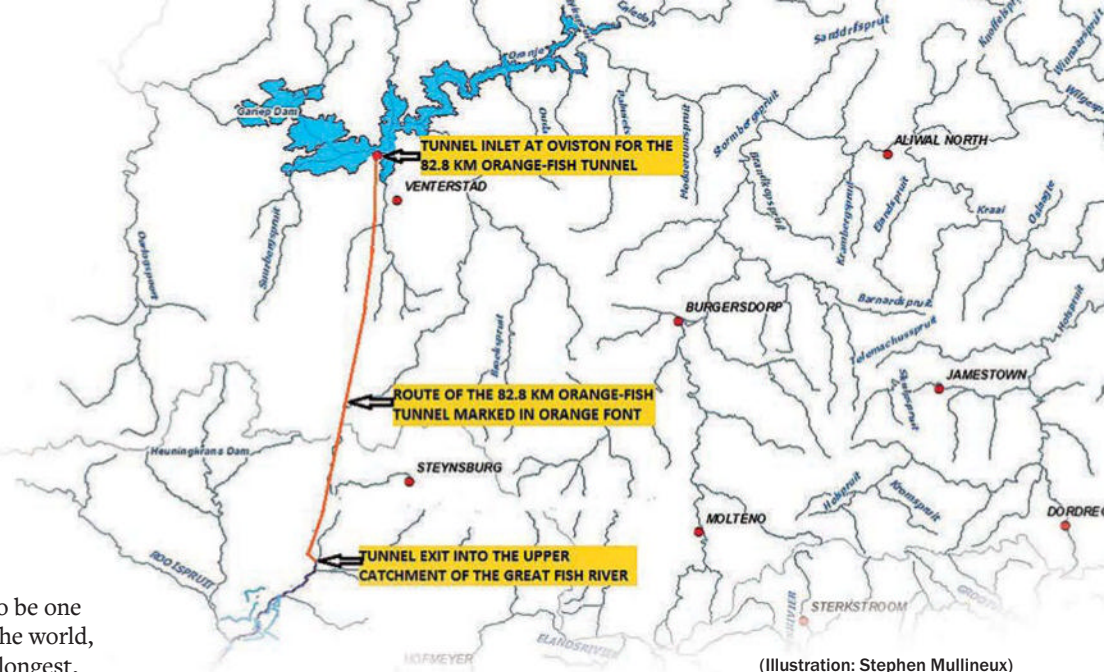
The tunnel drew water from South Africa's major river, the Orange River, and the usually dry Great Fish River, in the Eastern Cape, was used as a major part of the conveyance system. This was to be one of the largest such projects in the world, and the resulting tunnel is the longest, fully enclosed aqueduct in the southern hemisphere, at 82.8km (51.4 miles) long.

The engineers wanted a 'vehicle' that would be able to travel along – and work within – the massive water pipeline project. There was a need to move along the length of the structure so that operators could access and check the integrity of all parts of the huge, five-metre-wide pipeline, especially the roof area.

TALENTED ENGINEER

Among the Ericson Ford staff was an extremely talented engineer, called Peter Batistich. He was more normally involved in developing and building tractors for the mining industry. The company specialised in converting 'normal' tractors – mostly Countys – into vehicles adapted for operating in mines, many of which were capable of operating underground. They generally featured special, small-diameter wheels and, above all, scrubbers to extract fumes and particles from the exhaust gases. Many would also be completely flame-proofed, with fully-sealed electrics to guard against the risk of fire and explosion. These special units were created from both equal and unequal County tractors.

Ericson Ford was awarded the contract to design and build the special tunnel vehicle. As it needed to be quite large and tall, and able to carry both people and equipment, a County 1124 was chosen as the base unit. The 1124 tunnel tractor wasn't initially flame-proofed, but that soon changed. Drilling tests along the tunnel route indicated a presence of methane gas, so Peter was engaged to carry out the necessary work needed to make it safe for operation where flammable gas might be present.



(Illustration: Stephen Mullineux)

That involved a lot of extra work, especially as the vehicle had already been built. Even the electric starter was removed to avoid the risk of sparks.

After conversion, the engine had to be started manually by cranking-up a

pressure cylinder, the results of which were used to power a hydraulic starter motor.

Visually, the modified 1124 had very little in common with the standard County model and, at a glance, most onlookers wouldn't have been able to tell that it was a County machine at all, let alone an 1124.

On average, the tunnel was 150m below the surface, but the height that had been built into the vehicle allowed engineers to easily reach the roof wherever necessary. Lights were provided to

illuminate the work area, and a platform was constructed on the roof of the vehicle for engineers to use. One of the original Orange River vehicle team members that responded to Stephen's request for further information was John

Baker, and he recalls part of the specification was for a 'pie-warmer' to be fitted in the cab. I'm sure that that was a very welcome addition for what must have been

very arduous, 14-hour trips down the tunnel (and that's without factoring-in breakdowns and stops).

PEDAL POWER

As a 'just in case' measure, a bicycle was added as part of the County's kit so that, if needed, a member of the team could peddle off and get help. Whoever that

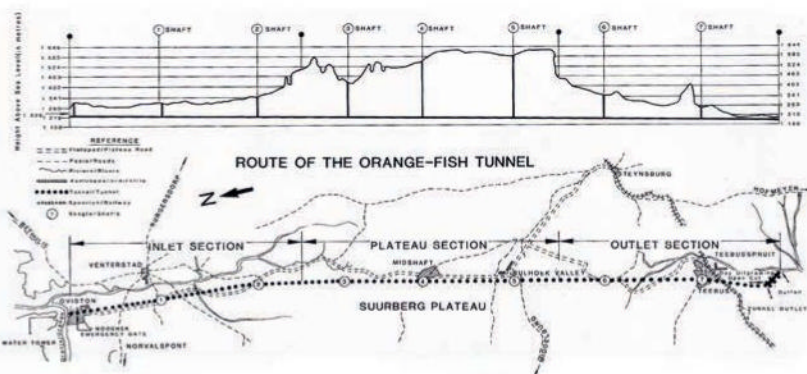
... a bicycle was added as part of the County's kit



The original photograph of the 'tunnel buggy', taken by its creator, Peter Batistich. Note the platform on the top, allowing engineers to work on the tunnel roof if needed.

WITH THANKS...

I'm very grateful to Peter Batistich, who built the 'tunnel buggy' and took what I believe is the only known photograph of it operational (photography of that sort was forbidden at the time); Darren Winter who introduced me to Peter and is a well-known County man in RSA; Stephen Mullineux who I encountered via *Karoo Space* magazine and who put such time and effort into searching for the old County 1124, and checking the accuracy of this account for me.



Detailed illustration of the tunnel profile.

A County 6600/4 working above the main water pipeline that fed Port Elizabeth from the Fish River, at Maitland Mouth.

cyclist with, at worst, a 25-mile bike ride ahead of them!

We also heard from Peter Pyke, who was part of the team that took the first trip through the tunnel on the County Tunnel Buggy. Also present on that notable journey was Peter Batistich, the machine's builder. Others making that inaugural trip included some chosen 'celebrities' plus others involved in the project, so space for all must have been at a premium on that journey!

According to Peter, progress had to be very slow; never more than about 10kph. Despite the low speed, the buggy still had a tendency to veer up the sides of the tube if the driver's concentration lapsed for even a moment. Also, due to its relatively short wheelbase when

had been, though, would have needed to be an able

compared to overall length, the vehicle also had a tendency to pitch which, all-in-all, didn't make for a great ride down a 50-mile, dark tube!

From what I can gather, it seems that the Tunnel Buggy was reserved primarily for emergency works, and for those occasions when it was necessary to work on the tunnel roof. For all the rest of the time, inspections were carried out in more comfortable and, no doubt, faster pick-up trucks ('bakkies', as they're known in South Africa).

OPPORTUNITIES MISSED

My recent investigations have unearthed both people and information that, sadly, I remained completely unaware of during my time in South Africa. Although it was a project undertaken before my time in the country, I would have loved to have seen the finished tunnel.

The County-based Tunnel Buggy was

operating at the facility right through until at least 1987, when the photograph included here was taken by Stephen Mullineux. Beyond that, though, the trail has gone cold. The rumour I've heard is that the buggy was sold at one of the project equipment 'disposal sales' held in 1992, but I don't have any actual confirmation of that... so far.

The tunnel was opened in 1975, a year before my first visit to South Africa in mid-1976, as part of the extensive Ford and County national demonstration tour. The 1124 would have been in use then, and continued on active duties with the project for the entire period during which I was working for County in Southern Africa. It's certainly a great shame that I never got to see that unique machine and, who knows, perhaps it was sold and converted back into a conventional County 1124; we've simply got no idea at this stage.

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Ploughing-on!

Peter Love reports from the popular Romney Marsh Ploughing Match & Fun Dog Show, which is the season-opener for many

SEPTEMBER 1ST, 2024

Held in glorious weather on September 1st at Caldicott Farm, near Lydd, in Kent, the Romney Marsh Ploughing Match & Fun Dog Show was a great success and the first outing of the competition ploughing season for many of the entrants.

There were nearly 60 competitors taking part in classes for Classic Plough, Vintage, Ferguson Plough, Vintage Trailed, Reversible and Horticultural. The Classic Plough Class was won by Ian Linch, from Frittenden, with his Massey Ferguson 35X and Ransomes TS59 plough. He amassed an impressive 267 points. Runner-up was B Marsh, who'd travelled from Faversham with his MF 135 and Ransomes TS86, and earned himself 247 points. As for third place, that went to C Fryer, from Brede, competing with his International 434 and Ransomes Robin plough and finishing with 223 points. Also of note within the class was the performance of John Maynard, from Marden, using a

Massey Ferguson 235 and MF plough. There were 14 contestants battling it out in the Vintage Class, but it was Ian Hogben, from Minster, who came out on top (261 points) with his International B250 and Ransomes TS59 plough. Ian also went on to take the Reserve Champion award for the whole event. N Linge, from Stanford Le Hope, in Essex, was runner-up (248 points) with his Fordson Dexta and Ransomes TS59, while third spot went to C Cullen (243 points) – a previous winner here – with his very original Nuffield Universal Three and Ransomes TS59.

Moving to the Ferguson Class, I was pleased to note that R Kennett, from Minster, was competing with his Ferguson TE-D 20, following a tractor fire at a match last year that put him in hospital. His tractor's bonnet was still in red oxide and various components on the engine had been replaced, but the machine

Ian Linch, with his Massey Ferguson 35X and Ransomes TS59 plough, was crowned Romney Marsh Ploughing Champion.



● Bob Baseby with his Ford Force 3000 and Ransomes TS59 working well.

● Above right: The most immaculate outfit was Oliver West's Standard N and Ransomes RSLD 9, all on steel wheels.



● The Horticultural Class winner was R Fermo, with his British Anzani Iron Horse.



● Emily Watson was in fine form, competing in the Trailed Class.



● The most original tractor at the match was, with doubt, Austin West's Case C.



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PLOUGHING
MATCH
SEASON OPENER**



ran well, which was great to see.

Rob Morris, from Three Oaks, won the Ferguson Class (197 points) with his TE-F 20, and the society's chairman, Alan Higgs, told me that the same outfit was a winner at the event 64 years ago; truly remarkable! Runner-up was R Kennett (182 points) and Peter Curd (156 points), from Maidstone, finished third with his Perkins P3-powered TE-20 and H10 plough on the back.

Most popular on the day, though, was the Vintage Trailed Class, with Ken Hammant (237 points), from Bromley Green, enjoying a good day and taking top spot with his 1940 Fordson Standard N and Ransomes plough combination. Austin West (229 points) finished second aboard his 1936 Case C and M Maynard (204 points) completed the top three with his Fordson Standard N that also took the Haynes Cup.

However, the most immaculate-looking outfit in the Vintage Trailed Class was certainly Oliver West's 1940 Standard N on steel wheels, which

● It was great to see R Kennett out and running again – and finishing second in class – after last year's catastrophic tractor fire.



finished just outside the top three. It was good to see the three Watson family entries, with Emily Watson leading the way for the female competitors.

There were eight outfits competing in the Reversible Class, with John Deere technician M Butler, from Heathfield, and his JD 1120 and Ransomes TS82 winning on the 'count back' system, with 261 points. Second was J Braiden, from Hastings, with his John Deere 2140 4WD and Lemken plough, while quick-finisher M Cullen (255 points), from Folkestone,

came third with his original Leyland 272 and Ransomes TSR102.

The Horticultural Class was won by R Fermor (184 points), from Maidstone, with his British Anzani outfit, and the runner-up was A Holt (161 points), from Stanford, using his Ransomes MG outfit and TS41 plough.

Ian Linch was crowned Romney Marsh Ploughing Champion, but congratulations to all who took part.



● B Marsh, working with his MF 135 and Ransomes TS86 plough, was runner-up in the Classic Plough Class.

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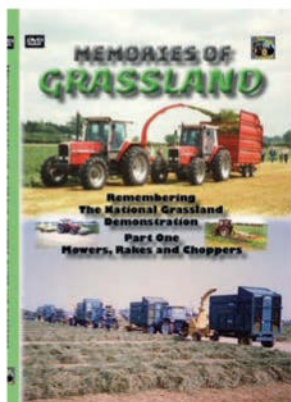
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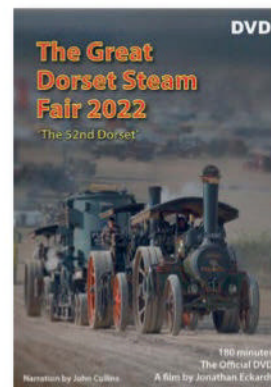
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A matter of mixing

FUEL CHOICE FOR FORDSON MODEL N

Q I've had a life-long interest in old agricultural machinery, and have always fancied owning a Fordson Model N tractor. Earlier this year my wish came true after I bought a late Model N at a collective machinery sale.

Once the tractor arrived home I set about getting it up and running. The magneto has been rebuilt professionally, and I've had the cylinder head off and ground-in the valves to restore the engine's poor compression. The fuel system has been stripped, cleaned and set up as per the manual, and the engine now runs nicely on straight petrol.

However, my question is what fuel mix should I use for working the tractor? I've bought some Kerosene and put it into the main tank as it is, then warmed the engine on petrol before switching it onto Kerosene. The engine then runs erratically and tends to oil-up the spark plugs, ending in it stalling. After that it won't re-start until the plugs have been cleaned and dried, and the engine has cooled down a bit. I intend to use the tractor with a vintage plough, so would like it to run reliably. Any advice would be most welcome.

Darren Bates, Worcs

A Fordson tractors can be very temperamental in operation. However, if you have a good spark, clean fuel and good compression, the engine should run well. That said, they do vary greatly in their individual characteristics.

Try setting the adjustable jet on the float chamber to an initial setting of $1\frac{3}{4}$ turns open, then start the engine using the sequence in the manual and allow it to run until it's as hot as possible before switching over to the Kerosene. If it still misbehaves, you can add some petrol to the Kerosene to boost the octane level. An initial mix of four-to-one Kerosene/petrol may improve matters for you.

However, you need to get a licence to mix the fuels, and this can be obtained from the Ford & Fordson Association (or other relevant tractor club). Ideally, a Fordson should be started and put to work immediately, then switched onto Kerosene once working. This reduces the chances of oiling-up due to the

temperature being too low.

The radiator blind should also be set to allow the engine to run at just below boiling point for best performance. Adjustment of the main jet may be required to obtain smooth running of the engine once it's working, and adjustment of the ignition timing, too!

You need to get a licence to mix the fuels, and this can be obtained from the Ford & Fordson Association



Fordson tractors can be very temperamental in operation. However, if you have a good spark, clean fuel and good compression, the engine should run well.

It keeps stalling!

MASSEY FERGUSON 135 ENGINE WON'T RUN

Q My Massey Ferguson 135 has started playing up lately. It'll start with no problem and runs for about 15 minutes, but then it stalls. If I attempt to start it immediately it doesn't fire up but, if I leave it for about an hour, it'll start again and run until the problem repeats itself. I recently changed both fuel filter elements, both of which were very dirty, but that didn't make any difference.

Do you think the problem lies with the injection pump, or could it be the fuel lift pump misbehaving? I'd like to use the tractor, as I want to give my paddock a final cut of the year. Any pointers would be most welcome.

Ian Smith, via email.

A By the way you've described the problem with your MF 135, it seems unlikely that the culprit is either the injection pump or the lift pump. Instead, the most probable cause is a fuel

The MF 135, like any other diesel-powered tractor, can suffer with the ill effects of 'diesel bug' development in old fuel.

restriction at the outlet of the fuel tank. The fuel tap has an internal nylon filter.

Modern diesel fuel has no sulphur content and, as a result, the system may be suffering the effects of 'diesel bug'. Without the sulphur, bacteria forms and produces a sludgy, jelly-like substance in the fuel. This gathers around the filter causing it to block then, in turn, the suction from the lift pump collapses the filter and thereby restricts the flow of the fuel sufficiently to stop the engine. Once the suction decreases, the filter is allowed to open-up and admit fuel once again, but only for a short period until the engine stops again.

To put things right you need to remove the fuel tank and thoroughly clean it internally. The filter should pull off the tap body and can also be cleaned and refitted and this should cure the problem. You don't mention where you obtain your fuel but, if you buy it in bulk and store it in a large tank, it can sit around for a long period before it's used, allowing the 'diesel bug' to develop. Incidentally, when ordering fuel you can request an additive to prevent further problems. It adds slightly to the cost, but is certainly a worthwhile investment.



