

BUMPER TRACTOR-PACKED ISSUE

164
PAGES

TRACTOR & MACHINERY

APRIL 2025

For People Who Know Their Tractors

WORKING CLASS HERO

Classic Massey
Ferguson
135 buying hints
and tips

**FORD
FORCE II
AT 40**

NEW
33 PAGES
OF TRACTORS
FOR SALE
INSIDE

PLUS

**NEW HOLLAND
BALERS**

**TRACTOR WORLD
2025 REPORT**

**MARSHALL
TRACTOR
RESTORER**



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**A COUNTY
CLASSIC**

1971 4000-Four
owner's story



**BEST OF
BRITISH**

Nuffield, Leyland
and Marshall



POTTERY, HONITON, DEVON EX14 9PB

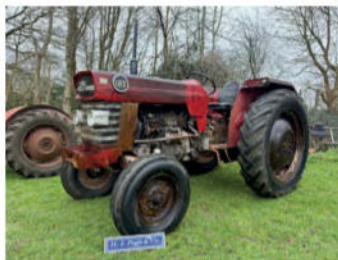
Genuine Farm Dispersal Sale of The Phillip Arcscott Collection (F H Arcscott & Sons) MODERN & CLASSIC TRACTORS, CLAAS COMBINE, CLAAS JAGUAR FORAGE HARVESTER, AUSTIN LORRY & MODERN FARM MACHINERY



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TRACTOR & MACHINERY

FOR PEOPLE WHO
KNOW THEIR TRACTORS



What a cracker!

The success of Tractor World hopefully sets the tone for a brilliant season of events in 2025

This year's Tractor World show, as you'll gather from our report which starts on p54, was an absolute belter! Judging by the attendance figures, the event was certainly a big hit with the visiting public. Although I imagine that few arriving on Saturday morning would have expected what I gather was, at its worst, a two-hour, stop-start crawl from Upton-upon-Severn to the showground.

Exhibitors supported the event very encouragingly, too, with excellent numbers of both tractors and trade stands helping to ensure that the show retained both its quality and appealing variety. Overall, Tractor World 2025 really did deliver a level of positivity befitting its status as the first big tractor

show of the season.

It was my first year at Malvern as editor of this great magazine, although I have been many times before in my roles with both *Ford & Fordson Tractors* and *Classic Massey & Ferguson Enthusiast* magazines. As usual it was good to see so many familiar and friendly faces, but I was also heartened by the many complimentary comments regarding T&M.

Editing a magazine in the digital age leaves you at the mercy of all sorts of criticism and negative comment, with the ease of today's communications undoubtedly feeding peoples' inclination to 'have a pop'. Compared to the time when you had to reach for a pen and paper, search for a stamp and then actually walk to a letterbox to register

your displeasure, two or three minutes at the keyboard can now ensure maximum effect for minimum effort. How good then to meet real people, face-to-face at Tractor World, and to redress the balance somewhat in favour of rational, polite and considered opinion.

I must finish by thanking the show organisers who all did such a brilliant job – both those on the ground at Malvern, and the backroom staff at Kelsey Media. All worked incredibly hard to help keep this event as successful as it is.

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



Dylan Davies receives the National Show Champion 2025 award for his superb, 1976 David Brown 1212, which also took top spot in the Best Restored 1976-2000 class.

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April

Volume 31 / Issue 6 / 2025



Chris' pick

"For another helping of County-related steep-slope recollections, turn to Mike Gormley's feature that starts on p88."

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Eleven pages of top stories, auction previews, new tools and equipment plus the latest scale models

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Jonathan Whitlam helps celebrate the 40th anniversary of the influential Ford Force II range of tractors

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Have T&M delivered before it's even in the shops, and save money, too!

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It's quite rare to see a cabbed MF 135 these days. Phil Knight's example still works for its living.

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More artwork from T&M's talented younger readers

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Peter Love reports from the Three Counties Showground and the machines that caught his eye at this year's brilliant Tractor World show



There's no doubt that the Force II version of the 103hp Ford 7710 was an elegant-looking machine!



The MF 135 represents an immensely appealing proposition, whichever way you look at it



Step-by-step guide to fixing a Ferguson TE-F 20's snapped exhaust elbow

60 DOWN MEMORY LANE

Lamenting the demise of the multi-tractor operations that were an everyday occurrence on farms just a few decades ago

62 MF 135 BUYING GUIDE

It's just about all the tractor you'll ever need! Buying tips and ownership advice in our comprehensive guide to this popular classic



For many new to the classic tractor hobby, the Massey Ferguson 135 represents the perfect model to own and run.

71 BEST OF BRITISH

A nostalgic look at three of the great names in British tractor history, and the notable machines they produced

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Damon Holah introduces his collection of Marshall tractors, including his latest addition to the fleet, a 1938 12/20

88 ANGLING FOR SUCCESS

Part 2: Mike Gormley continues his look at how County developed its machines' steep slope prowess

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More of your technical questions answered by our experts

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Ferguson TE-F 20's broken exhaust elbow

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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 to complete your collection!

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Another enthusiast reveals all!

17 pages of machinery for sale



This Renault-powered John Deere 3400X Ceres made £6,400 recently; an underrated tractor.

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 96

**TRACTOR
MART**

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Photo: Mercedes Rancano Otero

DRIVE TO PAGE
36
AND LET'S GO!



The route Ross will be taking on his single-handed tractor charity fund-raiser.

Ross Bartlett and his 1942 Fordson Standard. Together they'll be travelling from John O' Groats to Land's End; 1,000 miles in 10 days.

1,000 miles for charity

Driving a 1942 Fordson Standard from John O' Groats to Land's End

MAY 12TH-21ST, 2025

Ross Bartlett, proprietor of vintage tractor and machinery specialist Bartlett's of Winchester, will be setting off next month on a single-handed trip from John O' Groats, in Scotland, to Land's End, in Cornwall, raising money in support of the Brain Tumour Research charity.

The 1,000-mile run is scheduled to take Ross 10 days to complete, and he'll be driving for six or seven hours every day aboard his wartime Fordson that has a top speed of 17mph. He'll be trailering the tractor to the start in Scotland with his father, who'll then follow him for the first couple of days. After that, though, Ross will be entirely alone, with just his adapted army trailer full of spares and tools for company.

Ross said: "I'll be making the trip in memory of my mum, Mary Bartlett, who sadly died in 2019 from GBM. I'm raising as much money as I can to help support the essential work being done by Brain Tumour Research, in the hope that it'll help prevent others suffering from brain cancer as my mum did.

"I've set up a Facebook page at which anyone can make sponsorship donations in support of my trip, and I'm determined that as much money as possible will end up helping this important cause. I'm funding the whole trip myself and, by doing this as well as not using one of the popular fund-raising website operations that always take a cut of the income, I'll be

ensuring that everything donated ends up where it should be, with the charity. I also have a few very kind sponsors who are supporting me with some spare parts, so I'm very grateful for their generosity."

If you'd like to support Ross' amazing effort, you can organise a donation via the Facebook page by following this link: bit.ly/4ianajf, or searching FB for 'John o' Groats to Lands End on a 1942 Fordson Standard'. The same page will also provide you with the latest news ahead of the run, intended stopping points plus feedback and location updates once the journey begins.

We'd certainly like to extend our best wishes to Ross, and hope to follow-up on his epic run later in the year.

Tractor Fest correction

The UK's largest tractor extravaganza returns to North Yorkshire this summer

JUNE 7TH-8TH, 2025

We must apologise for the Gremlins that crept into the production machine last month. As a result we somehow managed to include details of 2024's Tractor Fest, rather than this year's show. We're very sorry for the confusion caused.

This year's show – marking its 19th anniversary as the UK's largest tractor festival – will be taking place at Newby Hall in North Yorkshire on 7th-8th June. More than 100 acres of the stately estate will become home to 1,500 vintage and modern tractors, plus another 1,000 exhibits including stationary engines, commercial vehicles, classic cars, trucks and vintage motorcycles.

Among this year's highlights will be two celebrations – 100 years of the American Caterpillar brand and 80 years of the Fordson E27N

tractor. Tractor Fest will also mark 100 years of Kramer, a rare German tractor marque. What's more there will be displays of American cars, cultivation equipment and ERF trucks.

Kevin Watson, chair of the YVA, said: "We are very

Tractor Fest at Newby Hall on June 7th-8th will be a total tractor celebration!



Everyone will be welcome at this year's Tractor Fest.

proud to partner with Newby Hall to stage Tractor Fest, which is held in great affection by our members and the thousands of visitors we attract every year."

For more information and to order tickets, visit: newbyhall.com

New JCB-exclusive dealer

NEW
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EXCLUSIVE
DEALER

JCB has appointed Thornciffs as a new agricultural machinery dealership to provide sales, parts and service support in south Lincolnshire, effective from May 1st.

The appointment follows long-standing JCB dealer G&J Peck's decision to focus on its Cambridgeshire, Suffolk and Norfolk territories.

Based at modern premises in Sleaford, Thornciffs was set up in 2018 by Edward Roach and James Wetton to thoroughly prepare used JCB Loadalls, wheeled loaders and

Fastrac tractors for re-sale.

Edward Roach said: "This is an exciting opportunity to create a new retail dealership exclusively for JCB agricultural equipment, which we have grabbed with both hands to build on the success of our used equipment and hire operations.

"Adding parts, service and new equipment sales to our existing hire and used machine operations will build Thornciffs into an all-encompassing business offering different options for farmers and contractors to use JCB agricultural equipment."



Thornciffs directors Edward Roach and James Wetton.

England dominates the Euros!

Perfect conditions greet competitors in the European Ploughing Championships

MARCH 1ST-2ND, 2025



Despite plenty of rain heading into the event, the soil conditions were perfect when competitors from across Europe descended on the competition site at Upper Morton, Retford, in Nottinghamshire, against a backdrop of brilliant spring weather.

England's John Crowder retained his title in the trailer class with his Fordson N Special, while Richard Ingham did even better in the Vintage Mounted class, with his MF 35. What's more, the Classic Conventional class was dominated by Jon Cole with his Nuffield, despite a few moments on Sunday.

The Classic Reversible class went to Steven Watkins with his MF 135, although he only just pipped Graham Sutton who was working well with his MF 65. Elsewhere, the Vintage Reversible class was won by tractor mechanic Marius Jenniskens, from The Netherlands, with his 1959 Deutz D30S.

In the important modern reversible class, former European and World Champion John Whelan (New Holland T5040) was in top spot after Saturday's competition, but Dan Donnelly, from the Republic of Ireland – the current top dog – turned things around on Sunday with his John Deere 2850, to win by just two points!

We'll be including a full report on this fantastic competition next month.

England's John Crowder retained his title in the trailer class with his Fordson N Special.



● (Left) Scott Alexander, from Scotland, finished 10th overall with his JD 2850 outfit. (Right) It was wonderful to see the Republic of Ireland's John Whelan back ploughing in the UK, but quite a shock that he was beaten for the Championship on Sunday.

Low-hours Countys sold

Interesting, ex-airport County tractors snapped-up at Euro Auctions sale

CLASSIC TRACTOR SALES

On 5th March, a Euro Auctions sale featured a number of previously-offered but original County tractors, including a pair of 1184TWs and three 1174s, that had been used at Prestwick Airport, in Scotland, for snow clearance, moving aircraft and other duties.

The first under the hammer was a

1980 1184TW with only 1,059 hours on the clock but a major transmission problem. It sold for £27,000. The better 1184 – a 1982 model with 2,181 hours – changed hands for £30,000.

Of the trio of 1174s, with fluid transmissions perhaps making them less desirable, the 1979 example with 957 hours made £29,500. It was followed by a

1,956-hour machine that sold for £28,000, while £26,000 was paid for the final, 1,255-hour example, which had a DVLA scrap marker against it.