Polarising the dynamo

CURING A NUFFIELD DM4's CHARGING PROBLEM

Q The battery on my Nuffield DM4 has been repeatedly going flat for a while now, and requiring recharging. The battery itself has been tested and proved to be in good condition, and a second battery fitted has also gone flat. As a result I have replaced both the dynamo and the control box.

The wiring is in good order, but I can't get the dynamo to charge since fitting the replacement. Have I done something wrong? The wiring was reconnected in the same manner as I found it, so there may be a fault with either the dynamo or the new control box.

William Johnson, via email.

A Did you polarise the field coils of the dynamo when you fitted it? There are two terminals on a dynamo; the larger one is the 'D' terminal and the smaller one is the 'F' terminal. The 'F' terminal is connected to the field

coils within the dynamo, which act as a magnet and form a magnetic field around the armature of the dynamo to generate a charging current.

Vehicles vary, as some are positive earth and others negative. Your Nuffield is likely to be a positive earth, where the positive battery cable is connected to the tractor frame. In order for the field coils to operate correctly you need to polarise them, and this is a simple procedure to carry out.

Remove the wire from the field coil terminal of the dynamo and, using a long length of wire, you need to hold one end on the negative battery terminal and quickly flash the other end onto the field coil terminal. There should be a small blue flash, which

indicates it's been done. Then reconnect the dynamo and test it by running-up the engine. This should sort out your lack of charging issue. If not, an auto electrician will need to test the dynamo and control box.



If you're fitting your Nuffield DM4 with a new dynamo, remember to polarise the unit otherwise it won't charge the battery.

WORKSHOP

DIY projects in this issue – Perkins engine overhaul, Steering box DIY, Fergie winch resto, MF 550 refurb

**PART
7**



Perkins engine overhaul

Tractor restoration specialist Ben Phillips fits new pistons, rings and an expertly overhauled CAV rotary injector pump to the A4-236 engine

Having cleaned out the clutch bell housing and carried out a few other jobs, it was now time to fit this Perkins engine back into its proper place. Doing this was a relatively straightforward process, thanks to my crane and leveller.

I'd double-checked the weight of the engine just to make quite sure that my equipment was capable of lifting it safely, and I'd left the pistons out just to make the load that little bit lighter. It



didn't take me long to slide the engine back into place and then bolt it securely, at which point it was time fit the pistons.

These needed to be assembled as they were still in their packaging, and the first job in that process was to unpack the new conrods. These required comprehensive cleaning as they were coated in a wax-like, anti-corrosion material. Once degreased, I unpackaged



Easy
Straightforward
Moderate
Challenging
Nigh on impossible

the pistons, which looked beautifully shiny and felt perfectly smooth.

However, I was surprised when I unwrapped the rings as they weren't in the usual, numbered pouch. Instead, they were simply piled on top of each other inside a plastic wrap. But with the wrapping removed I soon realised that they were arranged in order, and so it wasn't hard to figure which ring went where on the pistons.

As with a lot of piston rings, I found 'TOP' stamped on one ring in each set, and this is normally the 1st or 2nd ring and needs to be fitted as such. With them all correctly fitted, it was time to use a piston ring compressor to enable the pistons to be slid down into the bores. I always use the wooden stale of a 2lb hammer, which does the job perfectly.

Next I pulled the pistons down to meet their corresponding crank journals, then torqued them accordingly. The internals of the block were now complete, so I switched to fitting more components on the outside, starting with the CAV rotary injector pump. This had been away being overhauled at Dieselec, in Ditton Priors, so the now spotless unit was bolted on using the three studs and nuts in a triangular pattern, leaving the unit slightly rotatable.

Under the engine, the balancer unit is quite heavy to fit and, to the rear of that, I'd fitted the oil pump with some new gaskets. The balancer unit was then timed with the rest of the engine gears, which was quite easy to do thanks to the various dots visible on the gears. With the balancer unit in place, I was then able to seal up the bottom portion of the engine by fitting the sump.

As I'm sure you can imagine, with this size of engine, the sump is also a big and heavy component so, to help get this into place, I used my crane and longer straps slung underneath. The physical control offered by the crane meant that I could take it slowly, making sure that the important gasket stayed in its correct place (even though it had been

it wasn't hard to figure which ring went where on the pistons

stuck with a thin layer of adhesive).

The front timing case was next to be bolted into position but, before I could do that, it needed to be cleaned and

have a new front crank oil seal tapped into place. At the top of the timing case there's the angle drive unit, which supplies the tractorometer with the input it needs. This was very familiar to me as it appeared identical to the one found on the 23C diesel engine used in the Ferguson FE 35; a tractor and engine combination I love and with which I'm very familiar.

But, just before I bolted the timing

Ben Phillips
can be
found on X;
just
search for
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case cover into place I took a moment to visually check the gears to make sure the timing was all correct. The coloured paint dots I'd added before the strip-down helped immensely with this.



Clean rods

1 A new set of conrods were bought for this Perkins A4-236. These are supplied coated in wax so need to be cleaned.



Ready to go

2 Straight out of the box this new piston looks lovely and shiny, and ready to be assembled.



Dished crown

3 These pistons feature a dished crown. There's also an arrow, which you'll see better later.



Unusual packing

4 For some reason, the piston rings didn't come in their usual pouch, instead just wrapped in plastic.



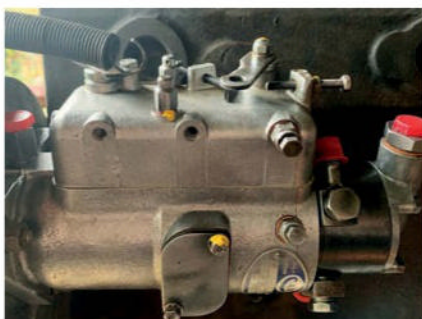
Ring markings

5 It wasn't hard to see which ring was meant for where, once I'd sorted through them. Some were stamped 'TOP'.



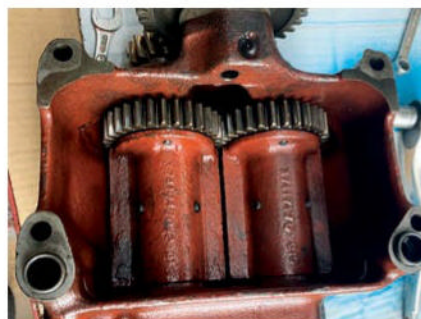
Smooth passage

6 Once the rings had been fitted, a piston ring compressor was needed to smooth their passage into the bores.



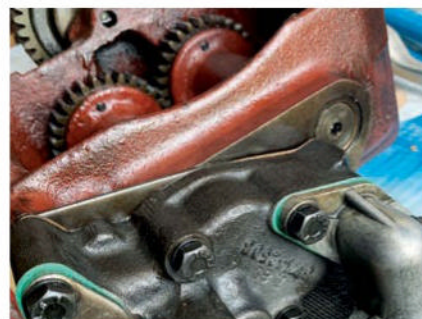
Great refurb

7 This CAV rotary injector pump had been overhauled by Deselec, and was returned in spotless condition.



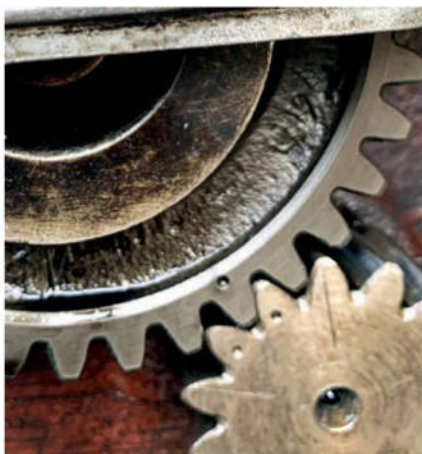
Balancing act

8 This Perkins motor features a balancer unit that bolts to the underside of the engine.



Signs of work

9 The oil pump sits on the back of the balancer unit. The green gaskets point to what's been overhauled.



Correct alignment

10 The balancer unit needs to be timed to the rest of the engine – note the aligned dots.



Assistance required

11 Lifting the heavy sump back into place required assistance from my engine crane and straps.



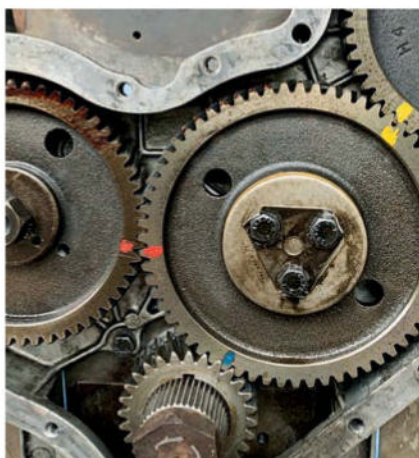
New seal

12 Before installing, the front timing case had to be fitted with a new front crank oil seal.



Cable drive

13 Being a Ferguson 23C engine fan, I was familiar with this angle gear unit needed for the tractorometer's cable.



Colour-coded

14 One last check that the timing was correct before I fitted the cover. My coloured dots helped with this.



Important pointer

15 This engine was now pretty much complete. You can just see the arrow (extreme left) on the top of the piston.

In the January issue...

Next time the fully refurbished cylinder head will be reunited with the rest of the engine, and the rebuilding process will be complete and the tractor will be ready to head home.

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Massey Ferguson 550 tidy-up

Weather conditions have hampered progress on the 550, but a couple of recent sunny days allowed Andrew Hall and Barrie Everson to move forward

One of my biggest issues when attempting to work on any equipment is my lack of dry cover, which makes everything very weather-dependent. I started this project in late spring and experienced some frustratingly wet weather at that time. Eventually summer arrived and, along with that, other jobs brought distractions, so little time was available to make any swift progress. Now, of course, with summer already a distant memory, we're back to the wet weather and regular frustrations!

So far attention has been focused on the corrosion in the forward edges of the rear

wings, which has meant the interior of the cab required stripping-out to prevent any unwanted fires, together with the removal of the fuel tank, for the same reason. After 47 years, the interior trim has deteriorated, despite the tractor's low working hours, so I need to decide about which bits can be retained and what needs to be replaced once the corrosion has been dealt with.

WELDING AND FABRICATING

Last time I covered the initial cutting-out of the corroded metal and the fabrication of repair sections using paper templates. I've used 2mm gauge (14-SWG) steel, which matches the original panel thickness, as it's easier to weld metal of a similar gauge (the heat required is the same for both the parent metal and the repair section). The tools used throughout have been basic, metal-working tools, including an angle grinder with both cutting discs and grinding wheels, a hand-operated sheet metal cutter, which mounts in a vice or can be bolted to the bench, stainless steel rule, scribe, marker pen, set square and straight edges. I also have a hand-operated sheet metal folder, which has been useful for folding the repair sections where necessary. None of these tools are particularly expensive, and it's surprising what can be achieved using them.

With the left-hand side repaired and the metal ground smooth, attention turned to the opposite side, which wasn't as corroded due, largely, to the lack of an opening door. The door on the left allowed water to enter the cab over the years, sit beneath the rubber matting and promote corrosion!

Along the forward edge of the right-hand wing, the corrosion was similar to that found on the left, so I was able to use the same template to make the repair section. However, once the front had been cut out, it was clear that the corrosion was greater than first thought, so a larger area had to be cut out of the underside of the wing to enable the inner area to be cut away and dealt with. Fortunately, the floor area wasn't corroded due to the cab being more enclosed, so no attention was required there, apart from a good clean and paint job later on.

TIDYING-UP

Barrie undertook the area where the corrosion was at its worst and, where the panels converged, it was difficult to cut the metal out without encroaching on adjacent areas, which left incision lines on the sound surfaces. This was due to the circular wheel not being able to cut right up to where it was required and, as a result, the 'excess' incisions had to be welded-up to reinstate the surface.

The steel around the lower side glass was thinner than that of the wing, so required the welder to be turned down from setting four to three, to guard against the risk of blowing holes as the weld progressed. A similar procedure was used on the right-hand side, by welding in the inner repair sections first and working outwards, finishing with the outer lower edges of the wing. Each weld was then

Andrew Hall
is a former
college
lecturer in
land-based
engineering



ground smooth and the joints blended in to create an invisible repair.

Returning to the left-hand side, the whole repair area was de-greased and cleaned to remove any metal swarf and debris, then any remaining surface imperfections were filled using Isopon P38. The weather was quite warm at this time so only a small amount of filler was mixed at a time, to prevent it setting before being applied.

After the filler had been given enough time to harden, it was sanded smooth using an orbital sander, after which the

weather broke and everything ground to a halt. At that point I had to cover the exposed metal and filler to protect it from the wet, then wait for another dry spell before I could return and brush-on a

... it was clear that the corrosion was greater than first thought, so a larger area had to be cut out

protective layer of primer.

Then my attention switched to the next job, which was dealing with the areas below the lower windows. The metal is quite thin at this point, and 47 years of water running down and collecting at the bottom of each window had taken its toll



The daily grind!

1 Barrie Everson busy tidying up the welding of the lower edges on the repaired left-hand wing, using the ever-useful mini-grinder.



Hidden trouble

2 Attention then turned to the right-hand side, with Barrie cutting out extra metal to access the inner, corroded sections that weren't seen initially.



Hidden from sight

3 This is the lower part of the left-hand side, which will receive some filler to hide any imperfections before paint is applied.

on the steel, which had corroded away. This wasn't apparent until the glass had been removed and I discovered that both sides were equally bad.

A cardboard template will be made to the shape of the corroded section so that fresh repair sections can be fabricated for welding into place. This will bring the cab repairs to a close, at which point we'll be able to turn to the bonnet and other areas of the tractor.

It's never been my intention to carry out a full restoration, or produce a concours machine; the aim has simply been to create a tidy-looking tractor that I can happily work. To undertake a full restoration would have necessitated the removal of the cab, thereby gaining

proper access to the skid unit, but doing this would have required appropriate lifting equipment. As things stand, the skid unit's Stoneleigh grey finish isn't in bad condition, so I'm happy to leave it largely as it is.

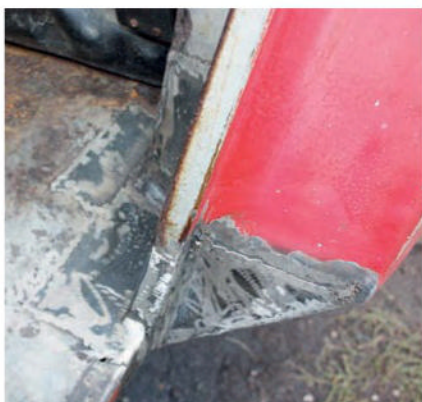
MECHANICAL MATTERS

The actual number of working hours recorded by the tractor is sadly unknown, as the original hour meter packed up and has been replaced with a new one. But I estimate it to be less than 4,000. The engine oil has always been changed at regular intervals and doesn't turn black between changes. The transmission oil was changed a short while ago when the left-hand lower link arm support pin was

replaced, and all grease points have received regular attention, keeping everything in good order.

There are one or two minor jobs still to do. The fuel injection pump has a slight leak where the throttle and stop control spindles seal, so the cover will need to be removed to attend to this. Also, there's wear in the outer ball joints of the power steering cylinders. These are integral with the cylinder shafts, so it may mean replacing both cylinders (at considerable expense). The cylinders themselves don't leak power steering oil, so this may be a job for later on.

Next time I'll be covering the last of the cab repairs as well as the preparation of the bonnet in readiness for its new paint.



Welding complete

4 This shows the welding completed on the left-hand side, including the floor panel repair. Cavity wax will be used once the paintwork is finished, to help prevent any further corrosion.



Cut away

5 Extra metal was cut away from the right-hand side to allow access to the inner panels, which were corroded more than first thought.



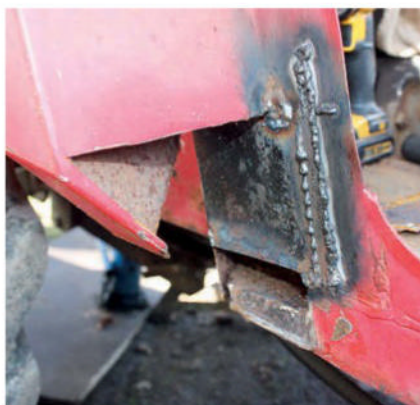
Metal preparation

6 Repair sections being marked out on fresh steel. Any rust on the new steel will be removed before the sections are welded into place!



Offering-up

7 The first and inner repair section. It'll need some cutting and fettling before it'll fit neatly into place.



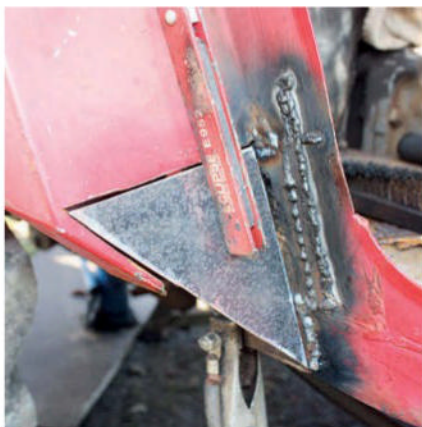
Welded into place

8 After necessary fettling and cutting to shape, the first section was welded in. The vertical welds are to reinstate the surface where the extra incisions were made when cutting out.



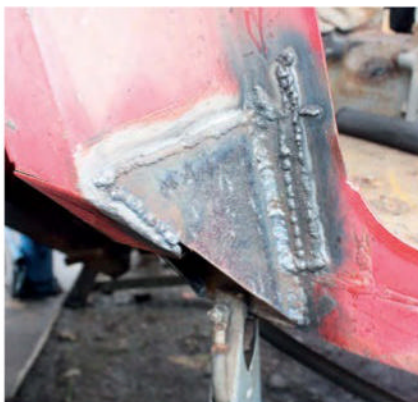
Lower section

9 This was cut from the first piece and welded in as a separate section to close the open box section below the floor panel.



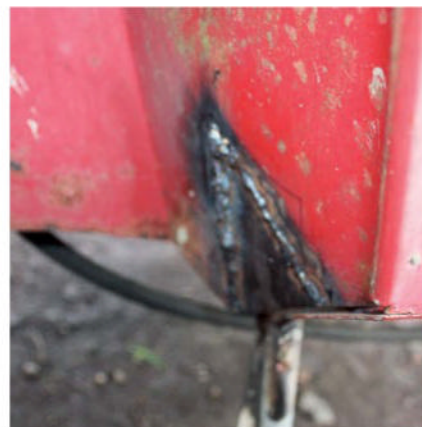
Outer section

10 The outer section cut to shape using the same template as the left-hand side, and held in place with a magnet prior to...



Grinding needed

11 ... being welded into place. A fair degree of grinding will be necessary to smooth out the welds to blend the new metal with the original.



Similar approach

12 A similar procedure was used on the rear edge of the wing panel, also requiring some grinding to finish off.



Back to the grind

13 A session with the grinder smoothed out the welds to blend the surface. A small amount is left to finish off on the lower panel.



Surface filling

14 Some filler was used on the left-hand side to cover any imperfections on both the top side and...



Lower edge

15 ... the lower edge of the wing panels.



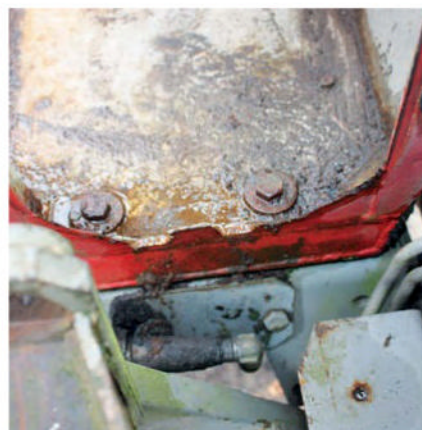
Sanded off

16 An orbital sander was used to finish off the surface to the wings, providing a decent, invisible finish to the repair.



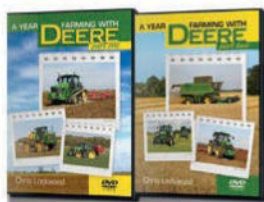
Repair protection

17 Some red oxide primer was used to cover the repair prior to the main repainting to come later. Cab repairs are now nearly complete.



Side windows

18 Corrosion along the lower edges of the side windows due to water ingress will be the final task to do on the cab.



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Ferguson Winch restoration

Andrew Hall concludes this series by making some final adjustments and refitting the winch cable to the drum

Andrew Hall is a former college lecturer in land-based engineering



PART 7

After working on the winch over the summer, the project is now virtually complete and ready for work once again. It'll now be a useful addition to the Ferguson implements I have, and will see some occasional use when it comes to gathering firewood.

The only task left to do is to replace the brake band lining, which necessitates a 60-mile round trip to the supplier. However, I've been able to undertake the final adjustments to the winch mechanism now it's back together.



CLUTCH ADJUSTMENT

The most important adjustment was that made to the cone clutch, to ensure it engages sufficiently to prevent it slipping and wearing the lining out prematurely. It's operated by the right-hand lever, and adjustment is carried out by altering the screw turnbuckle on the linkage, between the lever and the clutch operating mechanism.

When the clutch was apart, the lining

was checked for any damage and signs of wear and tear. The rivets were a little loose, so they were tightened using a hammer and suitable punch. Although some wear was present, there's still some life left in the lining. The linkage was adjusted to enable engagement with the minimum amount of lever movement.

In true Ferguson tradition, most of the nuts and bolts are 11/16th AF, including the turnbuckle adjuster on the linkage, which was set using a pair of open-ended spanners. Although I haven't replaced the brake lining yet, I have reassembled the band around the drum to prevent losing any of the parts in the meantime!

MOUNTING TIME

While undertaking the final adjustments, the winch was mounted to my Massey Ferguson 35 tractor. It doesn't use the tractor's top link bracket, as the upper linkage connects to the long hinged pin on the rear axle housing. A standard Ferguson sliding top link is then used between the front lower part of the winch, which is attached to the forward end of the upper linkage. To do this, position control is used to align the attachment pins.

Once all the linkage is attached, the position lever is lowered and the entire weight of the winch is carried on the linkage – rather than the hydraulic system. To prevent any side sway, two sway bars are also fitted. The PTO shaft had been cleaned and repainted, and was ready to be fitted to the tractor.

GEARBOX OIL

The next task was to replenish the gearbox oil. The drive from the PTO shaft to the winch drum is via a worm and wormwheel, providing a very low gear ratio. The oil level is controlled by a level plug on the right-hand side of the gearbox casing. I had some SAE-140 gear oil, which is suitable for the slow moving parts of the gearbox, and this was poured in until it appeared through the level plug

hole. Then a grease gun was used on all the grease points throughout the winch, and some light oil was applied to the ramps of the clutch engagement mechanism, to ensure free movement, as this is exposed somewhat!

The PTO shaft was fitted to the tractor, less the safety guard. The original Ferguson safety guard is a heavy, tubular item that's awkward to fit, so I'm opting to fit a more modern guard before the machine is used for work. This will allow easier fitting of the shaft when attaching the

winch to the tractor.

FITTING THE WINCH CABLE

The final job was to refit the winch cable to the winch drum. When removed and

stored, it was my intention to leave it soaking in oil, but I never got around to doing so. The cable had been rolled up quite tightly, so it was unrolled and laid out

on open ground for inspection. The end where it attaches to the drum was untidy and badly frayed, so this part was cut off with the mini-grinder and, to prevent

any further fraying, the end was 'sealed' with a MIG welder to prevent the strands from breaking apart. This would also assist in threading that end of the cable neatly into the clamp before winding the rest onto the drum.

When handling steel cable like this it's always essential to wear strong, leather gauntlets, as any stray wires can be damaging to the hands. After attaching the cable to the drum, the outer end was hooked to another tractor drawbar and the winch operated to wind-in the cable. This was fed neatly onto the drum as it progressed, and the cable was kept taut as the tractor moved backwards towards the anchoring tractor.

... the end was sealed with a MIG welder to prevent strands from breaking apart



Clutch adjustment

1 This is carried out by adjusting the turnbuckle shown. The idea is to set it to minimise the movement of the operating lever for full clutch engagement.



Lever position

2 The operating lever is approximately halfway along its travel currently, prior to adjustment being made.



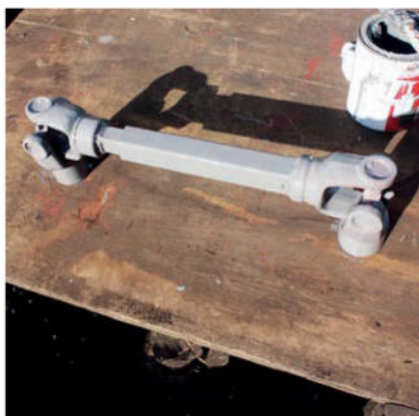
Brake band

3 I have yet to renew the brake band lining, but have refitted the band to keep the parts from getting lost.



Mounting linkage

4 This is the winch mounting linkage, which utilises a Ferguson sliding top link as a stay to enable the winch to be carried on the link arms rigidly.



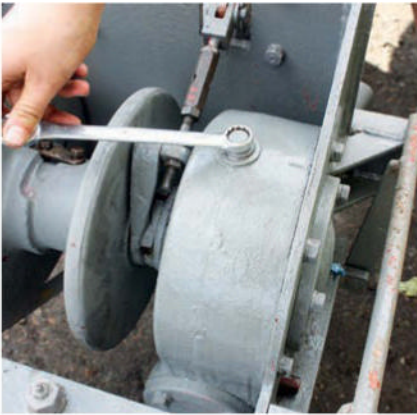
PTO shaft

5 The power take off shaft was in good condition and merely required cleaning and repainting before being fitted to the winch.



Cable clamp

6 The cable clamp is fitted ready for the winch cable to be attached before winding it onto the drum.



Fresh oil

7 The gearbox needed to be refilled with fresh oil before it could be run up to attach the cable. All fittings are 11/16AF, as per Ferguson tradition!



Level plug

8 The oil level plug is located on the right-hand side of the gearbox, and is extremely close to the channel subframe, meaning an open-ended spanner is required to loosen it.



Heavy grade oil

9 SAE-140 gear oil is being poured into the gearbox to provide lubrication to the worm gear drive. It was a slow process as the oil was a little cold and thick!



PTO fitted

10 The PTO shaft is connected, less the guard, as the original component is to be replaced with a modern type to facilitate fitting of the shaft when attaching the winch.



Frayed cable

11 The end of the cable where it attaches was frayed and untidy, so was cut off and the end MIG-welded to prevent any further fraying before fitting to the winch.



Cable attached

12 The cable clamp was tightened over the cable after threading it into place around the drum before attaching the outer end to an anchor tractor and winding in.



Kept taut

13 The cable was kept taut as the winding began. The drum was slowly rotated and, once started, the tractor was pulled backwards to maintain a tight cable.



All done

14

Apart from the brake band and new PTO guard, the winch is now ready to go to work hauling firewood.


**PART
2**

Steering box repair

Ben Phillips concludes his DIY guide to repairing a Massey Ferguson 35X's leaking steering box

Last month's article finished with me having just removed the side plate and spotting that the gasket behind it wasn't fitted correctly.

Having that plate out of the way allowed me to get a really good look inside and see how the steering box works. The mechanism is simple but very effective. Of all the steering systems on tractors from this era, I have to say the Massey Ferguson set-up is, in my opinion, the best.

Even though I was extremely confident that the badly-fitted gasket was the cause of the leak, I still proceeded to remove the old side seals. These weren't in tightly and a simple screwdriver prised them out with ease, which then left a bit of cleaning to be done. The groove in which the seals sit

was a little grotty, but I was able to fish out most of the debris using a small screwdriver, then the remainder was flushed away with brake cleaner. The area was then clean and shiny and perfect for fitting the new seals, which was easy as they weren't a tight fit. A normal-sized hammer was all it took to drive them home.

When I bought the new seals I also ordered a new gasket for the side plate, then couldn't resist trying it for size as well as comparing it to the old one. Doing this revealed that, in fact, the original wasn't a million miles away, just a little thin around the bottom. To keep the steering components properly aligned, I dabbed some paint on the

gears inside the steering box just in case I had to remove the other arm when replacing the seal on the other side. Marking them in this way would allow me to easily see how things needed to be reassembled, should it all have to come out.

By this stage I was nearly ready to start refitting the side plate but, before doing that, I needed to clean the surfaces between which the gasket is sandwiched. Although the old gasket had come off cleanly and in one piece, there were one or two areas still to clean. To make sure that all residue was removed, I ran a scraper carefully over the area to be sure that all was clean and level, ensuring a good future seal.

I don't normally involve sealant when I'm trying to prevent leaks, as I consider that a clean surface and a new gasket should always be sufficient. But, in this case, I erred on the side of caution and daubed on some sealant when refitting the side plate. I took care when tightening the side plate down to make doubly sure that the gasket was still in its correct position and hadn't folded over or got rucked up. In fact, the use of sealant helped hold it in place during

that stage of the operation, which was useful. To ensure a neat job, I ran my finger along to smooth out any excess that had oozed out. I see a lot of instances where this hasn't been done

I don't normally involve sealant... but in this case I erred on the side of caution

and, as far as I'm concerned, it looks a right mess!

I took my time to give the whole area a thorough inspection, especially the new seal, making sure it had sealed correctly on the steering shaft. Against the seal there was also a felt seal that's

sandwiched between this and the steering arm. Then I could fit the arm and the big nut and spring washer, which meant all the components were now back in place.

The final job to do was to fill the steering box with oil. As for the type to be used, I'd heard that normal engine oil, or even semi-liquid grease, could be used. However, I opted for EP-90 gear oil as this has a higher viscosity than normal engine oil, but is much more liquid than semi-fluid grease. I think that the semi-fluid grease option may have been used in the past on the occasions when, for whatever reason, oil seals weren't reliable and it was thought that the thicker fluid would be less likely to leak out so readily.

Ben Philips can be found on X; just search for @thetractorlad



To refill the steering box, the filler bung is positioned in front of the gear levers, at the bottom of the steering column. On earlier Massey Ferguson 35s, it was located under the battery tray and, to access it, you had to lift the battery out first. Luckily, somebody in the Massey Ferguson design office recognised this as an unnecessarily awkward arrangement, and relocated the filling point to its present, more convenient position.



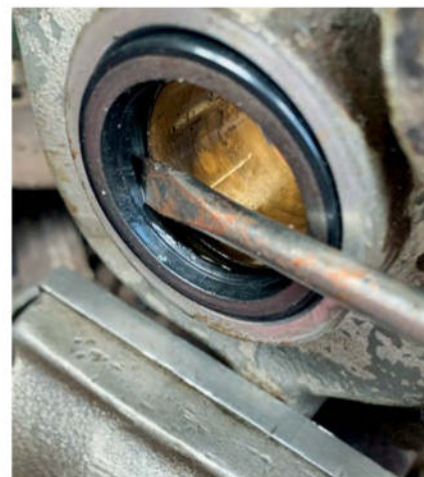
Peeking inside

1 We finished last month with me inspecting the steering box's old gasket, and taking a peek inside at the works.



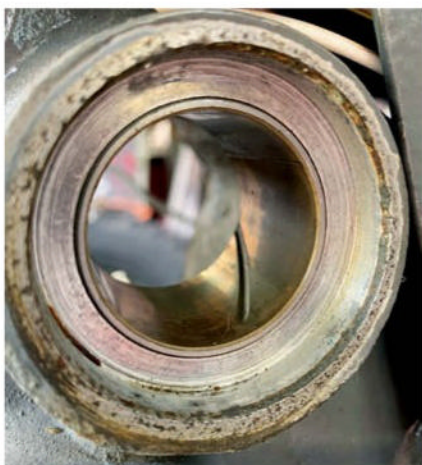
Gasket removal

2 The old gasket came off in one piece which is unusual, so I test-fitted it on the cover and, sure enough, it didn't extend far enough at the bottom.



Old seal removal

3 Even though the side seals weren't leaking, I still had some new ones to fit. Here I'm prising the old one out.



Proper cleaning

4 The area where the seal sits needed a good clean, which I did with a tiny screwdriver then some degreaser.



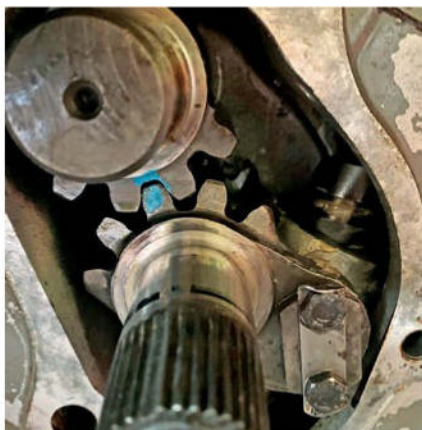
Easy location

5 Once clean I could press in the new seal. It wasn't a particularly tight fit so could be located quite easily with a hammer.



New vs old

6 The new gasket I bought certainly looked a lot better when it was placed onto the side plate.



Sensible marking

7 I dabbed some paint onto the gears inside the steering box, just in case I had to remove the shaft, so I would know the refitting orientation.



Perfect seal

8 Before I refitted the plate I used a scraper to clean the surface onto which the gasket sits, to ensure a good seal.



Sealant this time

9 I don't usually use silicone sealant, but I did so on the surfaces when mating the cover back to the steering box.



Neat finish

10 I ran my finger down the edge to smooth out any excess sealant that had oozed out, to create a neat look.



Great improvement

11 Even though the old seal seemed sound, the new one looked much better.



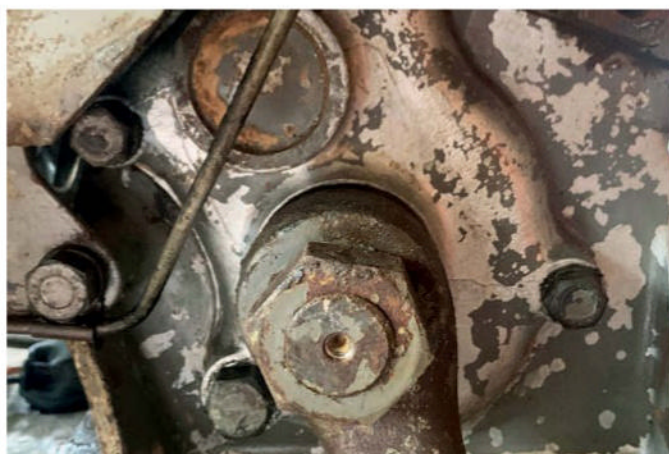
Felt sandwich

12 This new felt seal protects the seal and is sandwiched between the arm and the main seal.



Oil choice

13 This square-topped plug is removed to re-fill the steering box with oil. I used EP90 as it's a little thicker than engine oil.