All prices were subject to VAT and we'll have more details in the next issue.

The most expensive County at the early-March Euro Auctions sale was this ex-Prestwick Airport, 1982 1184TW, that made £30,000.

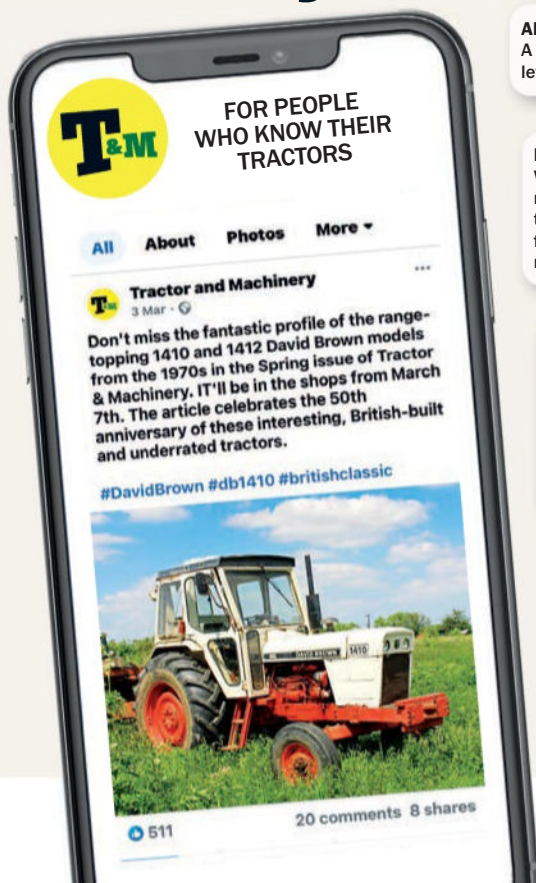


Social activity

T&M SOCIAL

Don't miss the fantastic profile of the range-topping 1410 and 1412 David Brown models from the 1970s in the Spring issue of Tractor & Machinery. It'll be in the shops from March 7th. The article celebrates the 50th anniversary of these interesting, British-built and underrated tractors.

#DavidBrown #db1410 #britishclassic



Alan Thomas
A real tractor with levers, not buttons!

Cj Duck
I still have a 1410

Sam Galea
My 1410 is more reliable than the new ones!

Brian Philip Mohan
When I was searching for a tractor with a bit more hp than my Ford 3000, I looked at various makes. I was advised that Massey Ferguson would be the best option so settled for a 185. In fairness, over 20 years later, it hasn't given me one bit of bother.

Terence Fox
I ran a 1421 for 20 years and it never let me down. Great draft control and good on fuel. However, it was slow on the road and the cab was terrible!

Thomas R Cassan
After the 880s and 990s, the 1410 and 1412 absolutely destroyed David Brown's great reputation. Crankshafts snapped like matchsticks. A very poor substitute for the Case 770/870.

Tom Cullimore
91hp from only a 3.6-litre engine!

David Stubbs
I love the white and orange paint combination.

Tony Parkes
I had a love/hate relationship with my 1412.

Alec Davies
I found these tractors noisy, basic and bloody cold in winter! I was delighted when they were replaced by a 1490, offering power steering and a quieter cab with a heater.

Robert Cland
Weak engines with a three-bearing crankshaft.

facebook.com/TractorAndMachinery

'Mr Ford' to talk

Nick Batelle returns to Northern Ireland to speak about the pre-New Holland era

30th April, 2025

To say that Nick Battelle is synonymous with Ford tractors is a bit like saying that Ken Dodd told the occasion joke! To many, Nick, who runs the Old 20 Parts Company and is president of the Ford & Fordson Association, simply is 'Mr Ford'.

Well, he's making a welcome return to Northern Ireland in late-April to give an illustrated talk at the Christ Church Parish Hall, in Station Road, Castledawson (BT45 8AZ). He'll be covering the era from the Fordson Major to the late 1980s, just before the Ford

name was replaced by New Holland.

The event will start at 7.30pm, refreshments are included and all proceeds from the £5 admission fee will be donated to charity.

A line-up of classic Ford tractors will be on display outside the hall, organised by members of Mid-Ulster Vintage Vehicles Club. What's more, any Ford memorabilia enthusiasts who would like to display their collections at the event are asked to contact the co-ordinators, Gary Borland on 07765 616959 or Sam Kirkpatrick on 07743 551386.



Nick Battelle will be welcomed back to Northern Ireland at the end of April.

WNTRR on track

This year's Welsh National Tractor Road Run will take place on June 15th in the Cardigan Bay area. Under the leadership of Dai Rees and the members of the North Pembrokeshire Tractor Enthusiasts, the 2025 run will be supporting the Wales Air Ambulance, the Crymych First Responders and the Cardigan First Responders.

The run will start on the south side of the River Teifi, just inside the Pembrokeshire border at Awenfryn, Glanrhyd (by kind permission of the Evans family). The picturesque, 35-mile route will then weave its way in and out

of the counties of Ceredigion and Pembrokeshire.

HGV parking has been arranged at CCF, a local agricultural supplies depot located nearby, which is only a short distance away from the start. Catering and toilets will be available at the start and at the lunch break.

All tractors are welcomed to take part and transport boxes and trailers – with safe seating, only – will be allowed. Entry will be £20 in advance before May 20th or £25 on the day. This can be arranged through the WNTRR Facebook page, or by contacting the event secretary at: anne.trials@btinternet.com



Dai Rees, this year's WNTRR leader, seen on last year's run.

Highlights in the May issue...



● Italian stallions!

Meet a man with a passion for Fiatagri tractors, the 160-90 currently in his care and the machines he hopes to get



● Top-drawer ploughing

Full report on this year's European Ploughing Championships, and the success enjoyed by British entrants



● Ford 600 Series

We celebrate another important 'blue' landmark; the 50th anniversary of the Ford 600 Series

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FRIDAY 25TH AND SATURDAY 26TH APRIL 2025

Andrew Hall calls time

“As the well-known saying has it, all good things must come to an end and, after many years spent contributing to this magazine, I’ve decided to call it a day.

“My association with T&M goes right

back to the days when the founding editor, Peter Love, was at the helm. I contributed occasional articles in the early 2000s then, in 2009, joined the team at Kelsey to write full-time, when Martin Oldaker was editor. I’ve had

articles in every issue since then.

“Over the years things have changed, but the magazine has continued to flourish under Scott Lambert and now Chris Graham. Looking back, one of the things I most enjoyed writing about was the restoration of an Allis-Chalmers HD10 Bulldozer; a machine with a very chequered history that I’d known for years. It was rescued and then underwent a nut-and-bolt restoration by Peter Denham and now, I think, resides in a museum somewhere.

“As I bow out, I’d like to wish Chris all good luck with the magazine going forwards and hope that you all, as readers, continue to enjoy T&M for many years to come!”

Andrew Hall



Sincere thanks, Andrew, for all your superb work over the years. You’ve maintained unstintingly high standards which I – and those before me, I’m sure – have thoroughly appreciated. Your professionalism, enthusiasm and dedication will be missed by everyone associated with this magazine. Ed

Having escaped the endless procession of editorial deadlines, hopefully Andrew will now get to spend more time out and about with his favourite tractors.

Ploughing the world

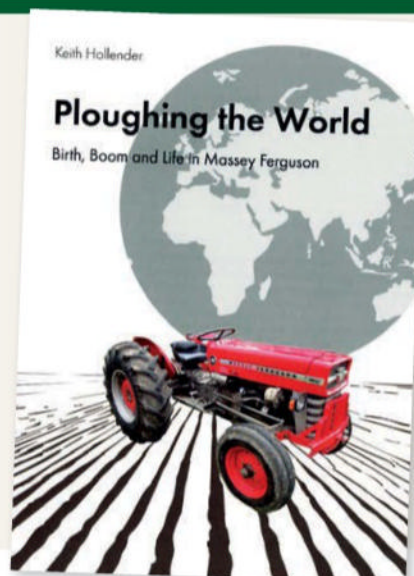
Keith Hollender worked for Massey Ferguson between 1969 and 1977 and, in his latest book, he charts the fascinating and engaging story of Massey Ferguson’s export sales force and its operations in Asia, Africa and Australasia (the 3As) during the 1970s.

Of course, this was back at a time when employees operated without the convenience of mobile phones and email and, when you factor in the often challenging environments in which the team members were working, it was a testing

time for all. From Beirut to Brunei and Sudan to Senegal, their stories are retold engagingly in this well-illustrated, 112-page, softback, A5 book.

A brief company history is followed by entertaining accounts from all over the world, charting interactions with ambassadors, presidents, royalty and even the odd dictator.

Ploughing the World: Birth, Boom and Life in Massey Ferguson is a fascinating read that’ll engage anyone with an interest in Massey Ferguson. It’s available direct from the author for £15 (plus £3.50 p+p), and orders can be placed by email to: hollender.keith@gmail.com



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INTERIOR TRIM SHEETS

RUBBER MATTING

GLAZING RUBBER

MISCELLANEOUS FITTINGS

DOOR & WINDOW HANDLES

JOHN DEERE - SG2 CAB and MC1 CAB



MASSEY FERGUSON - 500 SERIES



FORD - SUPER Q-CAB

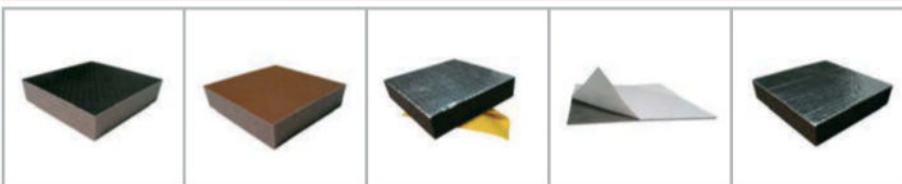


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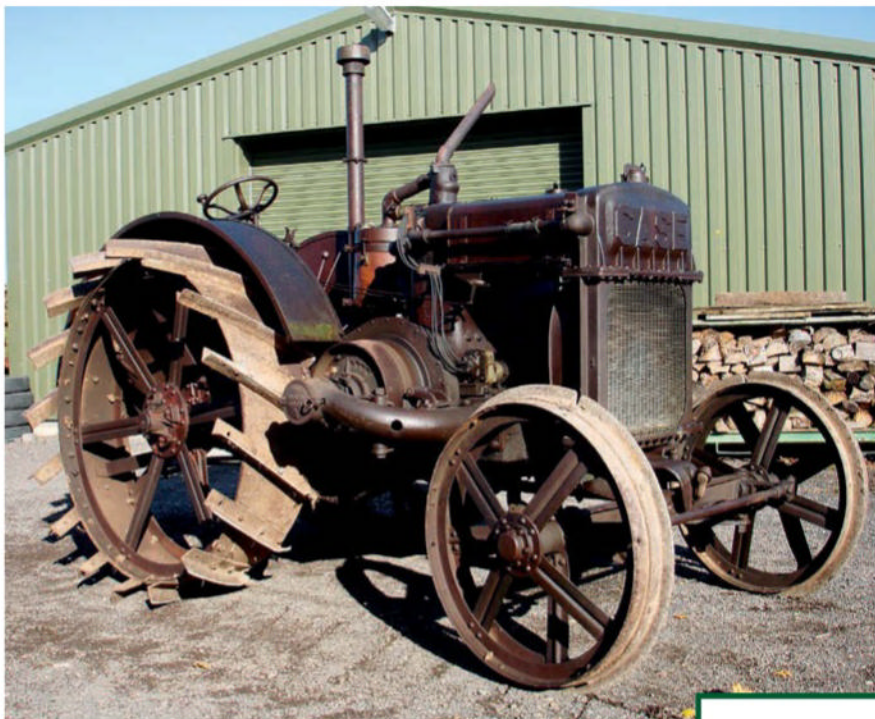
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A mega entry

Peter Love spotlights a 250-tractor and bumper literature Cheffins Vintage Collective sale happening later this month

19TH-20TH APRIL, 2025



This Case 15-27 displays a lovely patina, runs very well and looks great.