Done and dusted

14 The finished job and, happily, not a leak in sight. A satisfying job that made a real difference.

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Cheffins Vintage Collective

Peter Love reports on the big sellers at the Cheffins Vintage Collective two-day sale held at Sutton, in Cambridgeshire

October 18th-19th, 2024

Sale No.2 took place on Friday 18th, and saw the disposal of the late David Cook's extensive cast iron seats and makers plate collection, of which the highlight was the £1,550 paid for the beautifully painted, Haseley tedder cast iron seat. Other notables included the £800 paid for the

Woodroffe & Co Albion

Works W94 seat. The hammer prices were up and down in this section, the average seemed to be around £55.

In Sale No.1, the highlight was the 1/12th scale Mills Brothers of Sheffield-made clockwork Ferguson demonstration model with ploughs, track and box, which sold for a good £13,100. While a lot of the literature didn't sell terribly well, another

highlight was the Classic-Combines' 1/16 scale JCB 3C II, 3C III, 3D II and 3D II, digger/back hoe loaders with attachments. The four models sold for an amazing £19,400.

In Sale No.5, on the very wet Saturday, the highlight was a genuine Ford 5000 seat that went for £1,000, then came the 325 lots being offered in Sale No.6, including rows of classic, vintage and

one veteran tractor. All-in-all I reckon 108 lots didn't sell, which produced a 68% sale-through – very good for what was on offer.

Massey Ferguson was the predominant make at this auction, although high reserves were put on a good number of the MF classics, meaning that some 390s and 390Ts didn't actually sell on the day. The Ford family and IHC clan followed on, but the top-seller was undoubtedly the 1992 Mercedes-Benz MB-Trac 1600 turbo. Despite being clean and tidy with a new set of tyres, this example just didn't excite me but, nevertheless, it obviously pressed the right button for its



LOT 2691 My pick of the sale would have been this original, 1988 Marshall 754XL 4WD, which sold for £21,440.

LOT 2694 This 1987 Massey Ferguson 2645 Electronic went on to create a new record at £49,312.



LOT 403 saw the full, 1/12 scale Ferguson clockwork outfit sell for £13,100.

Edited by Peter Love

new owner, who paid an amazing record price of £94,336 for the machine!

Perhaps the nicest, original tractor to be sold at the event was a 1988 Marshall 754XL 4WD, with 3,100 hours and in good running order. It made £21,440, which is a new record for that model.

Also of note was a fine-looking 1964 Roadless 6/4 with a Fritzmeier cab and in grade 5 condition, which sold for £33,232. Another record price was generated by a restored Massey Ferguson 148 with Flexi-cab that went for £20,368, while a stunning Roadless Pre-Force Ploughmaster 65 made £16,500.

There was a superbly restored, 1987 MF 2645 Electronic 4WD with 5,252 hours and a great history, and it sold for £49,312, backing up the earlier March 2024 record set by Cheffins for one of these models in Lancashire.

A clean but rusty and original Muir-Hill 171 Series II sold for £26,000 while the oldest tractor in the sale, a 1920 International Titan 10-20 (complete with hole in the water tank) was moved on

LOT 2725 The big one on the day was this 1992 Mercedes Benz MB-Trac 1600 turbo, which sold for £94,336.



£94K
1992 MERCEDES
BENZ MB-TRAC
1600 TURBO

for £16,616. Then a trio of MF 1200s got moved on, the best of which was the untouched, 1977 example, which changed hands for £20,000.

There was a number of deceased estate tractors in the sale, including a vast IHC 1940-'50s collection, with virtually all of them in need of work. The best, price-wise, was the Doncaster-built BWD-6 that made £2,800. A little earlier I spotted a good, running, original-style B450 that sold for £8,500.

Field Marshall tractors seem to be on a bit of a downward spiral at the moment, as illustrated by a lovely, 1948



LOT 381/2/3/4 Some £19,400 was paid for the 1/16 scale engineering standard Classic-Combines' JCB 3C II, 3C III, 3D II and 3D III, digger/back hoe loaders with attachments.



LOT 2692 The sale got off to a great start when this restored, 1975 MF 148 found a new home for £20,368.

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£16.5K
1964 ROADLESS
PLOUGHMASTER

LOT 2693 This 1964 Roadless Ploughmaster sold for £16,500, despite the rain.



LOT 2849 An amazing 1966 Ford 4000, complete with loader, sold for £11,760.

Field Marshall Series 2 Contractors Mk.2 (grade 5) for which the bidding only reached £9,500 before it was withdrawn. The same applied to a fine, straight and restored Series 2, at £8,500.

Interestingly there was a number of the late Bill Cassie Pentland Auctions September-sold tractors included at this sale. The Fowler VF that sold there for £2,900 found a new home for £3,800 this time, and is surely worth more than that. Also, the ex-Robert Coles 1995 sale Fowler VF that sold for £2,700 in September, went on to sell for just £3,800 here.

Original Nuffields have been doing exceptionally well lately, but they have to be good. Here I saw a 1966 10/60 with Lambourn cab that had been made sweet with rear wheel weights, although the rear wheels themselves didn't look original to me, but it sold at a

crisp £9,000. It looks as though the Nuffield brand is starting to gain momentum once again.

Moving on to David Brown, a 1953 25 – the first of its kind made and in fully restored condition – looked superb but, with a top bid of just £3,200, it went back to the vendor. However, the classic David Browns did well for what they were and, to complete the DB story, a lovely, Hertfordshire-



LOT 2954/5 Having been offered before, these lovely David Browns went for £9,400.

TRACTOR MART

TOP 30 RESULTS

		Condition	Price
2725	1991 M-B MB-Trac 1600, clean, tidy, new tyres	4	£94,000*
2694	1987 MF 2645 4WD Electronic, 5,252h, well restored	5	£49,000*
2690	1964 Roadless Ploughmaster 6/4, Fritzmeier cab,V5c	4	£33,000
2705	1993 John Deere 4255 4WD, very clean	4	£32,000
2696	1977 Muir-Hill 171 Series II, runs but needs the works	3	£26,000
2763	----- County 1174, twin assistants, f/weights, good tyres	4	£22,500
2800	2002 John Deere 6820 Powrquad	3	£22,000
2691	1988 Marshall 754XL 4WD, 3,100h, wonderful	3	£21,000*
2716	1977 MF 1200, PAVT wheels, 4,957h, quite clean	3	£20,000+
2692	1975 MF 148, new Goodyear's, restored	5	£20,000+*
2885	----- MF 362 4WD very clean tractor	4	£19,000
2739	1998 MF 6130 2WD, 2,962h f/weights	5	£18,500
2704	1975 MF 1200, painted, so-so condition	3	£18,000
2693	1964 Roadless Ploughmaster 65, ex-demonstrator	5	£16,500
2875	----- Ford 7810 III 4WD, so-so condition	3	£16,500+
2751	1971 MF 1150 Western, older restoration	4	£16,000*
2698	1920 International Titan 10-20, hole on water tank	2	£16,000
2742	1983 MF 690 4WD, bonnet resprayed MF 80 loader	4	£15,000
2761	1981 MF 595 Mk.II, needs work	2	£14,800
2717	1985 JD 4350 Power Synchron, Irish log book 2,830h	4	£13,000
2748	1976 Ford 7000, original condition	3	£13,000
2734	1976 MF 188 Flexi cab, 2/3 cab	4	£12,500
2712	1966 Allis-Chalmers D21 SII turbo, older restoration	4	£11,500
2854	1983 MF 265 2WD, MF 80 loader, clean, 2-owner	3	£11,500+
2746	1971 Ford 7000, front weights, cracked tyres	2	£11,000
2852	1989 Case IHC 1056XL 4WD, ex-PJ Machinery	4	£11,000
2762	1985 International 956XL 4WD, well restored	4	£10,800
2767	1974 MF 135, Flexi cab, decent condition	3	£10,800
2768	1961 MF 35, Winsam cab	3	£10,800
2695	1985 MF 675 4WD, some rust in the doors	3	£10,500

*record price, + Plus VAT



LOT 2751 A 1971 MF 1150 V-8 Western made record money, selling for £16,000.



LOT 2770 Imported from Canada, this JD 4020 Powershift Wheatland original sold for £9,500.

£9K
FORDSON
E27N



LOT 2721 A Fordson E27N Major with Perkins P6 engine and lighting kit, made £9,000.

restored, Primrose Red 880 and 850 sold for £5,200 and £4,200 respectively.

One sad thing to report was that the Bob Parkes-entered, sweet-running, 1954 Massey-Harris 44 Special LPG 'V' rowcrop (grade 5) sold for just £1,500. The three others from this collection, again superb machines, were led by the original, 1953 Massey-Harris 33 GIRF gas 'V' front rowcrop, at £2,200. Unfortunately, people just don't get these American-made M-H tractors, despite the history to them.

I have to say that Cheffins was able to sell a whole host of clients' tractors that had been

in the yard for some time at this sale, most of them in quite rough condition. But it was certainly a good and interesting auction overall and one that led Cheffins' Oliver Godfrey to comment: "There's still life in the old stuff yet." And I fully agree with that statement!

Next Month

We'll be focussing on the late Aubrey Sanders collection sale in Devon. That'll be one not to miss
On sale December 13th



LOT 392 This 1966 Allis-Chalmers D21 series II turbo (the first production turbo tractor) raised £11,500.



LOT 2717 The Irish-entered 1985 John Deere 4350 went for a top bid of £15,600.



LOT 2799 A Fordson Standard N Perkins L4 in good condition sold well at £6,500.



LOT 2815 This smart little 1965 BMC, with Winsam cab, could have been yours for just £2,400.



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Ford 9000 - in very good original condition



Austin - 1926 - very original



Case 9-18 - 1917 - older restoration



Orsi Astore - 1957 - good runner



Avery 5-10 Friction Drive - 1920 - older restoration



David Brown 50D - non-runner



Ursus C45 - hydraulic lift - high speed gear



Zettelmeyer Z1 - in good running order



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124807

CASE DEX



POA. Starts and runs well. Please call 07855399487, South West.

124394

CASE INTERNATIONAL 885 XL

1985, £4,750. Excellent starter and runner, 2 wd, good hydraulics, brakes, hand brake and P.T.O. Power steering, all glass in cab, good tyres. Please call 07968257232, West Midlands.

124493

CASE LA 1942



POA. Been in a shed for 30 years plus. Good for restoration. Tin work good with some surface rust. One front tyre flat. We started this on a belt for the first time in 30+ years recently. Please call 07423502317, South East.

124664

CASE-IH FARMALL 80 N



2020, £44,995. 2023 registered. Awaiting more images and detailed preparation/valet ready to go, rarely available to purchase is this 2023 73 registered Case N Series 80, complete with optional day cab and bigger tyres included (Not in photos). Bespoke machinery finance arranged. Nationwide delivery also quoted and arranged. Please call 0132226766, South East.

124832

CASE-IH 1594



£19,500. Commemorative Edition, 2wd, synchro gearbox 1988 with genuine 4300 hours from new; superb original condition; excellent cab interior, newish tyres. Please call 07971 547763, Yorkshire and the Humber.

124621

CASE-IH 1394



£6,750. C/w DB power loader with bucket and pallet forks; 1987; just 5500 hours from new in very good working order. Please call 07971 547763, Yorkshire and the Humber.

124622

COUNTY TW 1184 LWB



1980, £50,000. New wheels and tyres 600/65R 34. Cab refurbished, full forestry spec. Good condition. Please call after 6pm. Please call 01823 432867, South West.

124479

DAVID BROWN 1494



POA. 1 owner, very sound. Please call 07821 184799, South West.

124754

DAVID BROWN 1490



POA. Superb 1 owner example. Please call 07821 184799, South West.

124758

DAVID BROWN 990



£3,500. With loader a good working example. Please call 07821 184799, South West.

124759

DAVID BROWN 1690 FWD TURBO 1983

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124891

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POA. Non-runner. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

124487

DAVID BROWN 880

£7,000. Narrow, good original condition very rare tractor. Please call 01342 832691, South East.

124490

DAVID BROWN 1212



£15,000. Experimental 4wd tractor ET135 'Big John'- the DB 1490 prototype; turbocharged engine, VQ cab; LQ12 loader; new tyres. Unique DB history. Please call 07971 547763, Yorkshire and the Humber.

124623

DEUTZ 50D



£2,000. Good all round condition. Please call 07536975561, South West.

124822

DEUTZ DX630 COMMANDER



1989, £20,000. Very original tractor, one owner from new, 40k gearbox, aircon. Please call 07973 168691, South West.

124986

FERGUSON TEF WITH ROTAPED TRACKS



1956, POA. Recon engine, recored rad, fitted with rotaped tracks which have been repaired and rebushed as necessary, pneumatic tyres and wheels included. Please call 07976 434090, South East.

124944

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50K AQ, 3 SCVS, 5735H



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2020 JOHN DEERE 6120M
40K C8, 603R LOADER, 1261H



2020 JOHN DEERE 6120M
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2018 JOHN DEERE 5090M
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FERGUSON TEF



1956, £2,900. Runs and drives well, Cat 2 PTO c/w V5. Please call 07515939801, South East.

124948

FERGUSON TEF DIESEL



1953, POA. C/W roll frame, metal work sound, new rear tyres fitted, in working order, hyd and brakes ok, engine in need of decoke. Please call 07976548962, Scotland.

124970

FERGUSON T.E.D 20



1952, £2,300. Grey, petrol, TVO, very good condition, new tyres, rear mudguards, battery, exhaust, leather seat, chrome throttle and gear stick. Please call 07879058032 or 01728746832, East of England.

124965

FERGUSON T20

£2,250. TEF 19-55 diesel good starter roll bar drawbar transport box only tractor road runs since engine rebuild needs painting. Please call 01299841559, West Midlands.

124508

FERGUSON TEF DIESEL



£3,750. Fully restored, 4 new tyres. 2 wings 2 step plates. Clutch. Radiator. Fuel tank bonnet, side and front panel full engine overhaul. Please call 07876357879, South East.

124512

FIAT 640

1970, £800. Fiat 640 tractor for sale. Engine seized but holds water and air. Not sure on exact year but 70's. Please call 01302 710637 or 07824812368, Yorkshire and the Humber.

124967

FIAT F100 DT 4WD TRACTOR



£25,500. Very nice tractor with only 1473 hours, on original tyres, immaculate inside cab. Will not find better. No V5. Please call 07779986072, South West.

124641

FIELD MARSHALL EARLY SERIES TWO



1947, £11,000. Good condition, runs well. It has been garaged for 15 years. Selling due to move. Series no 6340. Please call 07960986872, South East.

124378

FIELD MARSHALL SERIES 1

£9,250. Reg no FUE 578. No 3369. Very good condition and easy to start. Located in Cornwall. Please call 07810753176, South West.

124956

FIELD MARSHALL SERIES 2



1947, £10,000. In good working order, starts well, barn stored. Please call 07555019436, Wales.

124989

FORD 8210 SERIES II



£16,000. Good condition, new tyres all round good engine, runs well, 8000 hours, lots of new parts. Please call 07935021103, South West.

124724

FORD 2000



POA. Good ex farm, rebuilt injection pump, runs well. Please call 07821 184799, South West.

124751

FORD 4600



£5,500. A good working example. Please call 07821 184799, South West.

124762

FORD 5000



£15,000. 4 wheel drive. Very good condition. Please call 07536083746, East of England.

124812

FORD 4000



£4,250. Had engine rebuild including fuel system by professional company. Front axle done, new seat battery steering wheel. V5. Please call 07889374775, West Midlands.

124476

FORD 2000



1971, POA. V5. New nosecone and exhaust. Hydraulics PTO working. Starts and charges. Lights not working. Location Nottingham. Phone after 6pm. Please call 07709545453, East Midlands.

124982

FORD 4000



1968, £4,200. Good working order. Battery seat tyres and dynamo with PTO pulley. Please call 07814899213, South West.

124506

FORD 7810



£27,500. Silver Jubilee Series II. A rare variant. Good order, Analogue Dash, V5. 5378 hours. Import. On farm condition. Please call 07779986072, South West.

124625

FORD 7840



£9,995. 4WD tractor, spares or repairs, currently non runner as needs a complete new wiring loom due to electrical fault, only 3238 hours, new tyres all round, will make a nice tractor. V5. Please call 07779986072, South West.

124626

FORD 4600



1981, £8,000. Restored tractor with new tyres all round this tractor has done a couple of road runs since a total check over reluctant sale. Please call 07703435909, Scotland.

124682

FORD 4000

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124695

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£8,950. Total refurb known history refurb done by Ford trained fitter find another like this one. Please call 07771566172 or 01865 407920, South East.

124711

FORDSON ROADLESS SUPER MAJOR

£25,000. With 2 speed winch. Very good condition. Please call 07536083746, East of England.

124814

FORDSON E27N

1946, £2,500. Fordson E27n, 1946 petrol TVO, high top gear, hydraulics, road registered. Good starter, everything works. Please call 07471 204780, West Midlands.

124371

FORDSON N

1942, POA. Fully refurbished to a high standard, F/W new tyres all round, looks good. Please call 07976548962, Scotland.