The first day of this sale will see just the literature and models going under the hammer, with all the tractors being sold on Saturday.

By the look of the listing I saw as this issue was going to press, the lots should include a good and interesting variety of classic and veteran machinery, and I've

included photographs here of some of the most interesting tractors that we didn't have space to feature last month.

By the way, Cheffins has asked me to remind everyone that, as this is likely to



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



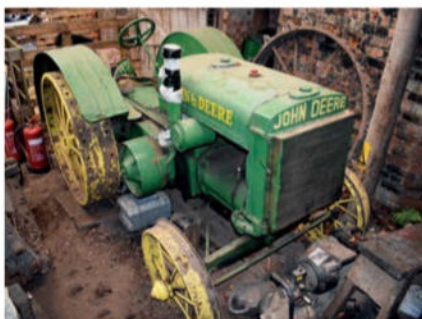
Industrial Fordson Ns are very sort after nowadays, and offer a good turn of speed for road runs enthusiasts.



International 8-16s have seen their prices increase over the past year.

be a popular event, an early arrival at the Sutton saleground in Cambridgeshire (CB6 2QT) is recommended to ensure a good position in the car park. There were quite a few bidders who missed the start of the auction last April as a result of traffic congestion.

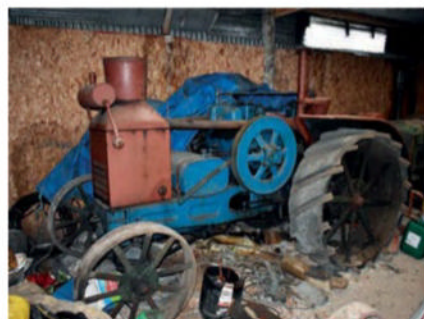
For more details, go to: cheffins.co.uk



The John Deere D 'spoker' is the one to have from the range that remained in production for 50 years.



The block is said to be in good condition on this Marshall M. By the looks of it, the tractor is ready to rally!



This late-type, 1927 Advance-Rumely 25-40X runs, but requires further work to finish the project.

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



This Massey Ferguson 145 goes as well as it looks.



Rare to see a Massey Ferguson 145 built in France and features the MF65 backend. A good machine to add to your MF collection with lots of torque on offer, too.

Downsizing in Crewkerne

HJ Pugh has been called in to hold the Ivor James downsizing collection sale, as Peter Love reports

21ST MAY, 2025

Ivor James and his father have been collecting tractors for decades but have now taken the decision to sell 40 of their machines to leave themselves with a more manageable number in the collection.

I gather that further tractors will be entered by associates as the auction date get closer so, together with all the spares being included, there's sure to

be plenty to go for at this event.

Here's just a small selection of photographs to give you a flavour of what's being offered. All the tractors have been kept inside, including the lovely and very original Fordson E27N Perkins P6. How appropriate that this is being sold in the model's 80th year!

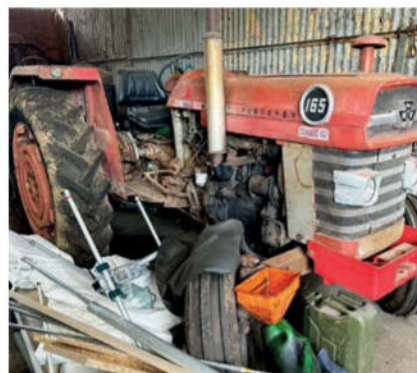
You can find out more about this sale by visiting: hjpuh.com



This Fordson New Performance Major is fully restored and ready to go.



There are a number of Fordson E27Ns being sold, including this very early, green example that was converted during its working life to Perkins P6 power.



The French-built Massey Ferguson 165 MkIII in this sale is a clean gem.



Looking for a machine to mow your paddock? This MF 35 could be it.

Upcoming sales

All auctions in England, unless flagged otherwise

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.

April

4th April

Shrewsbury Plant & Machinery Sale

Shrewsbury Auction Centre
Bowmen Way, Battlefield
Shrewsbury SY14 3DR
Halls
tel: 01743 462620

4th April

Collective Machinery & Equipment Sale

Ashford Market, Monument Way
Ashford, Kent TN24 0HB
Hobbs Parker
tel: 01233 562646

5th April

Farm Dispersal

Green Meadows Farm, Tickhill
Lane, Dillhorne ST10 2PL
Graham Watkins
tel: 01538 373308

5th April

The Wakefield Collection of Vintage Horticultural & Garden Machinery

Barry L Hawkins
tel: 01366 387180

5th April

Farm Dispersal Sale, Phillip Arcscott Collection including modern and classic tractors, combine, forage harvester plus equipment

Honiton, Devon
HJ Pugh & Co
tel: 01531 631122

5th April

Monthly Live & Online Machinery Sale

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

5th April

Collective Auction

Ardingly Showground, W. Sussex
RH17 6TL
South East Marts
tel: 01323 844874

5th April

Lincolnshire Collective Sale

Market Rasen Racecourse
Legsby Road, Market Rasen
LN8 3EA
Perkins George Mawer
tel: 01673 843011

5th April

Annual Collective Machinery Sale

Spalding PE11 3YR
Longstaff. tel: 01775 766766

5th April

Spring West Meon Collective Auction

Crossroads Saleground, West Meon
Hut, Petersfield GU32 1JX
Wellers Auctions
tel: 07966 437095

5th April

Antique Tractor & Gas Engine Auction

13520 Giles Road, Omaha, NE
68138, USA
Jack Nitz Auctions, nitzauctions.com

7th April

Auction of tractors, implements, machinery etc

Longtown Mart, Townfoot
Longtown, Carlisle CA6 5LY
Cumberland & Dumfriesshire
Auction Marts
tel: 01228 791215

7th April

Online Collective Sale of tractors, farm machinery etc

Symonds & Sampson
auctionssymondsandsampson.co.uk

7th-8th April

Cambridge Machinery Sale

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

10th April

Walford Cross Machinery Sale

Walford Cross Sale Field, Taunton
Somerset TA2 8QW
Greenslade Taylor Hunt
tel: 01278 410250

10th-12th April

Spring Collector Auction

72435 IN-15, New Paris, IN
46553 USA. Polk Auctions
polkauction.com

11th April

Machinery & Livestock Dispersal Sale

Staffordshire. Bagshaws
tel: 01889 562811

11th April

Online Plant & Machinery Auction

Brightwells
brightwells.com

11th-12th April

Auction

Dromore, Northern Ireland
Euro Auctions
euroactions.com

11th-12th April

Monthly two-day collective sale of tractors, implements etc

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

14th-22nd April

Antique Tractor Auction

Vuurijzer 5, 5753 SV, Deurne
Netherlands. VDI Auctions
vdiauctions.com

19th April

Spring Collective Sale of machinery, implements etc

North Heale, EX18 7PH
Andrew Lane. tel: 01837 810845

21st April

Online timed sale of implements, machinery etc.

Dingwall. Dingwall & Highland
Marts. dingwallhighlandmarts.com

23rd April

Yeovil & District Collective Machinery Sale

Yeovil Showground, Barwick
Yeovil BA22 9TA
Greenslade Taylor Hunt
tel: 01278 410250

23rd April

Auction of Minneapolis Moline Collection

Online bidding
6967 Piasa Road, IL, USA
Aumann Auctions
aumannvintagepower.com

24th April

Collective sale of agricultural implements and machinery

Frome Market, Standerwick
Frome BA11 2QB. Cooper &
Tanner. tel: 01373 852410

25th April

Online Timed Machinery Collective Auction

Edward Buckland
edwarduckland.co.uk

25th April

Thrapston Collective Machinery & Equipment Sale

Bletsoes. tel: 01832 732241

25th April

Wessex Machinery Sale

Southern Counties Auctioneers
tel: 01722 321215

25th-26th April

Cambridge Vintage Auction

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

26th April

East Devon Spring Collective Sale of tractors, farm machinery etc.

Honiton Showground
Gittisham, Honiton EX14 3AW
Stags
tel: 07968 122198

28th April

Dispersal of three tractors, farm machinery etc

Old Court Farm, Totworth, Glos.
GL12 8HF
Greenslade Taylor Hunt
tel: 01278 410250

28th April-3rd May

(USA FLAG HERE)

Pre '30 Auction Week

Online bidding

20114 IL RT 16, Nokomis, IL,
USA
Aumann Auctions
aumannvintagepower.com

29th April

Mid-Devon Collective Sale

Littleborough Cross, Black Dog
EX17 4QU
Symonds & Sampson
tel: 01894 218911

May

2nd May

Collective Machinery Sale

Applegarth Mart, Northallerton
DL7 8LZ
Northallerton Auctions Ltd
tel: 01609 772034

Sale date?

If you've got a sale or auction planned and would like to see it included in this listing – free of charge – then all you have to do is send us the details and we'll take care of the rest.

Email: tm.ed@kelsey.co.uk



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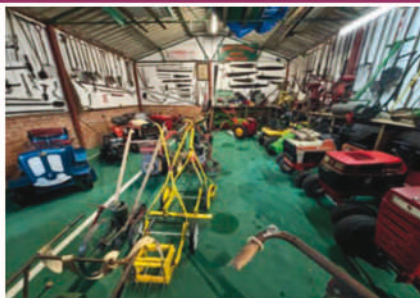
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We are pleased to announce the imminent arrival of the long awaited David Brown 1690 and Case 1594 from Universal Hobbies. Following on from the previous 4-cylinder 1490, UH have developed new tooling to produce the 6-cylinder 1690 and the 1594 versions. Of course these new models come with all of stunning detail that we have come to expect from Universal Hobbies.

We are now taking pre-orders for these brand new models which will be available late May/early June 2025.



J6759 | 1:32 scale
Case IH 1594 (1985)
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J6754 | 1:32 scale
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These models are available to pre-order now so contact your local stockist without delay. Alternatively you can order by phone on **01903 875978** or email **info@accuratediecast.com**

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New models

Here's another interesting new release for the collector

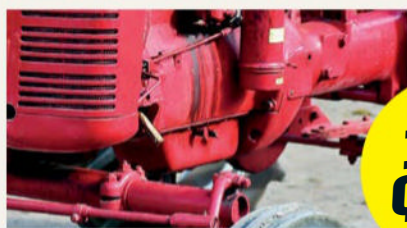
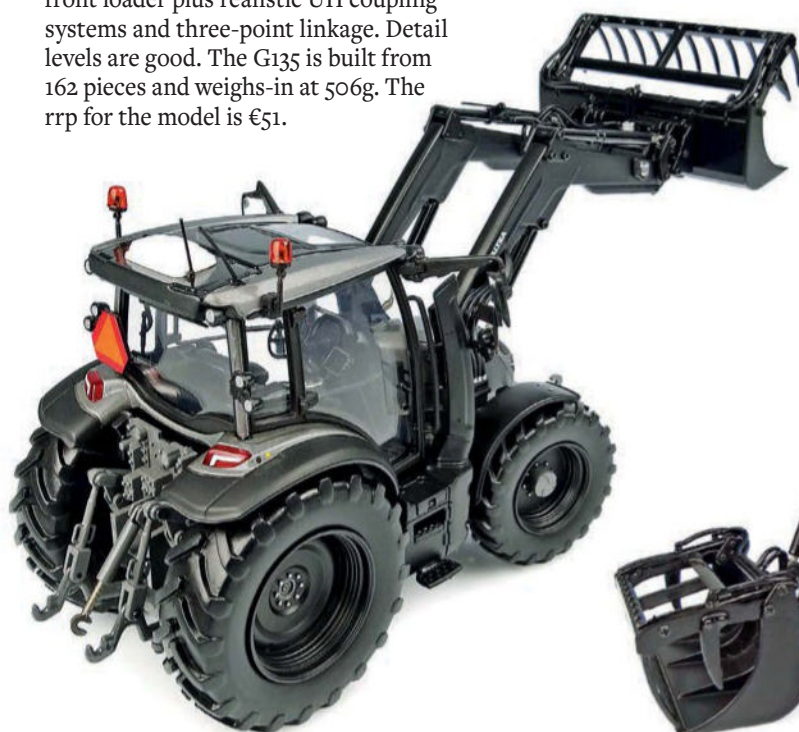
SCALE MODEL NEWS

This new, limited edition, 1/32 scale model of the Valtra G135, complete with front loader, is finished in titanium grey and only 1,000 pieces are to be made. It was introduced on February 15th and each model is individually numbered on the underside of the chassis.

Key features include the operating front loader plus realistic UH coupling systems and three-point linkage. Detail levels are good. The G135 is built from 162 pieces and weighs-in at 506g. The rrp for the model is €51.



Order yours from:
universalhobbies.fr/en



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 for a new pic every Friday!

facebook.com/TractorAndMachinery

instagram.com/tractor_machinery_mag



A new Force



Launched in 1985, the Force II range was a substantial facelift of the existing Ford Series 10. Bonnets carried the Roman numeral 'II' as a designator and the smallest in the range was the three-cylinder, 50hp 3910; only offered with the low-profile Sekura LP2 cab, making it ideally suited for working in limited headroom situations.

Jonathan Whitlam helps celebrate the 40th anniversary of the influential Ford Force II range of tractors

In 1985 the Ford Motor Company refreshed its entire tractor range and, to mark the occasion, gave all the updated models the 'Force II' designation. This was very apt, not only because when it came to the Series 10 tractors, these were second generation machines, but also because, back in 1968, the original four-model range launched in 1964, was given a major upgrade, under the 'Force' banner.

Therefore, the 'Force II' classification of 1984 represented the second use of the 'Force' name and, although in many ways the tractors remained very similar to their predecessors, there were also some major upgrades. The most obvious of these was the introduction of Ford's new, flat-floor Super Q cab. But, in order to appreciate just how significant this all turned out to be, we need to start by looking back at the Ford tractor range that was in production immediately before these important mid-1980s model upgrades arrived.

ORIGINAL SERIES 10

Except for the TW and FW tractor ranges, the Series 10 launch in 1981 saw the Ford range given a big update. While the Q cab that had been introduced on the 600 Series in 1976 was retained, the Series 10 machines benefitted from a new bonnet design and a full synchromesh gearbox controlled by a pair of steering column-mounted levers.

The three-cylinder models – from the 44hp 2610 to the 64hp 4610 – were still fitted with the top-spec Q cab and a slightly different layout of column change when compared to the four-cylinder models, but also got the option of new cabs sourced from Sekura. One of these was a low-profile structure (LP) intended for working in low buildings, while the other was the All-Purpose type (AP). The latter was a cheaper alternative to the Q cab with a lower roofline, although not as low as the LP.

The four-cylinder models, from the 72hp 5610 to the 103hp 7610, were also fitted with the Q cab and, once again,

the later option of LP and AP Sekura cabs as well as the SynchroShift synchromesh gearbox. This came with Dual Power providing 16 forward speeds while the standard, non-synchro eight-speed transmission was still an option. But this reverted to control by levers mounted in front of the driving seat, on the floor, but could also be fitted with Dual Power providing 16-speeds.

The three- and four-cylinder models, up to the 7610, all featured the Q cab straddling the central transmission hump but, when it came to the luxury versions of the earlier 700 Series – which had a flat floor – this led to the Series 10 6710 and 7710 retaining this along with side-mounted gear levers to the right-hand side of the driving seat, now with the added benefit of synchromesh transmission.

The larger, six-cylinder 8210 arrived in 1982, replacing the 8200 that had been offered previously and built for Ford by County. The 8210 saw this 116hp tractor taken in-house and built on the line at Basildon. It was, of course, fitted with the SynchroShift transmission from the start, as was the other six-cylinder model, although this wasn't introduced to the British market until 1984. It was the de-rated version of the 8210, known as the 7910, with 103hp.

Changes were also made to the two smallest models in the range in 1983, with the 2610 becoming the 44hp 2910 and the 3610, the 50hp 3910. Most of these alterations were made to bring them up to the same specification as the larger models, as well as providing them with stronger rear axles.

In 1984 the new LP2 cab arrived as an improved version of the original Sekura unit, and came with a revamp of cab options, at least in the UK. The LP was the default cab for the 2910, 3910 and the 57hp 4110, while the AP cab became the standard fit on the 4610 and 5610, instead of the Q cab. It was also an option on the larger 6610 and 7610 models.

POWER OF THREE

The introduction of the Force II range of





Above: The same six-cylinder engine as used in the 7910 was squeezed into the 7610 chassis to produce the 7810. This worked exceptionally well but, because of the lower build, access to various components was compromised compared with the larger 7910. **Right:** As with earlier Series 10s, the 4610's bonnet could be easily hinged upwards to gain access to the engine and battery. This three-cylinder unit produced 64hp.

Series 10 and TW tractors came in the autumn of 1985. All could be recognised by their new, brighter bonnet decals, which included a darker background, red stripes and a prominent 'two' written in Roman numerals. But the big new change – the Super-Q cab – wasn't on any of the three-cylinder models, which used LP or AP cabs and were the least changed of the new Force models.

The little 2910 was dropped from the

UK market in Force II guise, although it was still produced and sold elsewhere in Europe. This left the 3910 and 4610 as the only three-cylinder Force II models, as the 4110 was also dropped. This was quite a departure given that there had always been a trio of three-cylinder models available since 1964, with all proving to be popular with users.

A year later the 3910 disappeared from the range in favour of a reintroduction

of the 4110, although this still left just two three-cylinder tractors for the UK market. What's more, as the pair were only offered with the LP or AP cabs, they were limited to either the eight-speed constant mesh or the eight-speed

Below: The Force II models brought new, brighter bonnet decals and, of course, the new Super Q cab, to the TW range. The long-bonnetted TW-25 looked very smart in this new guise.



The 4610 Force II was only available with the Sekura cab options, unlike the original version that was commonly specified with the Q cab. However, the AP cab gave the model a well-balanced look.



Synchroshift gearbox, without Dual Power.

FOUR-POT FAMILY

With regard to the four-cylinder straddle cab-type models, there was a much more obvious upgrade, thanks to the choice of the top spec Super Q cab instead of the AP, although the latter remained an option. The smallest of these, the 5610, was only offered to begin with, with an AP or LP cab, but the Super-Q was soon made available due to significant customer demand.

The 6610 and 7610 could both be specified with the new cab, which offered a significant improvement over the Q cab, delivering a lower roofline, quieter working environment plus four, forward-facing, work lights mounted in the roof and two on the rear. Cab filters were fitted externally on either side of the cab roof, above the opening side windows and the floor, of course, was flat. Inside, a pair of long, floor-mounted gear levers were positioned to the right of the driving seat.

The new cab combined with white-painted rear mudguards to really elevated the whole feel of these tractors, giving a fresh and more modern appearance that somehow just looked right!

The largest model in the Force II range was the TW-35. This impressive tractor produced 195hp from its six-cylinder, turbocharged and intercooled Ford engine. The Force II TW range was the third generation of this line-up, with the originals introduced back in 1979, then a major revamp happening in 1983.



... owners did appreciate its extra weight and the smoothness of its six-cylinder engine over the turbocharged four-pot models

LUXURY VERSIONS

With regard to the luxury models that already had a flat floor before Force II came along, the new decals and Super Q cab also made these machines look very different from before. The 6710 didn't survive, though, and was deleted, leaving the 7710 as the only four-cylinder member of this family.

In many respects the fact that the Super Q's flat floor and side-mounted gear controls had seen the new 6610 and 7610 gain the same levels of comfort, meant that the 6710 and 7710 were somewhat redundant. The 7710 did, however, remain quite popular, with customers appreciating the higher bonnet line that allowed easier access



for maintenance than on the much 'tighter' 7610. Others also preferred the slightly extra weight that the 7710 offered over the 7610, while delivering the same power output.

SIX-CYLINDER SMOOTHIES

That just leaves the six-cylinder 7910 and 8210 models to consider. These shifted seamlessly into Force II guise and looked all the better for it. In terms of the popularity of these 103hp and 116hp models, the 8210 was the hands-down winner in the UK. It eclipsed the 7910, as did the 7710 and 7610, which produced the same power from their four-cylinder engines. As a result, the 7910 only sold in relatively small numbers, but owners did appreciate its extra weight and the smoothness of its six-cylinder engine over the turbocharged four-pot models.

The 8210 was also offered with an optional performance monitor that was developed from the unit that had been fitted to the TW range. It was updated with a digital-type display and incorporated into the dashboard, and gave the operator information via bar graphs, lights and even audible alarms. As well as providing performance monitoring, the display also monitored all the regular engine, gearbox, hydraulic and power take-off information, providing a new-tech alternative to traditional, analogue dials.

THIRD GENERATION TW

While the Force II Series 10 machines



Four-wheel drive was the most popular format for the 103hp 7710, making it a very versatile working machine. There's no doubt that the Force II version was an elegant-looking tractor!

were second generation, the Force II-related upgrades made to the TW range resulted in the third generation of these models. Originally introduced in 1979 as a three-model line-up, this high-horsepower, six-cylinder range peaked at 188hp, and its design roots stretched right back to the 8000 and 9000 tractors of the late 1960s, developing through the 8600 and 9600 and into the 8700 and 9700 during the late 1970s.

In 1983 the range was updated with the big TW-35 offering 195hp, while a smaller model was introduced to some markets, although not the UK. With Force II, the TW range got the Super Q cab and new bonnet styling which, as with the Series 10, modernised the look of these tractors way beyond what might have been expected.

In addition, though, Force II also brought a major upgrade to the rear

With dual rear wheels fitted plus a large and heavy Dowdeswell plough on the back, the Ford Force II TW-35 looked an impressive machine that was ready for anything. In my opinion, it's hard to argue against this being one of the best looking Ford tractors of all!



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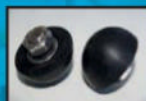
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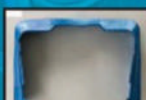
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hydraulic system on the TW range. This came in answer to complaints that the earlier machines hadn't had enough lift capacity, and Ford's solution was to fit larger-capacity hydraulic pumps, heavier duty lower link arms and twin assister rams. These changes allowed the Force II TWs to lift larger and heavier implements both more quickly and easily. The digital dashboard and performance monitor also became a TW option, and seemed to be specified by most customers.

A LATE ARRIVAL

As the Force II machines settled down to enormous success, not many further changes were made to the line-up. However, one notable and new model that did arrive changed everything.

Ford tractor customers had long been requesting a tractor offering around 100hp, that was powered by a six-cylinder engine but in a compact package. They wanted something not much bigger

than the 7610, but not as large or heavy as the 7910. These requirements were part of a trend that was beginning to emerge in the mid-1980s, with increasing numbers of farmers starting to appreciate just how useful and versatile such a machine could be for general duties, as well as being light enough for top work.

Tractor manufacturers were quite quick to react to this market opportunity, with the likes of the

The TW-15 was the smallest member of the TW range sold in the UK when Force II emerged. Its six-cylinder engine produced 143hp and, by this stage, TW production had been centred on the Ford factory at Antwerp, in Belgium.