124974

FORDSON E27N

POA. C/W hyd and PTO, completely sand-blasted and repainted, on 14 x 30 new tyres. Please call 07976548962, Scotland.

124975

FORDSON N

POA. Airfield type hi-speed, c/w extra brakes and hand brake, paint work good, tyres new, fault in engine- would be ideal for playpark display or refurbishment. Please call 07976548962, Scotland.

124977

FORDSON DIESEL MAJOR

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124477

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124672

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124692

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124374

TRIUMPH 2000 LATHE

£3,500. Comes with a variety of chucks face plate plus accessories. Please call 07813405922, West Midlands.

124543

BRIDGEPORT BY ADCOCK-SHIPLEY MILLING MACHINE

£800. Milling machine good working order. Please call 07813405922, West Midlands.

124544

INTERNATIONAL W6

POA. Early restoration, runs well. Please call 07821 184799, South West.

124752

INTERNATIONAL 634

POA. 4wd a good ex farm example. Please call 07821 184799, South West.

124753

INTERNATIONAL 434

£3,600. A genuine ex farm example. Please call 07821 184799, South West.

124760

INTERNATIONAL W4

POA. TVO. Electric start. Starts and runs well. Please call 07855399487, South West.

124399

INTERNATIONAL HARVESTER 634 TRACTOR

1970, £2,450. Engine runs but needs starter motor. Can load no problem. Please call 01395 568514, South West.

124405



British built machinery, made to last

Products Perfect For Winter



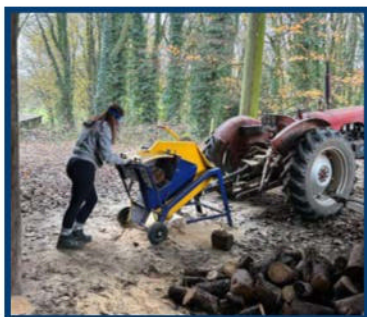
TM400 log splitter, perfect for splitting logs up to 18" in height for your log burner. Suitable for tractors with at least 14hp and a free flow return.



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.



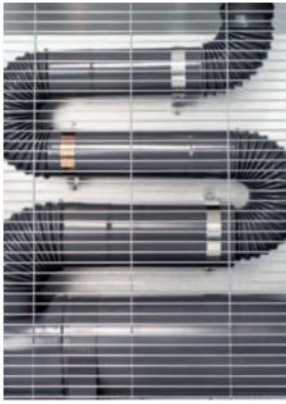
1.5 & 2 ton tipping trailers, perfect for moving soil and manure. Available in a variety of colours and with or without mesh sides.



Post Knockers, 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)



NEW REX NORDIC HP-19



Cooler with heating function
Heater with cooling function

Rex Nordic mobile heat pump has the ability to be switched from cooling mode to heating mode. In cooling mode, a heat pump works in the same way as an ordinary air conditioner (COOL). The cooling capacity is as good as in coolers (i.e. the heat pump does not lose power).

Take control of your climate 24/7/365

The ability to provide both heating and cooling functions in a single unit makes mobile heat pumps incredibly versatile. Works as a space cooler/heater or as a spot cooler – pipes are available as an accessory. Unlike fixed air conditioning systems, the mobile heat pump doesn't require permanent installation.

All heaters come with a 3 year warranty

INTERNATIONAL 8884 TRACTOR



£8,000. Brand new tyres fitted with hedge cutter, V.G.C. Please call 07989817460, East Midlands.

124947

INTERNATIONAL B275



1961, £3,500. Serial No 24296. This tractor has tacho and foot throttle fitted. Lights and trailer pick up hitch. New front tyres and original registration book cash on collection. Please call 07836724223, East Midlands.

124653

INTERNATIONAL B275



1960, £3,750. Serial No 1525. Working order. Lights and trailer pick up hitch. Had new pistons and liner and cylinder head refurbished cash on collection. Please call 07836724223, East Midlands.

124654

INTERNATIONAL HARVESTER B275



£4,750. Well-restored tractor including rebuilt engine and clutch assembly. Instant starter with new tyres. Late model 1967 with V5C. Refurbished deluxe seat. More photos on request. Please call 01485 512521, East of England.

124674

ISEKI TX1410



£3,750. 4 wheel drive compact tractor complete with Kvernlund PL1000 rotavator and 1m tipping tractor box. Please call 07803296462, East of England.

124999

JOHN DEERE 5075 GV



2020, £29,990. New stock at KC Commercial Sales, 2021 John Deere 5075 GV 71 plate, in stock and ready to go. Air conditioned, music system, opening front and rear windows. 2 doors for easy access, 2 keys and full bookpack, specialist finance packages arranged, nationwide delivery quoted and arranged. Please call 01322267666, South East.

124831

JOHN DEERE LT 160 MOWER TRACTOR



2003, £875. John Deere LT 160 mower tractor. Kohler 16 HP OHV petrol engine only used for 431 hours. Automatic hydrostatic drive with forward/reverse foot pedals. Tractor is in very good condition as can be seen and ideal for a mini yard or children's tractor. The 42" mower deck is available but badly corroded and operating bracket broken off, see photos. Could possibly be repaired or replaced with new deck skin. Year is approximate as not sure. Please contact for more info and photos. Email: rcc765@yahoo.com. Please call 07775713002, East Midlands.

124867

JOHN DEERE A, R



POA. Electric start. Running. Please call 07855399487, South West.

124393

JOHN DEERE D



POA. Unstyled. Starts and runs well. Please call 07855399487, South West.

124395

JOHN DEERE G



POA. Nice running tractor. Please call 07855399487, South West.

124396

JOHN DEERE D



POA. Running. Please call 07855399487, South West.

124397

JOHN DEERE A R STYLED



POA. Starts and runs well. Please call 07855399487, South West.

124398

JOHN DEERE 730



1959, POA. Diesel hi-crop. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

124481

JOHN DEERE 2850



1988, £12,000. With loader and bucket, average condition for year, 40k gearbox, hi lift, one owner from new. Please call 07973 168691, South West.

124988

JOHN DEERE 1130



£4,700. Lovely genuine example, suit stables or small holding, everything works as it should! Located in Kent. Please call 07391628959, South East.

124998

JOHN DEERE 2030

£6,000. In good working order, genuine reason for sale. Please call 07970 305822, South East.

125001

KUBOTA ZB1400

£4,000. Tractor in Original Condition with Lawrence Edward Saw Bench with 22 inch Blade and Floating Table Please call 07891 733190 or 01234 376435, East of England.

124649

LANZ D9532

1950, POA. Original traffic Bulldog – 35 km gearbox. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

124486

LARGE SELECTION OF LANZ HOTBULB TRACTORS

POA. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

124488

LEYLAND 270

£2,750. Starts instantly, a good project or for work. Please call 07821 184799, South West.

124755

LEYLAND 253

£3,500. 3 cylinder perkins engine 1200 hours straight tractor. Please call 07789 770956, South East.

124666

LISTER DIESEL ENGINE

£600. 8HP driving large water pump on trolley. Loading no problem. Please call 01395 568514, South West.

124404

LISTER A STATIONARY ENGINE ON A TROLLEY

£150. Fuel- petrol. Dry stored. Please call 01395 277595, South West.

124640

MASSEY FERGUSON 390

POA. 4WD, manual shuttle. Engine works/runs but needs overall, low hours. Please call 07802756830, Wales.

124727

MASSEY FERGUSON 699

POA. 4WD, rusty cab, engine runs ok but needs a clutch. B reg. Please call 07802756830, Wales.

124728

MASSEY FERGUSON 135

£4,750. History known. Please call 07821 184799, South West.

124750

MASSEY FERGUSON 390

POA. A genuine example. Please call 07821 184799, South West.

124757

MASSEY FERGUSON 35

POA. Pet/two, runs well, a good working example. Please call 07821 184799, South West.

124761

MASSEY FERGUSON 35

£4,750. With loader, a good working example. Please call 07821 184799, South West.

124763

MASSEY FERGUSON 148

£25,000. 4 wheel drive. Very good condition. Please call 07536083746, East of England.

124811

MASSEY FERGUSON 188

£25,000. 4 wheel drive. Very good condition. Please call 07536083746, East of England.

124813

MASSEY FERGUSON 65

£4,800. MK2 Multipower nice condition. Please call 07536975561, South West.

124821

MASSEY FERGUSON 35X

POA. Full nut and bolt restoration, road registered, lovely tractor. Please call 07740876235, South East.

124478

MASSEY FERGUSON 4 CYL FE35

1958, £4,750. Full engine rebuild 10 years ago. Only used for road runs and shows. Comes with 5ft tipping link box all way well maintained. Please call 07938056184, South West.

124507

MASSEY FERGUSON 307

1982, £1,500. Mf 307 combine, 10ft cut, spares or repair, broken shaft, comes with spare shaft. Please call 07790479231, Wales.

124655

MASSEY FERGUSON 135



1968, £10,750. Fitted with duple cab. Very low hours since restored. Please call 07814477598, South West.

124675

MASSEY FERGUSON 35X



1964, £7,000. Restored 10 years ago and maintained to a very high standard. Perkins 3 cylinder, runs starts and drives perfectly. Please call 07841526384, South West.

124694

MASSEY FERGUSON 35



1961, £4,500. New seat, battery, fan belt, plus exhaust, no plate, both not fitted, V5, good tyres, barn stored for 2/3 years, good winter project, sound reason for sale. Please call 07707835726, West Midlands.

124708

NEW HOLLAND TD85



2003, £15,000. Genuine tidy tractor, one owner from new, good tyres. Please call 07973 168691, South West.

124987

NEW HOLLAND TN75S



£14,995. 4wd tractor, super steer, 3180 hours, shuttle lever, air con, spools, 75HP. Please call 07779986072, South West.

124624

NUFFIELD 4/65



POA. Good restored working example, with original logbook. Please call 07821 184799, South West.

124756

NUFFIELD 460



1964, £2,200. Red Nuffield 460. Good runner, good Tin Work. Shed stored. Good tyres. New water pump and fuel lift pump. Please call 01942 271194, North West.

124764

NUFFIELD 4/60 B REG

£1,800. Have log book. Engine rebuild. Both clutches renewed. Goodyear rear tyres 50%. Front tyres are Land Rover tyres, hydraulics work ok. Please call 07970 951818, Yorkshire and the Humber.

124893

NUFFIELD 1060



1967, £4,500. With V5. Complete engine rebuild a few years ago. All new tyres, excellent runner, ready for work or play. Please call 07970867981, Wales.

124885

HZM915 1.5 TON LOADER



£10,995. 2021 HZM 915 Loader with quick attach bucket and forks. Only 35 hours from new - bought for a job but no longer needed. Road registered. 24 V electrics. Rear camera. As new condition. Please call 07790223005, East Midlands.

124827

MUNKTELL 25 HP



1937, £5,750. Muntells, 1937 Hot Bulb in very good original condition. Done farm work, ploughing and rolling. Please call 01348837733, Wales.

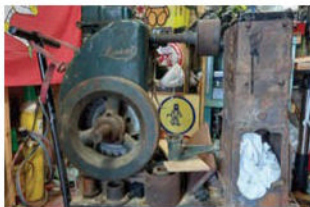
124860

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

4/5 STATIONARY ENGINES

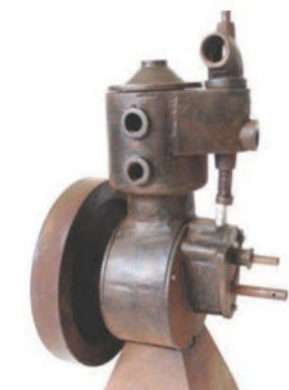
Free to good home. Including lister junior and water pump and parts. Will not split. Will need to bring two people and transit van. Chelmsford area. E-mail: stevenfunkman@aol.com. Please call 01245 475543, East of England.

124377

BMB TRACTOR

1955, £2,000. All original. Complete with own plough, harrow and transporter box. Please call 07885 884745, West Midlands.

124379

UNKNOWN EARLY VERTICAL STATIONARY ENGINE

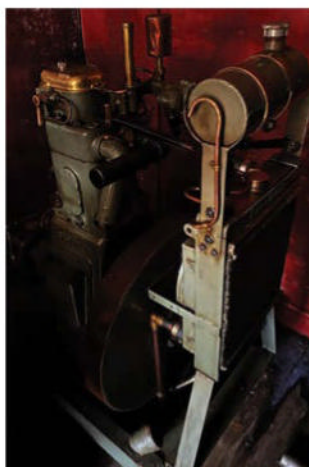
£450. Automatic inlet valve type. 12 inches tall. Please call 01323 442842, South East.

124382

RARE UNIHORSE 460 TRACTOR

POA. Fitted with J-L-0 2 stroke diesel engine. Barn stored for 5 years. Please call 01205355778, Yorkshire and the Humber.

124938

GARDNER ENGINE COLLECTION

POA. 1L2, 2L2, 2LW, 3LW, 4LW, 4LK. All refurbished on stands and on the button some with generators. For more info and prices please call. Please call 07711 165664, Yorkshire and the Humber.

124466

ORSI ASTORE

1957, POA. Good runner. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

124483

ROOT VANDERVOORT TRIUMPH LINE

£1,200. 1 HP Open crank 1912 stationary engine. Please call 07870931145, East of England.

124556

WITTE 2 HP STATIONARY ENGINE

£380. Early 1920's with open big end AIV Wipac magneto triggered from camshaft, throttle governor, older restoration, running in 2024. Please call 01684 292529, South West.

124648

ROBINSON X TYPE GAS ENGINE

£2,500. Missing gear guard. Has been running. Please call 01323 442842, South East.

124381

VERTEX PRECISION DIVIDING HEAD

£330. Like new, Myford threaded nose, complete with dividing plates etc. Has guide bar fitted to fit table, buyer collect or pay postage. Please call 0113 282 2554, Yorkshire and the Humber.

124934

BENFORD MBR71 ROLLER

£1,800. Single drum vibrating roller and breaker and hoses and trailer. Refurbished by Bryco Daventry. New tyres, starting handle, patching roller. VG condition. Please call 07904769795, East Midlands.

124936

M'COLL POWER ARM HEDGE CUTTER

£60. Please call 01427 838292, Yorkshire and the Humber.

124939

BELT DRIVEN FANS

£125 each. Less than 50 hours use. Four in number available. Approximately 4 ft. Video available on request with them working. Please call 07732511997, South West.

124409

LARGE STONE CRUSHER

£5,000. 16" x 9". Made by RH Marsden, Leeds. Stored inside and in working order with both free and driven pulleys. This item is very heavy. Please call 01926 613819, West Midlands.

124410

CLETRAC ED 2 62

1940, POA. Completely refurbished, including full fuel pump and injectors. Overhauled rare Buda engine fitted. Please call 07976434090, South East.

124949

2 MCCONNELL 3PT DITCH KING DIGGERS

POA. C/W bucket, 1 for refurbishment and 1 for spares. Please call 07976548962, Scotland.

124976

CROSSLEY GAS ENGINE

POA. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

124480

3-CYLINDER MARINE ENGINE WITH REVERSE GEAR

POA. ABC (Anglo-Belgian corporation). Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

124482

BLUE RANSOMES RSLD 9 TWO FURROW TRAILER PLOUGH



POA. Long new mole boards, used by sellers father for ploughing matches. Please call 07881 751975, South West.

124990

HORNSBY 9 HP ENGINE



1909, POA. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

124485

GREEN 2 FURROW BMB PRESIDENT PLOUGH



POA. Restored 1 year ago, good mole boards. Please call 07881 751975, South West.

124991

RANSOMES TSR 300 PLOUGH



£1,100. Spring trip, bar point bodies 4 furrow classic 1980's plough. Please call 01464 861098, Scotland.

124992

KVERNELAND 3/F 12" PLOUGH

£825. Early red one, done very little work, land wheel and rear furrow wheel with spanners and books. Always barn stored plus lots of new spares, you won't find better. Please call 07833196539, East Midlands.

124491

FLEMING 5 FOOT TOPPER



£500. With rear wheel and PTO clutch to suit grey Fergi or 35 and Dexta. Please call 07831110955, South East.

124996

CLARKE LATHE



£400. 240 V Clarke metal worker 300mm variable speed lathe like new complete with tool cutting bits. Please call 07961932543, Yorkshire and the Humber.

124492

RANSOMES PLOUGH

£500. Robin two furrow plough. Please call 01267234288, Wales.

124509

BAMFORDS CLIPPER CHAFF CUTTER



£125. Complete nut bolt restoration, 38 new hardwood elevators, new wooden chute, 2 new blades, heavy item needs to be winched onto trailer. Two iron wheels fitted. Trailer not included. Collect only. Please call 07733591895, East of England.

124513

COMPRESSOR



POA. Sensible offers. Old ben compressor driven by JAP engine on trolley complete with approx. 10 yds high pressure hose spray gun and tyre inflator connection. Please call 01945 870247, East of England.

124515

H MILNES LATHE

£70. 5ft x 3ft cast lathe lead screw for screw cutting pillar drill £50 large 5 1/2ft no 2 horse taper Kerrys engineering London. Please call 01462711800, East of England.

124555

DAVID BROWN ALBION BAYLER



POA. Type 1 serial number 12381. All guards fitted and working. Please call 07791 014683, South West.