Ford Force II basic technical specifications									
Model	2610	2910	3610	3910	4110	4610	5610	6610	7610
Engine	Ford 2.9-litre	Ford 2.9-litre	Ford 3.1-litre	Ford 3.1-litre	Ford 3.3-litre	Ford 3.3-litre	Ford 4.2 litre	Ford 4.4-litre	Ford 4.4-litre turbo
Cylinders	3	3	3	3	3	3	4	4	4
Power	44hp	44hp	50hp	50hp	57hp	64hp	72hp	86hp	103hp
Transmission	8x2 or 8x4 synchromesh	8x2 or 8x4 synchromesh	8x2 or 8x4 synchromesh	8x2 or 8x4 synchromesh	8x2 or 8x4 synchromesh	8x2 or 8x4 synchromesh	8x2, 8x4 synchromesh, 16x4 Dual Power	8x2, 8x4 synchromesh or 16x8 Dual Power	8x4, 16x4 Dual Power
Rear lift capacity	895kg	895kg	471kg	471kg	1,397kg	2,180kg	1,832kg	1,876kg	2,028kg
Weight	2,721kg	2,721kg	3,129kg	3,129kg	3,402kg	3,742kg	4,399kg	4,399kg	4,500kg

International Harvester 956 XL arriving in 1981 and offering just what many wanted. Massey Ferguson replaced its physically large, 93hp 2620 model with the much lighter MF 699 in 1984, which featured a six-cylinder engine shoe-horned into a chassis from the four-cylinder 600 Series range.

Ford dealers pressed the company to act as their customers were champing at the bit for something similar but, initially, there was little appetite to investigate the possibilities. The official view was that the 103hp 7610, 7710 and 7910 more than covered this sector of the market. In fact, it took the actions of an independent company to shift Ford from its entrenched position on this matter.

South Essex Motors, known as SEM, was a Ford dealership that also undertook a great deal of engineering work for Ford. Much of this revolved around tweaking the specification of imported, North American tractors so that they became suitable for sale in Britain. But SEM also produced a 77hp, turbocharged version of the 4610 that Ford then sold as the 4610T. It was a popular machine.

With its finger very much on the pulse, SEM was well aware of what farmers were asking for, and so set about addressing the requirements by building a succession of prototype machines, using the six-cylinder 401 engine from the Ford 7910, but squeezing it into the 7610's chassis. The result was certainly a neat machine, in either cab-less form or fitted with the LP cab. Nevertheless, it took Ford some time to accept the concept that SEM cleverly badged as the '7810'.

Eventually, though, Ford announced the official 7810 in late 1987, with the new model only being offered with the top-spec Super-Q cab as part of the Force II line-up. Delivering 103hp, it fitted neatly into the Ford range and the fact that, in the following year, it became the best-selling model in the entire Ford tractor range, proved that the thinking behind the idea had been sound, and that farmers did indeed require a tractor of this size and format. The 7810

In contrast to the new 7810, the much older 7910 looked enormous considering it offered the same power output. As a result it wasn't a big seller in the UK, but did prove popular elsewhere, including in France.



The 5610 was the smallest of the four-cylinder models in the main range, although a less powerful 5110 was produced for some markets. Initially the 5610 only got the LP2 or AP cab, but the Super-Q followed due to customer demand. (Photo: Kim Parks)

7710	7810	7910	8210	TW-15	TW-25	TW-35
Ford 4.4-litre	Ford 6.6-litre	Ford 6.6-litre	Ford 6.6-litre	Ford 6.6-litre turbo	Ford 6.6-litre turbo	Ford 6.6-litre turbo, intercooled
4	6	6	6	6	6	6
103hp	103hp	103hp	116hp	143hp	163hp	195hp
16x8 Dual Power	16x8 Dual Power	16x8 Dual Power	16x8 Dual Power	16x8 Dual Power	16x8 Dual Power	16x8 Dual Power
2,028kg	2,028kg	4,100kg	4,100kg	4,286kg	4,286kg	4,286kg
4,989kg	4,700kg	5,225kg	5,225kg	7,566kg	8,148kg	9,194kg



This hard-worked, 85hp, 6610 II is still showing the original, striped upholstery on the seat. The Super-Q cab's flat floor is clear to see. All the main controls are clustered on the right-hand side of the driver's seat.



A view from inside a 4610's AP (All Purpose) cab, illustrating the excellent all-round visibility thanks to the slim pillars. The gearbox is operated using floor-mounted levers and an uncluttered dashboard provides tractor information in analogue form. A constant-mesh Dual Power gearbox delivered 16 speeds on the TW range, and was controlled by these two long levers positioned to the right of the driving seat.

continued to be the most popular member of the range for the remainder of the Series 10's production run, which finally came to an end in late 1991.

SIGNIFICANT LEGACY

Force II was a big step up for the Ford tractor range. It was implemented world wide and enjoyed huge success. It was introduced in late 1985 and would continue to be produced up to March of 1989. It was then that the Force II gave way to the next evolution: Generation III. Many of the improvements made to the range with Force II were carried over, most notably the Super-Q cab. But a lot of improvements were made to the engines, often providing slight power increases but always improving efficiency.

The TW range also morphed into

the Series 30; basically the same tractors but with new decals, colour scheme and the inclusion of a full powershift transmission. The Series 30 was launched in December 1989 so the final Force II tractors were the last TW models before the change.

The Generation III versions of the three-cylinder Series 10 tractors only lasted until March of 1990 when they, too, were replaced by a different Series 30 that closely followed the styling of the larger Series 30 models, but included four, three-cylinder models fitted with a new shuttle gearbox.

The four- and six-cylinder Generation III models would remain until replaced by the Series 40, in October 1991. These were new from the ground up and took Ford tractors into the 1990s, just as the operation was bought by Fiat.

Force II tractors remained as workhorses on farms all over the globe,



reliably carrying out their everyday tasks and giving the same levels of durability and versatility they'd always provided. There were a few issues, of course, as with any range of tractors, but with spare parts – even including engines – being readily available, most Force II models enjoyed long and productive service lives, and a good number continue to do so today.

As time has inevitably passed, many examples have found their way into the hands of collectors and enthusiasts and, thanks to the typically tireless efforts of these forward-thinking people, these venerable machines are now being preserved for future generations to enjoy. Even now, 40 years after the original launch, Ford Force II tractors fitted with the Super-Q cab are still regarded by many as being among the best-looking tractors ever produced.

Not only was the 7810 the biggest success of the Force II range, it remains a firm favourite among many enthusiasts today, 38 years after it was launched. The Force II version is much rarer than the later Generation III, due to its shorter production run.



The Force II range... could be recognised by their new, brighter bonnet decals, which included a darker background, red stripes and a prominent 'two' written in Roman numerals



The 7610 remained the flagship model of the lower-built four-cylinder tractors, with its turbocharged engine producing 103hp. It looked superb when equipped with the Super-Q cab with its extra front work-lights; a completely different appearance from an AP cab-equipped version.



The 8210 was refined when it became a member of the Force II family in 1985, with the option of a performance monitor with digital display built into the dashboard. This brought the first touch of electronic technology to the Series 10 range.



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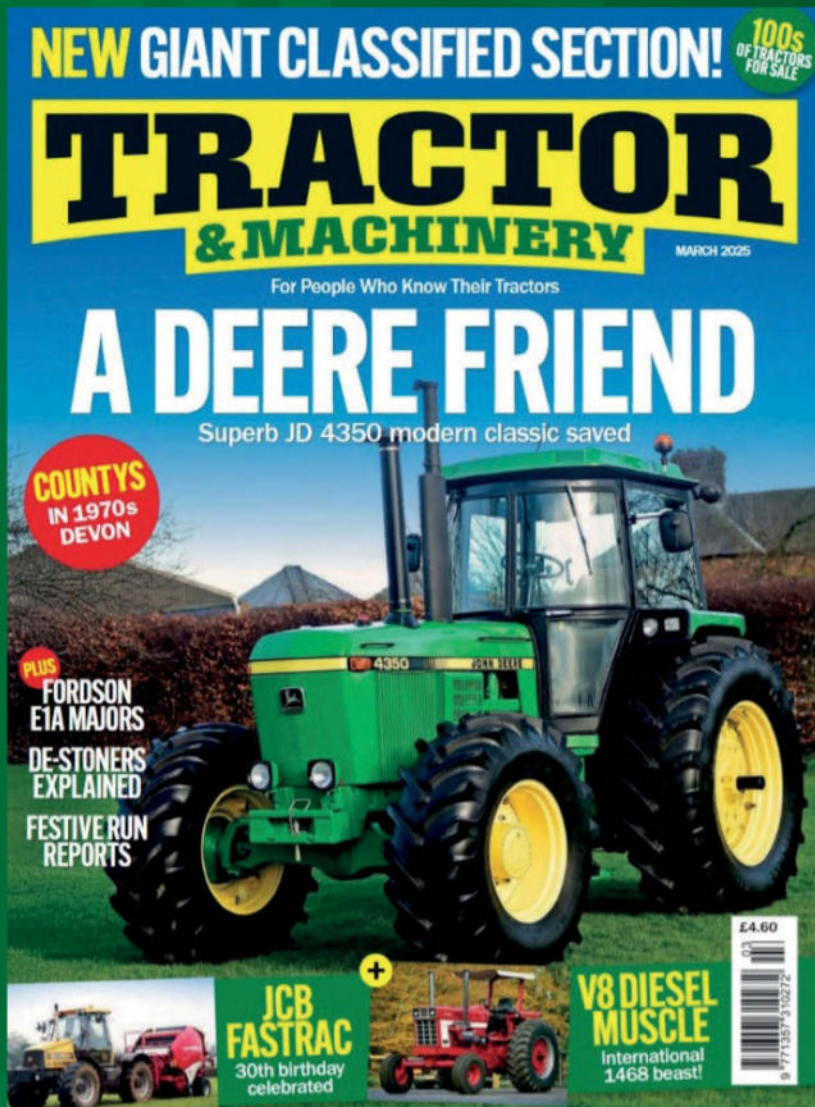
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A classy County

Bob Weir takes a trip to Powys to meet Peter Bufton and his superb 1971 County 4000-Four

Powys is the largest and least-populated county in Wales. It has an area of 2,000 square miles, and a population of just over 130,000. The landscape is predominantly hilly and includes the Brecon Beacons National Park. Peter Bufton has lived in the area for many years, and is a plant-hire driver by trade.

I first came across Peter and his 1971 County 4000-Four in the working field at the 2023 Shrewsbury Steam Rally. This superb event is held over the late-August Bank Holiday weekend at Onslow Park, just outside Shrewsbury, in Shropshire, and is organised by the County of Salop Steam Engine Society Ltd (COSSES). It's one of the largest classic vehicle shows on the summer calendar, and always attracts a mouth-watering selection of 'heavyweights' to be put through their paces, including machines such as Peter's.

EARLY STARTER

"I was brought up in Powys and was living around tractors from the earliest days of my childhood," Peter explained. "My grandfather was a farmer and kept a lot of his old machinery. I was driving tractors from the age of 13 which, in those days, was typical for local boys of my age."

The area around Brecon is certainly popular with tourists, but is also a working community. Sheep farming is

common, together with some cattle and mixed crops. "My father worked with tractors from the time he left school, so it runs in the family," said Peter. "He still owns a couple of machines, including an International 276 and a Roadless Ploughmaster 75. The Ploughmaster could use a bit of work and is on our 'things to do' list. I used to give him a hand when I was growing up, which is how I became familiar with lots of tools and machinery."

Peter honed his driving skills on the International 276, but it wasn't long before he started thinking about buying a machine of his own. "My first tractor was a Fordson Dexta, which I used on road runs," he recalls. "The County is a more recent acquisition. I also have an International 444, which was in a bit of a state when I first acquired it."

The history of County Commercial Cars Ltd, and its long association with Ford, has been well documented. Formed at Fleet, Hampshire, in 1929, the company experimented with commercial vehicles, before making its name producing, four-wheel drive tractors with equal-sized wheels. Throw-in plenty of grunt, and these high-horsepower heavyweights quickly became a force to be reckoned with.

Most County tractors began life as Ford skid units, until Ford realised that it was missing out on a significant and profitable slice of the market, and started building its own 4WD machines. As you might imagine, this came as a

Peter Bufton with his County 4000-Four, resplendent with its recently acquired Duncan cab.



Peter's County in action at the 2023 Shrewsbury Steam Rally. (Photo: Peter Bufton)

serious blow to County and, eventually, led to the company's demise. Fortunately, though, the name and legacy lives on under the stewardship of County Tractor Spares Limited.

FORD UNDERPINNINGS

The model 4000-Four was based on the Ford 4000 and was one of County's first, unequal four-wheel drive tractors. The unequal wheel concept was a success, and County followed it up with other tractors based on Ford's 600 Series.

Ford had replaced its 6X 'Pre-Force' range with the 6Y 'Force' line-up in April 1968. County was on the look-out for new models and the three-cylinder, 4000 looked ideal for four-wheel drive conversion. The new project was quickly given the green light.

However, the conversion wasn't a straightforward one. There was little space to spare inside the standard transmission housing, and this demanded some creative engineering solutions. Fortunately, County had plenty of experience in solving problems like this. It took them six months to machine the new parts needed and for the tractor to be assembled and ready to roll.

The new era of safety cabs was just around the corner, so County came to an arrangement with Alexander Duncan, of Aberdeen, to design and supply an approved cab. Duncan would go on to become a byword in tractor cab

design, and surviving examples often fetch a premium nowadays. Once built, the cabs were fitted in County's Hampshire factory.

Following safety tests, the 4000-Four was launched at the 1968 Smithfield Show, which took place in London. Then, the following February, the new County went on to prove itself in front of the agricultural press. It underwent trials

I was driving tractors from the age of 13 which, in those days, was typical for local boys of my age

owner had a small collection of County and Roadless tractors," he recalls. "That aroused my interest. I then spotted my tractor for sale on the internet.

I showed the photograph to my boss to make sure the County was authentic. He was very enthusiastic and suggested that

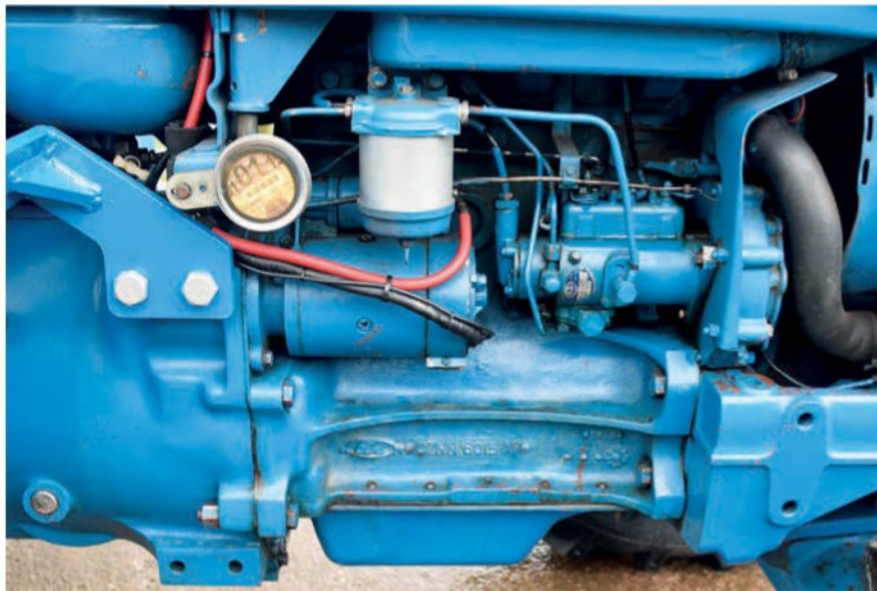
with Farmhand & Browns, and the design was particularly praised for its front-end loader work.

Marketing tractors effectively requires panache and skill, and County was certainly up to the task. Advertised as 'a County tractor that everyone can afford', the 4000-Four offered a useful alternative to conventional brands, and appealed to a wide range of farmers.

SUCCESSFUL VERSATILITY

The new model was an unqualified success, and brought the principle of four-wheel drive into a manoeuvrable, lightweight machine. County was quick to cash in and went on to introduce several variants all based on Ford skid units. Ironically, though, the company could arguably have engineered its own downfall, as it was this success that awakened Ford's interest, and prompted the giant to start the process of developing its own 4WD models.

Peter acquired his County in 2016, after a session browsing websites on his computer. "I was working for a demolition company at the time, and the

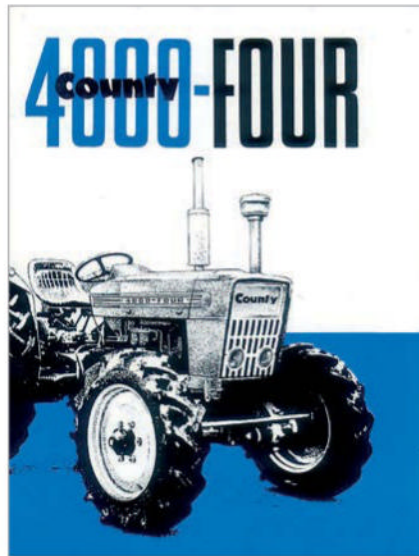


The Ford three-cylinder engine produces 62hp and is still in good working order.

I should buy it."

One thing led to another, and Peter was soon heading off with his trailer to the south coast. "The journey to the owner's house was quite a hike and, with advertised tractors, you never really know what to expect," he added. "You always hope that the tractor turns out to be as described in the blurb but, until you see it for yourself, it's all a bit of a lottery. Fortunately, when I got there the County actually looked OK, and I was able to come to an arrangement with the owner. However, the return journey seemed to take forever, and we didn't actually get home until 2am!"

Once Peter had had some sleep, he was able to take stock. "The County was quite tidy and there were no unpleasant surprises," he told me. "That said, there were a few issues. The tractor was



The cover of an original County sales brochure for the 4000-Four.

missing its cab, and the wheels were a bit rusty. The hydraulics didn't work and the front axle pin was worn."

TIME ISSUES

However, as luck would have it, and after going to all the effort of acquiring the County, Peter then found himself rushed off his feet at work, and was forced to put the tractor project on the back burner for several months. Luckily, he was able to store the machine under cover at his parents' property, so it was protected from the weather.

"Although I was happy to do most of the work myself, finding free time for that was the biggest challenge," he said. "In the end I decided to take the tractor to engineer Martin Eady, who is based just up the road from me, in Llandovery,

The tractor is currently fitted with a non-original, Chinese-made, two-way spool valve as Peter hasn't been able to locate an affordable, original part. This model uses a single propshaft on the left-hand side to drive the front wheels.



ME & MY TRACTOR COUNTY 4000-FOUR



Left: Two types of front axle are believed to have been used during the 4000-Four's production life. Right: The County certainly still looks the part; not bad for a 50-year-old tractor!

and specialises in sorting out old tractors. I also used County specialist Robb Morgan, who's at Craven Arms, in Shropshire, and Mark Osborne at Southampton-based County Tractor Spares Ltd."

According to Peter, CAA 897K was first registered in the autumn of 1971. "The tractor's history is a bit of a grey area, although the previous owner did say it was a regular at the Great Dorset Steam Fair," he explained. "The registration number indicates it started its life in Hampshire."

Although Peter used various suppliers,

he was determined to do a lot of the work himself. "I sorted out the front axle and pulled the steering box apart and put it back together again," he said. "I also replaced all the seals – and the fuel pump – and got the power steering working properly."

Peter attended an agricultural college when he was younger, and admits the experience gained there came in handy. He also has to thank his father for teaching him how to use hand

tools when he was growing up. "The only non-spec bit of kit on the tractor is a two-way spool valve," he added. "I haven't been able to find an original Ford

part at a reasonable price so far, so used a Chinese part instead. This at least allows me to use a reversible plough and I got it for a fraction of the cost of a genuine Ford

item. I managed to mow a field of hay with the tractor last summer, and used it with a rake at a silage open day event

It's good to see the machine working which, of course, is what machines like this were designed to do



1971
COUNTY 4000-FOUR

County 4000-Four

Produced	1968-75
Engine	Ford diesel
Cylinders	3
Displacement	201ci (3.3L)
Bore/Stroke	112x112mm (4.40x4.40in)
Power	46.2 kW (62hp)
Rated speed	2,200rpm
Transmission	8 fwd, 2 rev
Linkage	Category 1 or 2
Wheelbase	2.11m (83in)
Overall length	3.56m (140in)

held in Leominster.”

ESSENTIAL PROTECTION

Working on tractors can be a time-consuming process, although Peter is fortunate to have plenty of storage space. “Keeping things out of the weather is the most important thing, as we get our fair share of rain in this area,” he said. “This particularly applies during the winter months.”

Peter says he’s pleased with the work that’s been carried out on the tractor, but it remains a work in progress. He’s gradually working his way through a



Peter has worked hard to bring the cab’s interior up to scratch.

checklist of jobs still to be done. “The trouble with these old tractors is that they always need something doing to them,” he explained. “In this case, the pick-up hitch still needs some linkage parts, and there are a few covers missing inside the cab and from the engine. The fuel system also needs work, including the fitting of new injectors. The brakes will need servicing in the near future, too. I also managed to track down a Duncan cab, which adds to the tractor’s provenance.”

Peter likes using the 4000-Four, and it’s become a regular at local events. He

particularly enjoys taking part in working days. “It’s good to see the machine working which, of course, is what machines like this were designed to do,” he said. “I also plan to use the tractor on some road runs. It’s great fun to drive and can easily keep up with the traffic. It can get noisy and hot in the cab but, as long as you’re wearing ear plugs, this isn’t an issue. The countryside is quite hilly around here, given that we’re so close to the Brecon Beacons, but the 4000-Four takes everything in its stride. I certainly intend hanging on to the machine for the foreseeable future.”



The 4000-Four hauling bales in the days before it was fitted with the Duncan cab.

(Photo: Peter Bufton)



The Ford 4000 underpinnings of this tractor are clear to see from the instrument cluster.