124645

DRUMMOND CENTRE LATHE



£210. Drummond Centre Single Phase Electric Lathe. With a chuck size of 4 inches and a distance between centres of 10 inches, it is perfect for a variety of tasks. The lathe is manually controlled and made of durable cast iron material, ensuring it can withstand heavy use. The brand of this lathe is Drummond and it is a Centre/Bench Lathe type with a swing over bed of 3.5 inches. The power source is electric and the model year is unknown. The lathe comes with a stand. Please call 07807672731, South East.

124651

LOG SPLITTER



£450. Heavy duty, 3 point linkage tractor mounted. All in good working order. Please call 07765445206, East of England.

124667

MERRY TILLER GARDEN ROTOVATOR



£95. Good working order. Please call 07765445206, East of England.

124668

RANSOMES MG6



£1,500. MG6 with lift and linkage and P.T.O and plough. Will run but needs attention and smartening up. Please call 01246 570332, West Midlands.

124681

BAMFORD TRIUMPH NO 5 POTATO DIGGER



£350. Horse drawn converted to tractor restored ready to work. Other horse drawn equipment available. Please call for further information. Please call 07772 053322, North West.

124712

EX ARMY EAGER BEAVER R.O.F

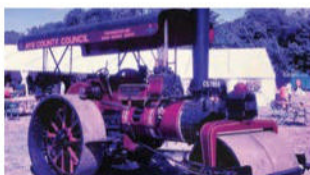
£1,950. Eager beaver rough terrain fork lift, 4 x 4 x 4 road registered 1974, good runner, easy restoration or a yard worker, requires some TLC, ill health forces sale, buyer collects. Please call 07753220530, West Midlands.

124713

ALBION BINDER

£50. Dry stored 60+ years, too good to scrap spares or restore. Please call 07767 815977, South West.

124714

STEAM T3 ROLLER

1938, POA. Work No 21626 10 yr hydraulic this year. Good condition. Please call 07836538647, South East.

124770

STANLEY LOCOMOBILE ENGINE

POA. Made by the mason regulator co Boston. Looks in good condition. Please call 07860814402, North West.

124818

WALLIS AND STEEVENS 7 NHP EXPANSION AGRICULTURAL ENGINE

1916, POA. This historic engine was purchased in 2000 and underwent extensive restorations, completed by 2010. Complete overhaul from front to back and ready for a professional paint job. In excellent condition, it's a rare chance to own a fully restored piece of agricultural history. Please call 07860 387 178, South East.

124468

8TON AVELING AND PORTER STEAM ROLLER

£45,000. Good condition, all boiler tests available to see, will have a 10 year ticket on it. Please call 01162123326, 07732751558 or 07845662073, East Midlands.

124473

TUBIZE STEAM LOCOMOTIVE

1911, POA. Please email info@pietvershelde.com. Please call +32 56 61 62 60, Rest of the world.

124484

VICTORIAN STEAM ENGINE

£1,500. Not a model. Restored in good running order twin cylinders 12" fly wheel, 12" wide 22" long. Engine crane, new and not used £140. Please call 07731964027, West Midlands.

124516

6" BURRELL GMT CASTINGS AND BOILER

£15,000. Full set of parts and new boiler for a 6" GMT, to Edward George's excellent design. All parts are there including all castings (ferrous and non-ferrous), chimney, spun chimney cap, horn plates, tender sides, draw straps, water tank pressed ends, wheel rims and spokes, spectacle plates, front and rear springs, finished steering gears, finished water pump gears, finished diff gears, safety valve spring etc. There is also a Bob Bramson premier style injector with test paperwork. The boiler is brand new and was built by Tony Baldwin (AJB) and has all paperwork, steel certs and test certificate. A full set of drawings is included, and also a signed copy of Trevor Smallbones excellent book of GMT photos for reference through the build. Offers around £15,000. Please call 07811 342604, West Midlands.

124566

4" SCALE FOSTER THRESHING MACHINE

£3,750. Please call 07773098374, West Midlands.

124642

TAFE 35 DI

2007, POA. 37hp only 490 hrs from new on light work. Complete with roll bar and spool valves. Please call 07944212523, West Midlands.

124358

TRAILER IFOR WILLIAMS LM146

£3,000. Used. New floor, dropsides, 2 spare wheels, elec winch, 8 ft skid boards. Please call 07563520792, South East.

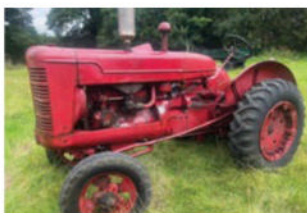
124824

FENDT FW24

POA. 1958 – good runner. Please email info@pietvershelde.com. Please call +32 56 61 62 60, Rest of the world.

FORD 2000 PERFORCE

POA. Good running example. Please call 07821184799, South West.

INTERNATIONAL W6

£2650. Good runner. Please call 07821184799, South West.

LEYLAND 270

£2750. Good runner, good project or for work. Please call 07821184799, South West.

NUFFIELD 10/60

£3500. Early restoration. Please call 07821184799, South West.

DAVID BROWN 885

£3350. New rear tyres, starts well. Please call 07821184799, South West.

DAVID BROWN 1490

POA. 1 owner, good example. Please call 07821184799, South West.

DAVID BROWN/CASE 1494

POA. 3010 hours. Please call 07821184799, South West.

MASSEY FERGUSON 135



£4750. 5763 hours, original. Please call 07821184799, South West.

MASSEY FERGUSON 390



POA. Genuine example. Please call 07821184799, South West.

FORD 4600



£5500. Good working example. Please call 07821184799, South West.

MASSEY FERGUSON 35 AND LOADER



POA. Working example. Please call 07821184799, South West.

LEYLAND'S 154



POA. Ex farm, starts, great project or for parts. Please call 07821184799, South West.

CASE 1594



POA. Ex farm, for work or restoration. Please call 07821184799, South West.

INTERNATIONAL 434



£3600. Good starter, tidy ex farm. Please call 07821184799, South West.

TRUCKS/LORRIES

ATKINSON BORDERER



1974, £12,000. Fully restored Atkinson Borderer around 5 years ago factory sleeper cab 180 gardener David brown gear box in fantastic condition. Please call 07989874680, South East.

BEDFORD TK



1971, £7,500. 214 Petrol tax- MOT exempt. 2.4 K8 unladen weight flat bed grey black good condition. Please call 01827 715706, West Midlands.

BEDFORD CF

1986, £5,000. Dropside twin wheeler pick up 38000 mile from new. Also Trojan 1959 van Perkins P3 engine ex BRS £7500. Please call 07759473380, Yorkshire and the Humber.

BEDFORD TK



1979, £10,000. Diesel mot/tax exempt, hydraulic ramp, still have horse stalls rear carpeted, sleeps at least 4, has separate generator so can be used off grid freeview tv gas hob etc, pickup East Lothian, more pics available. Please call 07769253047, Scotland.

DAF FA

2019, 137000 miles, £26,000. Here we have two DAF - L2EN3 Sister lorries for sale. Both have had fitted new radar systems, new electronic taco's, new camera systems and remote control system for easy loading/unloading. Both are very nice inside and out. Contact for more information. Please call 07922220101, South East.

124432

ERF ECX



2001, £9,800. Olympic Sovereign. Please call 07852928221, East of England.

124902

ERF EC



1993, £4,500. Low loader, good condition, ERF EC14, passed every mot, trailer had a recent new floor. Please call 0116 2123326, 07732751558 or 07845662073, East Midlands.

124472

ERF LV UNIT

1972, £10,000. Low mileage, 8x4, recon Gardner 180 bulk blower body like new could go on a new 6x4 comes with two cabs, dry stored for 30 years. Please call 01974821788, Wales.

124563

FODEN S83



1973, £15,000. 6 x 2. Gardiner 180 engine, starting first turn. Beaver tail body with hydraulic ramps. Original Brown Irish Registration Book. Exported to Ireland 1977. Original UK registration September 1973. Reluctant sale 15000 Euro. Location Cork, Ireland. Please call 00353862586230, Ireland.

124903

FODEN ALPHA



2001, 525961 miles, £4,500. Foden Alfa 3000. Cummins C series 6x4 tipper. 525,961km genuine, electric easy sheet. Desirable no. plate. Any questions or more photos contact Gareth, Ceredigion, Wales. Please call 07977 593562, Wales.

124997

FORD D SERIES

1976, £10,000. 4 wheel tipper Wilcox alloy body in VGC. Dennis Pax tanker 1962 Perkins P6 engine drive away £7000. Please call 07759 473380, Yorkshire and the Humber.

124788

FORD D SERIES

1976, £10,000. 16 tonner alloy tipper used on corn and sugar beet very tidy lorry. Also Ford Cargo day cab T/Unit 17 tonner 820000 miles from new £6000. Please call 07759 473380, Yorkshire and the Humber.

124998

LEYLAND ROAD TRAIN



1987, POA. Interstate. 320 Cummins, fully restored. Please call 07793556846, South West.

124702

ERF C SERIES

1985, £4,000. 300 Gardener engine, fuller gear box. Please call 01283840578, West Midlands.

124777

MACKANESS BAG LOADER

POA. 2 Leyland Beaver windscreens, 2 Albion FT27 windscreens, 2 Albion FT21 windscreens, 8 stud wheels, 900 x 20, 825 x 20, 750 x 20. Please call 01466792123, Scotland.

124784

FORSON WOT. 2 RECOVERY

1943, £12,000. Unrestored, rot free, dry stored most of its life, rallied until last year. Run and starts well. Some spares available. Please call 07899626530, East of England.

124790

LEYLAND AEC VINTAGE LORRY

1975, £15,000. Red flat bed. Very good condition. Please call 07775804581, Ireland.

124792

FORD F30. BOFORS GUN TRACTOR

1943, £11,500. Up and running has been rallied, recent new canvas made to original spec: dry stored in workshop. No rust. Current owner last 49 years. Please call 07970780023, East of England.

124800

DODGE POWER RAM 150

1986, £6,000. Custom left hand drive W150 pick up. Dodge Ram has had rear lights converted to British. Total brake rebuild last year, but have faded. 4 wheel drive vacuum system on front axle needs a part and reinstating. Work shop manual available. Good tyres all round. Minimal rust. Dent over screen on roof, treated and part filled. Started and run last year. New battery just fitted ready to start again. Original purchase documents available. Please call +44 7523 490864, Wales.

124848

FORD TRANSIT

1999, 148869 miles, £3,750. T reg, 2.5 diesel banana engine, tested till 8th November, had new clutch and radiator in February, reliable work horse. Please call 07881951368, North East.

124380

ERF

1970, £6,000. 64gx, new Mobil oil, 180 Gardner, 6 sp David brown, MOT until July 2025, front tyres dated 2020 rears 16 mm tread, new radiator 2019. Offers. Please call 01582 840 200 or 07932546391, East of England.

124918

LAND ROVER DEFENDER

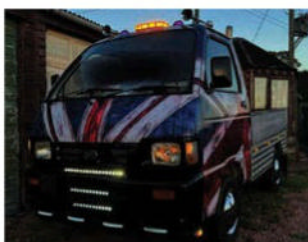
32677 miles, £12,000. Selling due to bereavement, selling on behalf of son. Formally an RAF ambulance now stripped out, been told it's on the highly desirable 130 chassis matt green colour 3500 cc V8. Great throaty V8 sound, a very much sought after engine left hand drive does start and run but needs finishing as was son's project he has replaced a lot of the lights with LEDs, large roof rack and awning. Please call 07806790762, Yorkshire and the Humber.

124431

AEC MUSTANG

1960, £3,500. Complete vehicle for restoration, cab in need of serious work, engine running, gear ok. For details please call or text. Please call 07860475279, East of England.

124541

DAIHATSU HI JET

1997, £3,800. 1.2 diesel. 47,691 miles MOT - 15/09/2025. Refurbished with a new body (it was a camper). This is a one off wrapped in eye catching wood affect Union Jack. Many extras, airhorns, roof beacon, front LED strip lights, upright imitation exhausts marker light all around. Please call 07824416201, West Midlands.

124915

WW2 WILLYS JEEP

£18,500. Ex barn find, now fully recommissioned and ready to enjoy with the family at shows, Sunday pub lunch, vintage road runs supermarket shop etc. I'm always looking for another to refurbish so please get in touch, the old farmhouse is also for sale. Please call 01548521278, South West.

124558

ROUTEMASTER BUS

1965, £32,000. RML2345 1965 privately owned since 2005, B series engine Alison gearbox 72 seats used for charity, really tidy class 6 MOT and TACO. Please call 07860817431, South East.

124564

ERF CI6 TRACTOR

£12,500. Reg CRD10. Gardner 6LW engine, 5 speed D/Brown G/box. New to H&G Simonds Reading brewery. Very rare vehicle as believed to be the only Tractor built with this type of cab. It is part restored condition, runs and drives for loading purposes. It has a rebuilt cab with new ash frame. Please call 07977912089, South East.

124617

ERF 16GRD2

1986, £8,500. 230 Gardner, Spicer 10 speed. Test end January. Winch, beavertail. Includes same for spares. EFF E10 unit, day cab, 275, Fuller. Spares or restore, £1500. Gretna, South West Scotland. Please call 0138731673, Scotland.

124665

LAND ROVER SERIES 2A

1964, £8,000. Petrol. With galv chassis. Good tyres. Starts, drives and stops as a sixty year landy should. Road tax and MOT exempt. Please call 07831 856455, South East.

124696

SCAMMELL HIGHWAYMAN

£30,000. Scammell fitted with a 230 gardener engine turbo. Gardener generator on the back. Very good condition. Please call 07536083746, East of England.

124809

VOLVO F12

1982, £10,000. Flat top cab sleeper cab 3-8 wheel base 16 speed LHD run and drive ok cab in fair condition on Budapest V5 log book. Please call 07759 473380, Yorkshire and the Humber.

124897

VOLVO F7



1986, £8,000. Fully running condition, working tipper, ideal restoration project, shed stored since driver retired, reluctant sale. Please call 07787537221, East of England.

124417

PARTS

DAVID BROWN 990



POA. Fully reconditioned to a high standard. Please ring 0116 276 6831 or 07817 914 350, South East.

DAVID BROWN 1210



POA. Fully reconditioned to a high standard. Please ring 0116 276 6831 or 07817 914 350, South East.

DAVID BROWN 885



POA. Fully reconditioned to a high standard. Please ring 0116 276 6831 or 07817 914 350, South East.

DAVID BROWN 1490



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TEF 20 INJECTORS



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NUFFLIED 1060



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FORD NEW HOLLAND



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FORD SUPER DEXTA



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FORD SUPER MAJOR



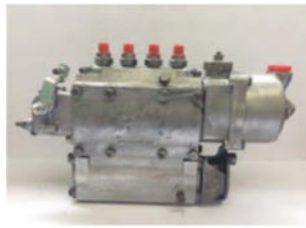
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FORDSON MAJOR INJECTORS



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FORDSON MAJOR



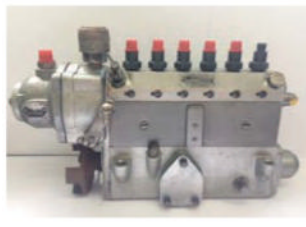
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PERKINS P6



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TEF 20



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BMC 1.5 INJECTORS



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BMC 1.5



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DEXTA INJECTORS



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FE 35 INJECTORS



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FE 35



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Land Rover Discovery 3
151000miles mot until may 2025
Spring converted suspension,
new tyres. £3250



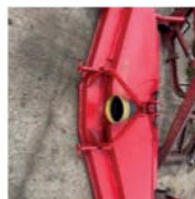
Hi-lift tipping trailer new timber
lifts and tips perfectly good
tyres. £1550



BMW 320d M sport long mot
leather interior. £2250



Countax 400H new belts recent
service has been used this season
without issues £1750



7ft finishing mower great
working condition heavy duty
machine £1500



Renault Master van 2014 108000 miles
mot November £3500



Countax C600H serviced and ready
to Massey Ferguson 135 with power
loader power steering no v5 £8000



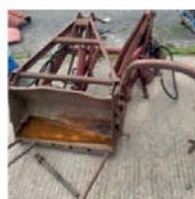
Massey Ferguson 135 fully
restored £11000



Massey Ferguson 135 pre
restoration £3500 fully restored
£12500 straight axle dry air
cleaner late tractor



Manitou 626 £8000
Ideal for self build



Quicke loader with brackets to fit
Leyland or international £1500



International 434 mid
restoration £8500 completed

FORD 3000

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FORD 4000

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FORD 4610

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FORD 5000

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FORD COMBINE

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FORD D SERIES

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FORD DEXTA

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FORD INJECTORS

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INTERNATIONAL B275

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INTERNATIONAL INJECTORS

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INTERNATIONAL SUPER BWD 6

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INTERNATIONAL

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INTERNATIONAL DROTT INJECTORS

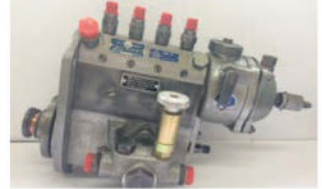
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INTERNATIONAL B450

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

INTERNATIONAL B250-275 INJECTORS

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

INTERNATIONAL B20-275

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

LEYLAND 270-272

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

MASSEY 35 INJECTORS

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MASSEY 590

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MASSEY 3075

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LAND ROVER

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MASSEY 135

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INTERNATIONAL PARTS

POA. For Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs. Transfers, trackrod boots, tractormeters, check chains, levelling boxes, axle pins/bushes, handbrake repair kits. Please call 01524751220, North West.