Peter’s suppliers

Robb Morgan

County Tractors, Spares & Repairs
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Halford
Craven Arms SY7 9JG
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Mark Osborne

County Tractor Spares Ltd
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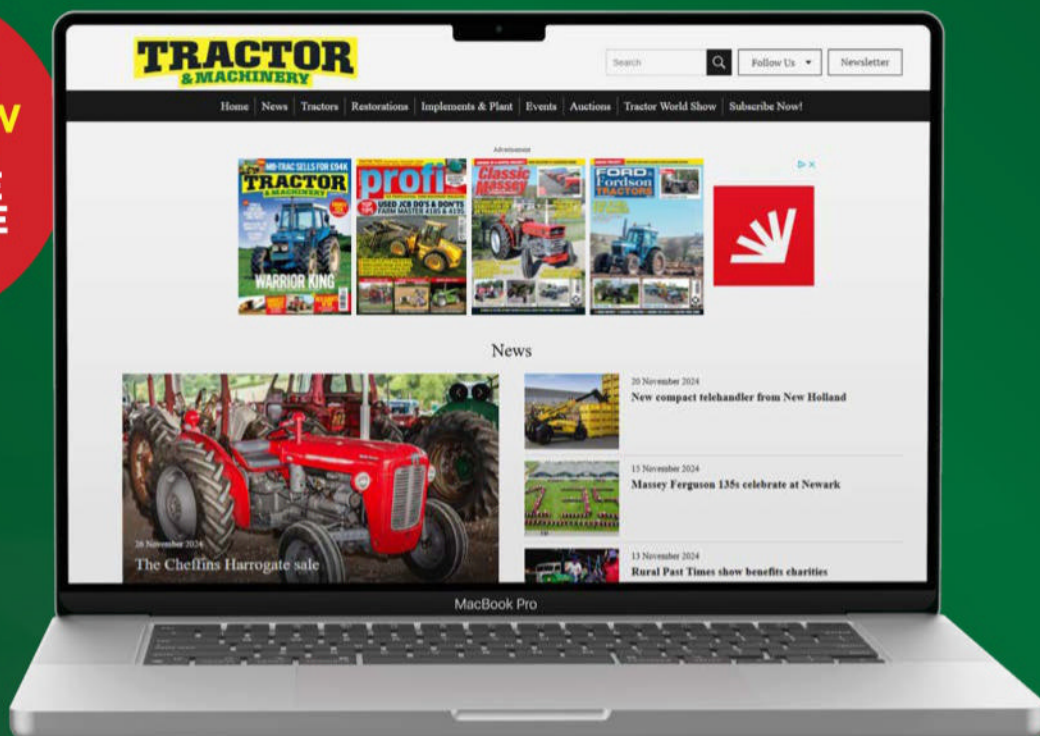
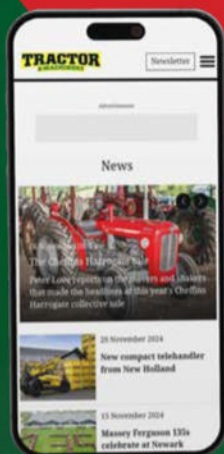
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A seasoned performer

Jonathan Whitlam charts the history and development of the Hayliner, New Holland's durable square baler range



Haymaking with a New Holland 377 baler on the back of a New Holland 7840 – a 1970s baler and a 1990s tractor working together, and both bearing the same name.

The pick-up baler represented a huge step forward in the process of saving hay and straw for animal forage, replacing stationary machines and simple trussers with a machine that picked up the material from the swath and packed it into high-density, rectangular bales that could be lifted by hand, or later handled by specially-designed machinery.

Among the pioneers of pick-up balers was the American New Holland company, based in the Pennsylvania town of the same name. From early self-tying balers, New Holland would soon introduce more sophisticated machines that would be sold around the world, including very successfully in the UK.

THE AUTOMATON

The story of the New Holland company is a very long one, and begins in 1895 when Abram Zimmerman started a farm machinery repair business in New Holland, Pennsylvania. By 1903 the company had become the New Holland Machine Company, but it wasn't until 1938 that it introduced what would turn out to be one of its most important products.

A local Pennsylvania farmer invented a baler that used a knotter to tie a bale under pressure, and New Holland adopted this design and produced it as the Automaton. It was one of the first, successful pick-up and self-tying balers offered on the North American market. The Automaton didn't look like balers we know today,

in that it used a belt to transport the crop to the top of the trailed machine where it was packed into a bale. Power was supplied by an on-board engine, and the design incorporated a seat for a worker from which to keep an eye on the knotters. The Automaton had a claimed output of 4-6 tons of bales an hour, and included a 'nodding head' packer arm to pack the straw or hay into the bale chamber.

The machine was so successful that it essentially saved the company from the

after effects of the Great Depression that had almost caused its bankruptcy. In 1947 the company was bought by the Sperry Rand Corporation, and its financial future was assured.

The Automaton was superseded by the Model 77 baler in 1949, which joined other farm equipment also

being produced, including forage harvesters and manure spreaders. During the 1950s fertiliser spreaders and bale-handling equipment were added to the product range and, in 1956, the Model 166 – a self-propelled baler – was launched.

POPULAR IN BRITAIN

In 1951 New Holland launched the Model 66, a lightweight machine that proved popular with the many smaller farms in the USA. This was the design chosen when production finally started in the UK, in 1954. The 66 baler had a choice of either a 13hp petrol or vaporising oil engine or, from 1958, an optional Enfield diesel engine to power the machine. It's a unit that will look more familiar to modern eyes, with its offset pick-up and auger to carry the crop into a pre-compression chamber before it enters the bale chamber proper. It was also possible to make adjustments enabling infinite bale lengths.

Then, in 1954, the UK arm of the company was established in Stroud, Gloucestershire, although, just two years later, it relocated to a factory in Aylesbury, Buckinghamshire, which then remained the company's British marketing and manufacturing base for many years.

In 1956 the new, American-built



● **Left: The more streamlined nature of the Super Hayliner 268 is clear in this photo of one in a large private collection of New Holland balers in the Netherlands. The low-profile design produced a sleek and modern looking machine. Right: rear view of the Super Hayliner shows how the classic design of the New Holland baler reached its familiar form. Note the rear ramp folded up for road transport.**

Super 77 baler started being sold in Britain as well as the Model 77, which was the wire-tying version. The Super 77 used twine as, by then, that had become the most popular form of bale-tying material. These models, in turn, led to the first Hayliner models in 1959, with the Hayliner 68 and the Super Hayliner 68 joining the range, the latter having a 16hp Enfield diesel engine as an option.

The Hayliner name was a successful one and would be used on many balers from 1959 onwards. The Compact Hayliner 65 (for smaller farms) and the larger Super Hayliner 78 were the main models during the mid-1960s.

Sperry New Holland grew the company by acquiring a major stake in the Leon Claeys company, based in Zedelgem, Belgium, in 1964, bringing



● **New Holland balers often come up at farm dispersal sales and collective auctions. Here a New Holland Hayliner 376 waits for the bidding to begin. (Photo: Kim Parks)**



● **Not all New Holland balers still working are in the best of condition, but they continue to deliver the goods at hay-making time. With faded decals, this machine was still working in Sussex in the early 2000s.**

combine harvesters into the fold. This was a big move and saw a very successful range of combines built in Belgium and in North America; a range that continues to this very day.

STREAMLINED DESIGN

A new era of New Holland baler began in the late 1960s, when a new, streamlined design appeared initially on the Super Hayliner 268 and 278. These were the beginnings of what would become the classic New Holland baler in their predominantly red with yellow livery. These machines, built to a lower profile than previous models, used a sweeping tine set-up to feed the crop from the pick-up into the bale chamber, instead of the auger used previously.

Power was provided by the tractor's PTO shaft rather than an onboard

IMPLEMENTS PICK-UP BALER



● Baling hay with a New Holland 570 and flat-eight accumulator working closely behind a New Holland TL100A and twin rotor rake.

engine, which helped to reduce the weight of the baler and, with a 14x18in bale chamber, the Super Hayliner 268 could make bales between 12 and 52in long.

Into the 1970s and New Holland was producing the Super Hayliner 276 and 286, as well as the smaller Hayliner 274 (the latter intended for smaller farms). Baler evolution continued with the updated 370, 376 and 386 models during the mid-1970s that featured close-spaced pick-up tines and higher ram speeds to increase efficiency and speed up the

work rate.

Sperry New Holland's advertising in the farming press in the early 1970s detailed many selling points for its range of square balers:

We have been working together with the farming community for a long time. We have learned a lot. And we have used this knowledge to develop a dependable and versatile range of equipment that best answers your needs.

You want square, well-tied bales. So, we designed an exclusive Flow-Action feeding system that keeps the crop moving consistently at top speed into

more evenly and well packed bales.

You want no waste. So, we designed [the] Super-Sweep pick-up featuring closely spaced tines and flared side guards that cuts waste to the minimum. The wide feed opening allows maximum crop flow.

You want tight bales without wasting horsepower. So, we engineered a rugged, fast-moving plunger to do the job efficiently on a minimum of power.

By the middle of the 1970s the company's publicity material was mostly still singing from the same hymn sheet:

Square, firm bales. That is the advantage of any one of Sperry New Holland's outstanding baler range. Each machine has the super-sweep close tine pick-up and the gentle flow-action feed system. A rugged, fast-moving plunger that packs firm bales and a knotter that ties tightly – day after day. Because we have learned from experience how to build dependable balers that work as hard as you do – season after season. Because Sperry New Holland balers are built from quality-tested materials to last for years.

CHANGING TIMES

The evolution of the New Holland baler continued into the 1980s, the colour changing to mainly yellow with a new line of 900 Series models. This



● The 940 was an evolution of the Hayliner design, and proved a popular model with customers who had been using earlier machines.



● New Holland has re-introduced the 'Hayliner' name for two balers now sold in certain markets. The two models available are the Hayliner 265 and 275. History turns full circle!

(Photo: CNH)

decade would see the end of the monopoly of the conventional square baler on British farms, as the large, round baler grew in popularity after its introduction from the USA in the late 1970s. Many companies began making these new machines and New Holland was an early producer, selling its round balers alongside the conventional machines.

A change back to mainly red livery was later made with the 500 Series balers, which were very similar in most respects to what had gone before, and took the machines into the 1990s. Gradually sales of the old, square balers began to slow and eventually became a trickle, especially after the large square balers also entered the scene in a big way during the 1980s.

In 1986 the Ford Motor Company bought the New Holland business from Sperry Rand, to form Ford New Holland; the two companies' combined product portfolio coming together to become a 'full-liner' tractor and farm machinery manufacturer. This product list also included the conventional square balers but these were discontinued by the 1990s, ending a long history of conventional balers.

Ford New Holland was sold to Fiat in 1991, touted as a merger but, in fact, it was a takeover by the Italian firm. Gradually the product lines of both Fiatagri and Ford New Holland were integrated under the 'New Holland' banner, including tractors, balers, forage harvesters, grape harvesters and combine harvesters. In 1999, Fiat bought Case IH from Tenneco and this would have a big effect on New Holland as the two product lines were brought together under the new Case

New Holland name.

New Holland conventional balers continued to be built under the new regime, using an improved version of the classic design and looking very similar, with the BC6070 having perhaps the biggest output of any of the New Holland balers of this type.

BALERS TODAY

It's amazing that New Holland still produces conventional square balers in the 21st century, but the rise of domestic horse ownership has led to a demand for smaller bales that can be easily moved by hand.

The two main machines offered by New Holland today are the BC5060 and the BC5070, and both look very similar to the earlier machines produced by the company. They have minimum tractor power requirements of 45 and 60hp, respectively, with the smaller machine having a 180cm wide pick-up while the larger one measures 200cm. A rotary-type feeder takes the crop to a plunger with an operating speed of 93 strokes per minute.

Amazingly, the company also resurrected the Hayliner name recently. The Hayliner 265 is a smaller machine designed to suit smaller farming operations, with a 1.8m-wide Super-Sweep pick-up, while the larger Hayliner 275 has a 2m-wide Super Sweep pick-up with extra feed rotor to provide a higher capacity for larger farms and contractors. Both machines are painted in yellow, matching the rest of the New Holland combine and implement range.

With new Hayliner balers still available, there's also still a huge demand for the older products, and a great many of the earlier New Holland balers are still to be found at work on farms around the world, including here in the UK. They are such well-built pieces of equipment that they've stood the test of time and continue delivering good service season after season. What's more, spare parts are still readily available and, with the right level of care and maintenance, these balers can often be seen working into their fourth decade or more, and look set to continue that way for many more years to come.

The New Holland Hayliner was an iconic baler in its heyday and the name still lives on with two products from the present-day New Holland company. Great changes have come and gone in the agricultural industry, and New Holland itself has been through the hands of four different owners, but I'm happy to say that the conventional baler is still going strong.



● The New Holland 5070 has a minimum power requirement of 60hp, so this impressive Ford 9600 has plenty to spare. It makes a fine sight working and sounds great, too! These new balers use the yellow livery with black relief and blue decals, as worn by the combines, forage harvesters and large round and square New Holland balers.