121063

AEC SKIPS

2020, POA. New and used skips for sale. Sizes range from 4,6,8,10,12 and 14 yard available. Contact for more information. Please call 07922220101, South East.

124433

BEDFORD TL1630

1986, POA. N/Side front wing 2 parts brand new £50, also turbo and manifold free to collector, plus diesel tank. Please call evenings and weekends for more information. Please call 01285 810498, South West.

124785

BEDFORD J TYPE NEW BLACK ROOF LINING

£130. Made from genuine card. Can post. Paypal or bank transfer. Please call 07749 586757, South East.

124908

FORD RANSOME PLOUGH 2 FURROW YL BOARDS

£650. New skimmers and left hand disc and 6 YL points. Buyer to collect. Please call 01245 260333, South East.

124978

FORD DEXTER BONNET

£40. Sandblasted and undercoated. Please call 07843 708927, East of England.

124501

FORDSON SPARES

£125. Two manifolds, carb, temp gauge, other castings, front wheel. All good condition. Please call 07761800512, Yorkshire and the Humber.

124993

INTERNATIONAL HARVESTER SEAT

£200. Price includes delivery. Restored, adjustable tractor seat- original pattern- as fitted to several models 1960-1980. Please call 01485 512521, East of England.

124676

JCB 24" BUCKET

£75. Suitable for 3cx type machine with weak floor, collection only. Please call 07831 665757, West Midlands.

124690

JOHN DEERE 245 POWER LOADER

£1,600. 245 power loader complete with joy stick, pipes and brackets to fit a 50 series John Deere. Please call 07710963771, North West.

124656

KUBOTA DIGGER THREE BUCKETS

£7,500. 1ft 2ft 3ft. Good working order. Not sure of hours, no leaks on rams. Buyer collects and pays cash or deposits money before removal. No BACS transfer on the day. Collection from DN85TG. Please call 07798872221, South East.

124475

MASSEY FERGUSON PICK-UP HITCH ASSEMBLY

£100. For MF 35 or 135. Please call 01689253757, South East.

124900

MASSEY FERGUSON FRONT WEIGHTS

£80. For 100 Series £40 each. Collection only Kingswinford. Please call 07976 413352, West Midlands.

124952

NISSAN PRAIRIE PARTS

1988, POA. Breaking for spares. 4 good doors, 5" seats, engine (no carb) and gearbox or will sell complete car. Open to offers. Please call 07592543631, Yorkshire and the Humber.

124565

POWER MAJOR STEERING BOX

£95. Colwood gearbox £75. Howard 60" inch. Rotavator £300. Light use. Lely 3m rotera £350. Please call 01767651071, East of England.

124729

MASSEY FERGUSON MF875 LOADER

1992, £1,100. With new Euro8 backplate and brackets to fit MF350. Please call 07778 513381, West Midlands.

124685

MASSEY-HARRIS 780

POA. 12 foot real please call for details. Please call 07789 770956, South East.

124467

MF 135 FLEXI CLAD CAB ROOF NEW

£150. Still in box- made by J.W. trim (always perfect size). Sold the tractor before I fitted new roof. Please call 07970 058560, West Midlands.

124730

PERIOD FORD AND BEDFORD REAR LIGHT CLUSTERS

POA. Please call 01291423392, Wales.

124791

REPLACEMENT SILENCER FOR SMALL GAS ENGINE



£50. 4.5" tall by 3.25" diameter. Price inclusive of postage. Please call 01323 442842, South East.

124383

PEPPER POT SILENCER



£40. Steel, 1" BSP thread 4.5" diameter and 3.5" tall. 5" including the threads. Price inc postage. Please call 01323 442842, South East.

124385

RUSTON AP OIL RING CASTING



£40. 6.5" outside diameter and 5" inside diameter. Price including postage. Please call 01323 442842, South East.

124386

TRAILER



POA. Early farmers market trailer. Please call 07855399487, South West.

124400

SEKURA SAFETY CAB



£600. To fit Ford 4000/5000 tractors, in good condition. Please call 07831 665757, West Midlands.

124407

TIPPING TRAILER



£685. Approx 1xton capacity size 7th x 4ft, loading onto your transport available. Please call 07711508200, Yorkshire and the Humber.

124408

CAR PARTS AND AGRICULTURAL MACHINERY PARTS

£50-£200. Douglas Brother's Line. 2 Lengths, approx 12 ft £100. Mercedes 4 cyl diesel engine poss 1500/2000 cc Type OM 638VII, Eng No 7520818 complete and rotates with clutch. Late 40s/50s £200. Mini Engine with auto gearbox, needs recon. Offers. Godwin belt driven water pump, turns. £200. 5 Agricultural Iron Wheels. Use or decoration £50 each. Please call 01458250455, South West.

124411

BALLAST BOX



£1,200. To suit any Artic chassis, excellent condition, well made, removed from an S21 Foden Unit, can load with Forklift. More pictures on request. Please call 07884 005651, South East.

124415

PAIR OF UNUSED FORD TYPE 15 X 30 WHEELS



£250. For collection only. Please call 07831 665757, West Midlands.

124971

PAIR OF UNUSED 18.4 X 30 TYRES



£650. Collection only. Please call 07831 665757, West Midlands.

124972

EX MILITARY SINGLE AXLE CARGO TRAILER



£250-£750. 1 ¾ to 2 ton capacity. Manufactured by Arrow Construction. Tyre size 8.25 x 16 inc. spare wheel all in good order. NATO ring drawbar working hydraulic brakes. Adjustable and folding jockey wheel. Trailer sides all removeable 1 slightly damaged. Been used behind steam engine with the correct height drawbar. Also available with ex-military PVC water bowser in a steel galvanised frame. Trailer would also accommodate passenger seats. Trailer £750 Bowser £250. Please call 07860 387 178, South East.

124469

ENGINE PARTS FOR MF 35

£95. 23 C engine parts, cam and crank shaft. Manifold, rocker cover, sump, head bolts etc. Please call 07900 617630, Wales.

124983

STEAM ENGINE STEERING CHAIN

£75. Approximate 100 feet of chain-links 2 x 1.5 inch. Please call 07774 773350, East of England.

124984

FODEN STEAM WAGON PARTS

POA. 3inch scale, open to offers. Please call 07885 345346, South East.

125000

IFOR WILLIAMS TRAILER 126



£2,000. Very little used and unmarked. 12' x 6' Dropside. Hand winch. 8ft. heavy duty ramps. Spare wheel and tyre (unused). Offers over £2000. Please call 01572 755490, East Midlands.

124498

TRACTOR BACK BOX



£400. Not a year old yet, its blue. Please call 07717454766, North East.

125003

YOKE

£65. Yoke golden honey colour made from pear wood, no woodworm on the hall wall over 50 years. Please call 01525 377361, East of England.

124505

CLAAS SENETER 60 COMBINE SPARES

£15 each. Drum belts, traction belts, straw walker bearings, all belts. Please call 07933712318 or 07889105865, South East.

124511

SET OF 4 BRAKE CYLINDERS FOR FERGUSON TET INDUSTRIAL



£450. One has small chip to top rim, covered by dust cover. Buyer to arrange collection or courier. Please call 07542906554, South East.

124519

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RANSOME ROBIN TS54 MATCH PLOUGH



POA. YL boards, adjustable cross shaft, sliding depth wheel, all shiny, c/w discs, skims and left hand disc. Can deliver. Please call 07974898724, South East.

124670

RANSOME TSR 300HD 3 FURROW PLOUGH



£750. Working order, metal reasonable to good. Please call 01926 613819, West Midlands.

124677

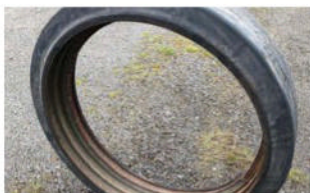
CAMERON GARDNER REAR LOADER



£300. In very good working order complete with adjustable parking stand. Category 2 linkage. Ram rebuilt 20 years ago. Been used for loading timber in recent years. Please call 07476438844, Yorkshire and the Humber.

124680

SOLID RUBBER TYRES ON STEEL RIMS



£1,500. These rubbers are new old stock and have never been used, they were originally manufactured to run inside army tank tracks. The centres have been cut out (see pic). We have used this type of tyre fitted to our traction engine - turn out the centre, cut them and have them rolled to the appropriate radius or fitted to a trailer or commercial vehicle. We have also cut them into strips and fitted them in the style of 'strakes'. Vastly cheaper than new tyres! They have cast into the rubber 'BTR 31.2 x 5.0 x 1.9' Dimensions: width of steel 6". Outside diameter 31". Inside diam of steel rim is approximately 25.5" but this could be turned down to around 24.5" if required. I have 17 of these for sale at £100 each or £1,500 for all 17. Collection or I can have them delivered on a pallet at extra cost. Please call 07885 274787, North East.

124693

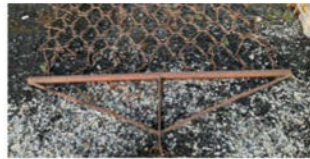
UNUSED QUICKIE 1.6M BUCKET



£550. Fits Euro 8 brackets. Please call 07778 513381, West Midlands.

124686

CHAIN HARROWS



£250. 7ft, old but plenty of life left. Please call 07778 513381, West Midlands.

124687

UNUSED WINTON PIPE LAYER/MOLE PLOUGH



£350. Please call 07778 513381, West Midlands.

124688

6 MASSEY FERGUSON 100 SERIES FRONT WEIGHTS



£240. Collection only, telephone between 10am and 6pm. Please call 07831 665757, West Midlands.

124689

FULLER HITCH SUITABLE FOR A MASSEY FERGUSON

£75. Unfortunately only partially complete. Please call 07831 665757, West Midlands.

124691

LAND ROVER STARTER MOTOR

£150. New unused starter motor for 2015 2.2 Land Rover Defender 90 diesel cost £300 sell for £150 Bosh starter motor. Reason for sale sold L/Rover. Please call 07922174986, Wales.

124716

LAND ROVER WHEELS

£120. Set of 5 H. Duty complete Land Rover wheels approx 30% tread left continental tyres. Please call 07922174986, Wales.

124717

CAR TRAILER



£230. H/D trailer 8 x 4. With ladder rack and H/D winch + steel loading bars. New tyres inc spare: can be made into flat bed. Ideal for rally engines. Please call 01308 425160, South West.

124718

VOLKSWAGEN TRANSPORTER WHEELS AND TYRES

£70. Price for each, new and used. Please call 077020 84142, South East.

124720

MISC

ESSO OIL DRIP MONEY BOXES



£60. Price for the pair. Lady and man. Size 9 inches height. Please call 07968 659967, South East.

124771

F PARKER CRUSHER AND THWAITS DIGGER DUMPER

POA. Also plain dumper. No messers or they remain here. Day time calls only. Please call 01268 785846, East of England.

124772

INSTRUCTION MANUALS



£12. Quantity 5. Price includes postage. Please call 07871398470, East of England.

124773

ESSO ENAMEL SIGN



£60. Put a tiger in your tank. 12 inch diameter, post free. Please call 02083 997541, South East.

124774

BLACKSMITHS ANVILS

POA. Various sizes. Phone for price. Please call 07971237780, North West.

124775

TAPLEY METER

£80. Very clean, working condition. Glass intact. Please call 07971237780, North West.

124776

SHEPHERD'S HUT



£22,000. Brand new. Bathroom and kitchen. Hot and cold water. 8ft wide 18ft long. Please call 07536083746, East of England.

124810

BLICK TIME RECORDER CLOCK



POA. Good condition. Please call 07860814402, North West.

124817

WOSLEY MERRY-TILLER MAJOR

£50-£160. Rotovator, 5.5 Honda engine, good condition, £160, heavy duty sack barrow, 8 inch wheels £50, 2000 Hayter Hayette, GVX 140 Honda engine, £150. Please call 07764 775532, South East.

124892

WHEELWRIGHT BOXING ENGINE

£85. Good original condition, price plus postage or collect Dorset please. Please call 01305 785587, South West.

124895

GARDNER ENGINES

POA. 6LX (SIX) 5LW and recon 4LK. Please call 01974821788, Wales.

124896

DYSON FOUR WHEEL DRAW BAR TRAILER

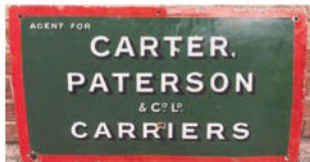
1953, £3,500. Ex British Road Services, new road springs, new wood bed, sides. Painted, Road worthy, dry stored. Please call 07768081900, South West.

124904

TWO PAIRS OF NUMBERPLATES

£250. Both on retention. £250 a pair. Please call 07824416201, West Midlands.

124916

CARTER PATERSON ENAMEL SIGN

£280. 1930s. In very good condition. Measures 31.5in x 18in. Postage £15. Also rare AA village sign pre 1911. 2 different CMUA enamel badges pre war. Please call 07870 757409, West Midlands.

124935

RANSOMES T-S 59

£165. Two furrow plough, good condition, needs disc stalks. Ford Major complete air cleaner brand new £65. Please call 01865 407920, South East.

124942

'THE AGRICULTURAL TRACTOR' BY P.H. SOUTHWELL BOOK

£15. First published in 1953, 170 pages, poor dust jacket, can post. Please call 07976 413352, West Midlands.

124951

12 METRE LADDER

£200. 3 tier extendible aluminium ladder. Extends to 12 metres. Sold as seen. Please call 07767 308810, South East.

124979

HEAVY DUTY TARPAULIN

£40. 1 sheet 12 feet x 10 feet. Hampshire area. Please call 07767 308810, South East.

124980

HEAVY DUTY TARPAULIN

£80. 1 sheet 25 feet x 15 feet. Hampshire area. Please call 07767 308810, South East.

124981

HYDRAULIC PRESS

£425. Large floor standing type plus spare seal kit and new ram. Please call 07721 530520, South West.

124994

VINTAGE FORD JACKET AND OVERALLS

£100. Vintage Ford event jacket size 38" chest and Ford overalls size large from the 70's - 80's. Price for both. Please call 07721 530520, South West.

124995

MERRY TILLER "TITAN"

£385. Like new. Hardly used with many extras wheels two sets. Discs on the end of rotors heavy duty frame all unused. Please call 07771 566172, South East.

124996

HORSE CART

£695. Not sure of age but nice for display, needs a little work on the rear back rests. Please call 07939 207232, West Midlands.

125002

ROOF BOX

£70. Thule Atlantis with new keys. Please call 077020 84142, South East.

124719

WANTED**MORRIS J4 VAN**

1967. Rear dampers. Some other vehicles use the same dampers. Please call 078067419 or 01228 675117, North West.

124899

FORDSON MAJOR TRACTORS

Wanted. Circa 1951 year, reg's "CEB 1 through CEB 5". Cams. Please call 07779-276128, East of England.

DAVID BROWN 30D

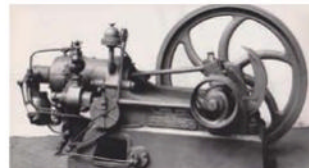
£1,234. Wanted. David Brown 30D diesel with the bench seat, do not mind some jobs, or whatever, for use on charity cancer runs. Please call 07765 345613, East of England.

124937

MASSEY FERGUSON MF MARK 2 65

Wanted. MF 65 MK 2 in reasonable order. Please phone or send pictures to email address: robertplant20@icloud.com. Please call 07710 536594, East Midlands.

124894

HORNSBY AKROYD PATENT SAFETY ENGINE

Wanted. Please call 07968846057, South West.

124922

NUFFIELD CANTATORE 4 WD

Wanted. Any condition. Also Nuffield M3 three wheeler or axle to suit for conversion, any condition. Please call 07918076637, Scotland.

124941

FORD REGISTRATIONS

Wanted. Ford 4000 registration PUJ 752M and Ford 4600 registration TNT 5095 (with white bubble cab). Please call 07789 904156, West Midlands.

124968

RICHARD HORNSBY - 1905 TYPE

Wanted. Please call 07968846057, South West.

124923

LISTER START-O-MATIC GENERATOR

Wanted. With or without the engine. Please call 01780 410169, Yorkshire and the Humber.

124815

3HP PETTER M HANDYMAN

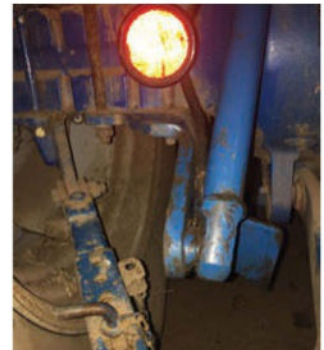
Wanted. Cast iron exhaust. Please call 07968846057, South West.

124921

LISTER WATER PUMP

Wanted. In running order. Please call 01780 410169, Yorkshire and the Humber.

124816

LEFT/RIGHT HAND ASSISTOR RAM BRACKETS

Wanted. To fit Ford NH 5030/4630 tractor as per photo. Please call 01584 781316, West Midlands.

124820

TRACTOR MART

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..... County:

..... Postcode:

..... Telephone:

..... Email (optional):

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How to buy at auction

Peter Love explains what to do, and what not to do

The prices shown on the following pages are based on tractors sold at auction, on the internet, privately and from some overseas markets, too. Prices change as time progresses, and it's not always an upward trend, but you will get a good indication of what's currently happening in the market by referring to our guide.

If you are thinking of buying a tractor, here are a few pointers to help you.

Should you be looking for something specific, weigh up your options – 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. If a fault is highlighted, make sure you have a good idea of how much it will cost to repair, particularly if you are not

confident about repairing it yourself.

Buying a restored tractor can be the best option for some, but do your research and, where possible, talk to the vendor. The tractor, for example, may have a shiny coat of paint, but how were the panels prepared prior to painting? If the vendor is reputable, he/she will have photographs of the restoration process and be able back up the information provided.

Ascertain as much as you can before viewing the tractor and, if necessary, take someone with you who has a good knowledge of such machinery. Buying privately should provide you with the opportunity to try the tractor before making a purchase but, if you intend to buy at auction, go to the



Buying at auction can be a daunting prospect.

preview and try the tractor for yourself.

Buying online can save you the time and expense associated with travelling, but you really don't know what you're getting. Photos and videos are all well and good, but are no substitute for seeing a tractor in person. If you can't go yourself, get a trusted associate to look at the tractor for you, and then bid online.

If you are contemplating buying a tractor that has been imported to the UK, make sure that you see a rear

view of the machine before you make a purchase. On a number of occasions tractors have suffered damage to the mudguards through containerisation. This especially applies to veteran tractors.

In all cases, especially at auction, make sure you know exactly what you will have to pay. Will VAT be added to the hammer price? Is there a buyer's premium, and is there VAT on that, too? If you do your homework, you won't have any nasty surprises.

Happy hunting!



Classic tractor condition bands

1

A tractor that normally isn't running but can be restored.
Modern tractors: Rough!

2

A tractor that is running and needs some work.
Modern tractors: Tatty, but you can drive it away.

3

The critical one, for a tractor that is essentially very straight and original, has good tinwork, has not been re-sprayed during its working life, runs well and usually has low hours. There can be exceptions but, in most cases, original-type tractors get higher prices than a well restored equivalent.
Modern tractors: In working order but needs tidying.

4

A tractor that has been restored and normally runs with a little recommissioning, but perhaps hasn't been looked at for a while.

Modern tractors: Average for year and hours.

5

A restored tractor that does everything it should and has good paintwork.

Modern tractors: In good condition for year and hours.

6

The ultimate! A concours tractor that has been the subject of a thorough restoration and is finished to perfection, without customisation.

Modern tractors: Like new, and usually with low hours.

TRACTOR AGE CLASSIFICATIONS

These may vary at events, but this is the classification used at Tractor World.

VETERAN 1900-1949

Generally confined to petrol-powered tractors without a three-point linkage. There are exceptions – like the Ferguson TE-20.

VINTAGE 1950-1964

For tractors built during the 'golden era' of farming – powered by petrol (or petrol/Tractor Vaporising Oil) or diesel, and usually featuring a three-point linkage. A 'weather' cab is sometimes fitted.

CLASSIC 1965-1999

It is not always, but the Classic group can be split into two categories. Classic (1965-1975) encompasses the introduction of safety cab legislation in 1970, while the Modern Classic (1976-1999) is often separated as it heralded the arrival of 'Quiet' cab noise legislation by the UK government in 1976.

MODERN 2000-present

By this point most manufacturers were producing tractors that were of a new design, rather than an evolution of the models built in the 1980s and '90s.

Veteran and vintage tractors follow similar banding, but allowances have to be factored in for age, rarity value and collector appeal.

Price Guide *D-F*

Our multi-part chart establishes what your tractor is worth



Marques
F-J will be
in next
month's
issue

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
FERGUSON (continued)							
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
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	£6,900	£12,200	£25,850	£22,000	£28,750	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	£6,600	£8,400	£10,900	£12,500	£12,700
Series 1 Contractor Mk2	1945-47	£7,900	£11,600	£16,800	£14,500	£17,500	NA
Series 2	1947-49	£5,800	£6,100	£12,700	£9,500	£11,200	£14,200
Series 2 Contractor	1947-49	£7,100	£10,500	£14,900	£14,900	£18,500	NA
Series 3	1950-52	£6,700	£10,400	£17,400	£14,800	£16,500	£19,500
Series 3 Contractor	1950-52	NA	NA	£20,500	£18,300	£22,500	NA
Series 3A	1952-57	£7,900	£12,200	£18,000	£14,900	£16,900	£20,500
MP6	1956-61	£21,000	£36,100	£60,500	£45,900	£58,500	£60,200
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	£3,400	£8,800	£13,900	£9,900	£14,100	NA
F USA	1922-26	£1,350	£2,300	£5,500	£3,800	£6,300	NA
N Irish transition	1928-32	£5,600	£9,800	£13,400	£14,500	£16,600	NA
F Trackson F (high sprocket)	1922-28	£3,200	£4,900	£6,300	£8,200	£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	NA	£14,200	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	£1,300	£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



The two Ford 700s sold for £11,000 and £13,000 respectively at Cheffins on 19 October

This 1945 Fordson E27N Major p/p GER32 in grade 4.7 condition sold for £2,000.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
E27N petrol-paraffin	1945	£750	£1,200	£4,250	£1,900	£2,500	£3,900
E27N petrol-paraffin	1946-48	£750	£1,200	£3,900	£1,900	£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	£14,500	£8,600	£11,400	£12,600
E27N Perkins L4	1945-52	NA	£2,100	£4,900	£7,900	£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	£5,200	£3,200	£4,100	NA
Major E1A diesel	1951-57	£1,000	£1,750	£7,500	£3,100	£4,400	£7,900
Major E1A diesel industrial	1951-57	£820	£1,650	£4,200	£2,900	£4,100	NA
Major KFD 52in narrow	1952-54	£2,400	£3,800	£6,900	£5,900	£8,720	NA
Major KFD 58in narrow	1954-60	£1,900	£2,800	£5,100	£3,900	£7,200	NA
Major KFD 68in narrow	1952-64	£1,800	£2,600	£5,800	£4,300	£6,900	£12,500
Major E1A Mk2 Live-drive	1957-58	£1,000	£1,750	£7,250	£3,400	£7,600	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	£4,800	£8,900
Power/Super Major Hydrostatic	1958-65	NA	NA	£4,500	NA	NA	NA
Super Major	1960-62	£980	£2,400	£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	£2,800	£5,800	£7,300
Dexta	1960-62	£1,000	£1,475	£5,400	£2,900	£5,400	£7,400
Dexta Special old style pan export	1962-64	£1,000	£1,700	£5,200	£2,600	£4,100	£6,400
Super Dexta	1962-63	£950	£1,800	£4,900	£6,800	£6,900	£7,600
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	£7,100	£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

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
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
4600	1975-81	£2,150	£3,800	£6,900	£5,800	£7,600	NA
5600	1975-81	£3,400	£4,600	£9,750	£12,750	£15,900	£18,720
6600-6700 2WD	1975-80	£3,400	£6,800	£16,300	£10,900	£12,700	£15,200
6600 4WD	1975-80	£3,900	£6,950	£14,600	£11,400	£15,500	NA
7600 & 7700 2WD	1975-81	£3,700	£5,300	£17,900	£7,100	£9,800	NA
7600 4WD	1975-81	NA	£5,900	£14,200	£7,100	£24,400	NA
8100 2WD	1977-81	NA	£6,400	£9,800	£7,100	£10,750	NA
FW-30	1979-84	£6,900	£10,900	£24,000	£27,300	£24,200	NA
FW-60	1979-84	£6,400	£14,000	£23,000	£21,600	£26,200	NA
FW-30 New style	1984-87	NA	NA	£22,000	NA	NA	NA
FW-60 New style	1984-87	NA	£15,400	£27,000	£28,000	£29,500	NA
TW-10	1979-83	£3,800	£5,900	£11,400	£9,300	£14,950	NA
TW-10 4WD	1979-83	£3,950	£7,600	£12,800	£14,100	£15,950	NA
TW-20	1979-83	£2,950	£5,800	£11,600	£6,600	£10,300	NA
TW-20 4WD	1979-83	£7,900	£18,700	£11,700	£16,250	£10,300	NA
TW-30	1979-83	£4,900	£8,900	£14,400	£12,500	£19,100	NA
TW-30 4WD	1979-83	£5,500	£9,090	£16,400	£13,700	£21,200	NA
8200 4WD	1980-82	NA	£8,600	£10,200	£9,100	£12,750	NA
TW-5	1983-85	£3,900	£4,500	£12,750	£7,720	£12,600	NA
TW-15	1983-85	£4,600	£12,100	£9,100	£9,400	£12,300	NA
TW-15 4WD	1983-85	£5,950	£7,400	£13,700	£12,275	£21,700	NA
TW-25	1983-85	£4,650	£7,100	£12,500	£12,700	£15,200	NA
TW-25 4WD	1983-85	£5,900	£8,250	£18,500	£12,300	£7,200	NA
TW-35	1983-85	£4,200	£9,200	£14,780	£11,800	£17,800	NA
TW-35 4WD 1	983-85	£5,750	£17,200	£36,500	£21,400	£34,850	£35,600
2610	1981-85	£2,950	£3,800	£6,400	NA	NA	NA
2910	1981-85	£2,900	£3,200	£6,900	NA	NA	NA
3610	1981-85	£3,100	£4,600	£8,900	NA	£9,100	NA
3910	1981-85	£3,400	£5,900	£8,700	£7,450	NA	NA
3910 4WD	1981-85	NA	£6,200	£10,600	£7,600	£10,400	NA
4110	1981-85	£2,900	£3,400	£10,400	£6,700	£7,900	£8,700
4610 2WD	1981-85	£3,100	£4,100	£10,900	£7,200	10,950	NA
5610	1981-85	£3,400	£6,800	£10,900	£9,400	£12,600	NA
5610 4WD	1983-85	£3,800	£6,900	£12,900	£6,900	£14,300	NA
6610	1981-85	£3,700	£6,400	£12,900	£9,200	£13,200	NA
6610 4WD	1983-85	£7,800	£16,250	£14,200	£7,200	£18,950	NA
7610	1981-85	£3,900	£5,400	£14,800	£12,100	£16,200	NA
7610 4WD	1983-85	£3,900	£6,900	£17,800	£14,900	£18,200	NA
7710	1981-85	£3,800	£6,100	£16,400	£14,700	£17,100	NA
7710 4WD	1983-85	£4,900	£7,900	£19,100	£15,100	£19,500	NA
7910	1984-85	£3,900	£6,500	£14,200	£11,100	£12,200	NA
7910 4WD	1984-85	£4,900	£7,800	£16,200	£14,100	£16,200	NA
8210	1982-85	£4,600	£7,100	£12,200	£12,800	£15,200	NA
8210 4WD	1982-85	£4,900	£8,400	£13,400	£12,950	£17,250	NA
TW-10 Force II/III	1985-90	£5,100	£8,100	£14,200	£14,100	£14,950	NA
TW-10 Force II/III 4WD	1985-90	£6,900	£9,700	£18,400	£17,500	£19,400	NA
TW-25 Force II/III	1985-90	£5,400	£10,750	£15,700	£12,100	£15,200	NA
TW-25 Force II/III 4WD	1985-90	£6,200	£11,200	£26,000	£18,600	£24,700	£36,400
TW-35 Force II/III	1985-90	£6,100	£8,900	£18,400	£12,900	£16,200	NA
TW-35 Force II/III 4WD	1985-90	£8,100	£12,900	£32,000	£18,100	£27,000	£39,200
2610 Force II	1985-89	£3,900	£5,400	£9,400	£7,200	£9,100	NA
2910 Force II	1985-89	£4,570	£3,700	£8,300	NA	NA	NA
3610 Force II	1985-89	£4,100	£5,900	£8,900	£5,700	£9,200	NA
3610 Force II 4WD	1985-89	£4,400	£5,900	£11,950	£8,900	£10,400	NA
334 Industrial	1985-89	NA	£3,400	£4,200	£4,400	NA	NA
3910 Force II	1985-89	£4,700	£5,900	£10,800	£7,900	£9,500	NA
4110 Force II	1985-91	£2,900	£3,500	£10,300	£6,800	£8,000	NA
4610 Force II	1985-89	£3,800	£6,400	£12,200	£8,100	£9,200	NA
4610 Force II 4WD	1985-89	£4,900	£7,200	£12,900	£9,800	£12,750	NA
5610 Force II	1985-89	£4,600	£7,100	£12,750	£9,100	£11,150	NA
5610 Force II 4WD	1985-89	£5,600	£8,700	£16,900	£10,750	£14,650	£17,800

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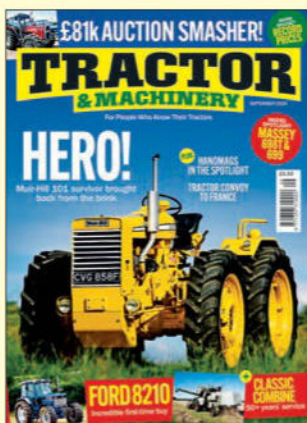
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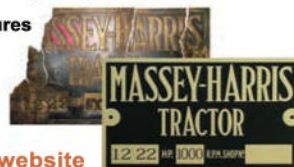
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MY SHED



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Peter Hogg

A collection built on a family's reluctance to sell tractors!

Our collection really started by accident, many years ago. My dad, whenever he bought a new tractor, would keep the old one as a run-around. We ended up with tractors permanently attached to machines, and probably had the country's first self-propelled sprayer – a Super Major with a 60-gallon Ransomes sprayer on the back.

"Some of the tractors were sold when Dad died, but we were still left with more machines than we really needed. So, when we leased part of the farm to the Northumberland County Zoo (contains everything from Snow Leopards to field mice!), we decided to build a special shed for the tractors, and they're now part of the increasingly



Peter's Allis Chalmers and Ferguson TE-20.

● Peter's tractor collection

1937 Fordson Model N
1939 Fordson Model N
1948 Fordson E27N Perkins V8 conv.
1949 Fordson E27N L4 Perkins
1951 Major 6-cyl conv.
1952 Fordson Major
1955 Grey Fergie
1956 Allis Chalmers Model B
1960 Fordson Dexta
1961 Fordson Dexta
1962 Roadless Super Major
1970 County 1124
1975 Ford 5000
1976 Roadless 105
1978 MF 1200
1985 Ford TW-15
1963 Super Major Doe Triple-D

While modern tractors are a pleasure to drive, I become irritated by electronic faults that are impossible to fix without a laptop

popular visitor attraction.

"One of many interesting projects for me was the installation of a Perkins V8 into an E27N, although it took several years to complete. While modern tractors are a pleasure to drive, I become irritated by electronic faults that are impossible to fix without a laptop. Modern cars and trucks are the same.

"Finding time to do justice to the tractor collection is sometimes

challenging, but they are all kept in full working order and run each year. Occasionally one will be taken out to drive the saw bench, mole in water pipes or do a bit of rolling.

"The tractor made entirely from steel rods is probably one that visitors find the most interesting in the collection, but I like them all."

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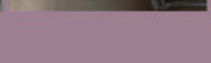
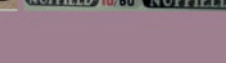
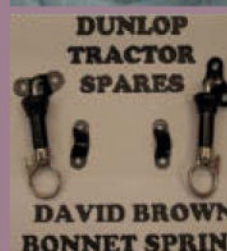
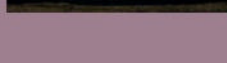
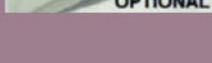
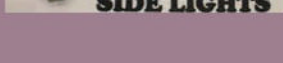
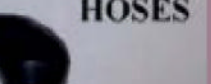
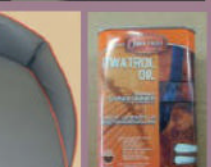
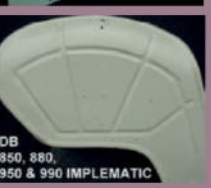
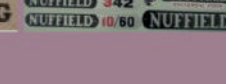
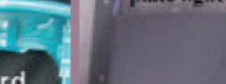
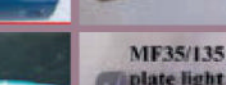
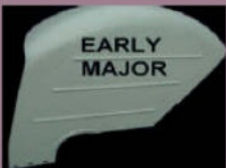
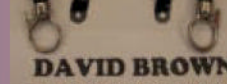
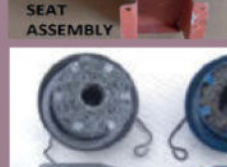
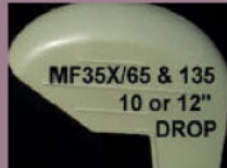
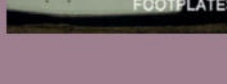
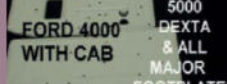
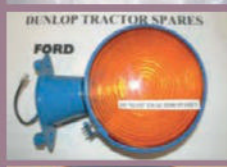
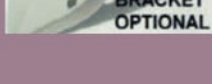
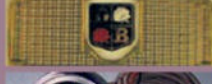
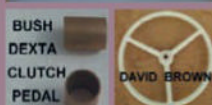
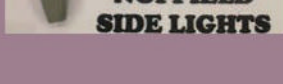
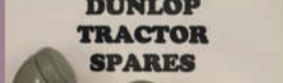
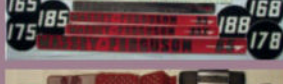
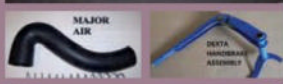
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