(Photo: Ashley Knibb)



Unusual find

Here's something a little unusual. While working on my 1929 McCormick 10-20, I removed a dome-shaped metal cover that was bolted on top of the gearbox, under the fuel tank, and discovered a metal tube inside. Investigating further, I found that this is, in fact, a spacer tube that's intended to be used if, for any reason, the belt drive pulley was taken off the tractor. When not in use, the spacer was designed to be stored where I found it.

Amazingly, though, the tube was still partially wrapped in a piece of crumpled paper. Judging by its appearance, it was very old and, once I'd carefully flattened it out, I could see that it was a section of newspaper which randomly featured an article about an American actress called Mary 'Texas' Guinan. She died in 1933, in Vancouver, having contracted amoebic dysentery at the Chicago World's Fair, aged just 49.

I'm assuming that nobody had disturbed the spacer and its elderly wrapping since it was put there at the factory in America, 96 years ago. That's quite an amazing thought, isn't it?

Ian Stevens, East Sussex



Left: The spacer tube (foreground) was found underneath the domed protector (background), bolted to the top of the gearbox casting on my 1929 McCormick 10-20.

Right: This is the piece of newspaper used to wrap the spacer tube; still partially readable after 96 years.

Unique 'Massey Ferguson' bicycle

STAR LETTER

This story begins last October when Sophie, my daughter, asked her son, Oakley, what he wanted Santa to bring him for Christmas? His immediate response was that he wanted a Massey Ferguson bike!

As the tractor enthusiast in the family, the matter was referred straight to me, and I (Tractor Grandad) was set the task of making my little grandson – Mr Oaks, as I call him – a very happy boy.

I started by sneaking his old bike out of the shed, where it had been put into storage for the winter. I took it back to my tractor workshop and stripped it down. Next I reached for the Massey Ferguson Super Red and Silver Mist paint pots and got to work on a respray.

I bought some MF 35 decals and cut them down to fit, then fashioned a piece of aluminium as the base for the Massey Ferguson triple-triangle badge, then mounted it in pride of place on the handle bars. Then I added the Ferguson System tractor and plough logo to the chain guard, and fitted a pair of 135 roundels, one on each side of the front

forks.

I took the finished bicycle to Sophie's house while Mr Oaks was out with his parents on a pre-arranged walk, sneaked it inside, wrapped it and then waited for them to return. You should have seen how his little face beamed with joy when he tore off the wrapping paper to reveal his new

'Massey' bike. I imagine it's the only one in the world!

Ray McAvoy-Kifford, via email



The unique Massey Ferguson bicycle Ray created for his grandson.



A delighted 'Mr Oaks' gives his new MF bike a resounding thumbs-up!



The star letter in each issue will receive a 10W COB LED Rechargeable Pocket Floodlight with Power Bank from Jack Sealey Ltd (sealey.co.uk)

SEALEY

WIN!

Write to Chris Graham, Tractor & Machinery, The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL or e-mail tm.ed@kelsey.co.uk

Some snowy memories!

Reading Jonathan Whitlam's *Down memory lane* column in the January 2025 issue reminded me of the winter of 1962-'63. This, for the south of England, was the worst and longest spell of cold weather I can remember. For us the snow started on Boxing Day and seemed to go on for ever.

At the time I was working for a local contractor in Tilford, near Farnham, in Surrey. It wasn't a very large concern, and there were just two of us tractor drivers plus our boss, Alan Hurst. The tractors were Nuffield 460s and, as well as the machinery, Mr Hurst also had some beef cattle.

I remember arriving on my motorcycle for work one morning, and finding the hose pipe that was used to water the cattle was frozen solid. So, it was off across the

fields to the river to thaw it out, and doing this became a habit that winter. Then the snow came and that meant that we were unable to work on the land.

Our boss managed to get a job with the local council, clearing snow from the pavements in the village of Elstead, near Godalming. We had one tractor with trailer, and the other was fitted with a Cameron Gardener rear loader. We'd just cleared most of the village when it snowed again, so the work continued. But, as we were on contract to the council, our pay packets were somewhat improved compared to the standard, farm workers' wages!

During that January and into February, my previous employer, Mr Lassetter of Lower Birtley Farm, near Grayswood, in Surrey, was in the process

of buying a new farm in Dorset. He asked me if I would come and help him start the new place and, as I was still only 19 at the time, I had no hesitation about jumping at the opportunity.

We knew the road through from Dorchester to Weymouth had been impassable for some time, as a local contactor in Milford, Surrey, had been asked to send his Drott to help clear it. We were told it dug into the snow and got stuck, so had to make the 100-mile return journey!

When I was taken to see the new farm, near Upwey, later in early March, the snowdrifts were still deep enough to be brushed by the phone wires. I'd never seen snow like that before, and haven't since, either.

With my contracting days over, I moved to Dorset. It was a wonderful time, being part of starting such a new project. Although I was only there for six months, it's still like going home every time I return to visit the Lasseters. It's a great place and they are wonderful people!

Martin Carley, Fontenille, France.



Jonathan Whitlam's *Down memory lane* recollections prompted snowy memories for Martin Carley.

Isle of Man show

I'd like to announce to *T&M* readers that the Southern Vintage Engine & Tractor Club will be organising a two-day Vintage Show on June 14th-15th, at The Doctor's Meadow, near S100 Clubhouse, Castletown Bypass, Castletown, Isle of

Man IM9 1HB, courtesy of the Gawne family.

Running between 9.30am and 5pm on both days, the event will include displays of vintage and classic tractors, vintage farm machinery, stationary engines, vintage and classic cars as well as motorbikes.

Admission will be £3 for adults and £1 for children (aged 4-14), and further details about all aspects of the event are available from me, Orry Mitchell, on 07624 496870.

Orry Mitchell, via email

Send your drawings to: 'Whizz Kids!', Kelsey Media,
The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL
Or, scan and then email them to: tm.ed@kelsey.co.uk



● Combining together

This is a drawing of me and my grandad combining. Hope you like it!
Orla Hill, (6), via email

● Father's Day treat

I thought you might like to see a picture of a Massey Ferguson 699 that I drew for Father's Day in 2023, when I was nine. My dad used to drive one.

Toby Grundy (11), via email



● Hard-working Ford

Here's my drawing of a Ford 5610 working hard in the field and making easy work of all the mud!

Jeremiah Crabtree (5), via email



● Seeking the straw!

This is me and my sister, Lucia, playing hide and seek while Daddy collects straw.

Clare Kane (5), via email



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!

BRITAINS

Quiz answer: The mystery machine on p25 is an IH Farnall A



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UNIVERSAL HOBBIES 6684 1:32 SCALE
DEUTZ FAHR AGRI BUMPER 800kg SAFETY
WEIGHT.....£18.00



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WEIGHT.....£18.00



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.....£90.00



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.....£55.00



BRITAINS 43394 1:32 SCALE FORD TW35
WIH REMOVEABLE DUAL WHEELS.£35.00



BRITAINS 43396 1:32 SCALE LINK BOX WITH
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5300 RC BIG SQUARE BALER.....£138.00



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MASSEY FERGUSON 575 4WD WITH REAR
DUAL WHEELS.....£75.00



UNIVERSAL HOBBIES 6768 1:32 SCALE
MASSEY FERGUSON 590 2WD WITH REAR
DUAL WHEELS.....£75.00



REPLICAGRI 1:32 SCALE KUHN KOSMA TS
6 ROW DRILL LIMITED EDITION.£65.00



BRITAINS 43410 1:32 SCALE FORD 9700
4WD LIMITED EDITION.....£42.00



BRITAINS 43409 1:32 SCALE FORD 8700 4WD
LIMITED EDITION.....£42.00



MARGE MODELS 2423 1:32 SCALE CASE IH
CS150 TRACTOR.....£90.00

A huge success!

Peter Love reports from the Three Counties Showground on the machines he saw at this year's brilliant Tractor World show

22nd-23rd February, 2025

Kelsey Media's Tractor World show was a huge success this year, attracting more than 16,000 visitors to view record numbers of exhibits, attend HJ Pugh's busy Saturday auction and enjoy all the many other attractions.

An added bonus this year was the new Kildare Hall exhibition space, which was filled with the Case-IH UK Club's

tractors. Thanks to club mag editor Peter Williams, Geoff Harrison and chairman, Mark Lerigo, the display was celebrating the 40th anniversary of JI Case joining International Harvester Co forming what, at that time, was the world's largest agricultural machinery company.

As usual, Sean Murphy worked tirelessly organising and building the club's stand, ready for Carole Shaw's



arrival with all the merchandise. The tractor display set out to feature four timelines; Case, International Harvester, David Brown and the post-merger tractors. Unfortunately, due to the hall's new floor, the club wasn't allowed to include any machines on steel wheels or tracks, which was a shame.

So the earliest tractors were from the 1930s, and the middle of three of the timelines went a little awry due to entered tractors failing to turn up, which was disappointing. Nevertheless, Sean is



Tractor World National Show Champion 2025 was Dylan Davies' 1976 David Brown 1212. The tractor took eight years to restore.



● A rare-to-see Marshall 904 displayed beside a Turkish-made 302; the cabs were fitted at Nightingale Engineering, in London, before delivery to the dealers.



● John Burchfield and Sally Ennor's Swedish Bolinder-Munktells (Volvo today) Bison was a worthy award-winner at this show.

keen to publicly thank everyone who helped put the fine display together. Special mentions must also go to Geoff Harrison, for liaising with tractor owners and persuading Case IH to bring its huge hospitality unit (manned by Cotswold Farm Machinery) and Mark Topley, the club's early Case expert.

The club is also very grateful to its secretary, Carole Shaw, for bringing along some fresh faces from the East of England and, of course, to its chairman,

**1939
FORD N
AWARD
WINNER**



● Edwin Hughes unloading his 1939 Ford 9N. It's an original gem and deservedly won an award.



● This 1991 John Deere 3050, owned by Andrew Walters, was runner-up in its class.

Mark Lerigo, and his wife, Sharon, who is the membership secretary. One of the real stars of the stand was Dylan Davies' 1976 David Brown 1212, which was the Tractor World National Show Champion, 2025. This superb machine, which took Dylan eight years to perfect, is a credit to his painstaking effort, and I was pleased to see that it was even fitted with the correct and hard-to-find front wheel weights.

Another on this stand to take a major award was Geraint Jones' 1967 David Brown 880, which won top honours in the Restored Tractors, 1965-75, class. The tractor, which was bought at an HJ Pugh sale in 2012, was worked on by renowned restorer, Matthew Packer, from Newbridge on Wye. But Geraint and his son did as much as they could, too, and the project was completed in 2015 and

TRACTOR WORLD 2025 CLASS WINNERS

Restored Tractor 1900-48

- 1st 1944 Allis Chalmers C 'V' front, C Mathias
2nd 1924 Fordson F Hamilton transmission, Alan Sale

Original Tractor 1900-48

- 1st 1940 Ford 9N, Edwin Hughes
2nd 1947 Ferguson TE-20, Ant Bradford

Restored Tractor 1949-64

- 1st Nuffield DM4, David Aylward
2nd 1963 MF 65 Mk.2 Multi-Power, McDonald family

Original Tractor 1949-64

- 1st 1964 International 275, Dai Thomas
2nd 1957 Ferguson G/G FE 35, Keith Williams

Restored Tractor 1965-75

- 1st 1967 David Brown 880, Geraint Jones
2nd 1968 John Deere 2120, David Kerr

Original Tractor 1965-75

- 1st 1965 Fordson NP Super Major, Bill Cowley
2nd 1970 Zetor 3511, Bolter family

Restored 1976-2000

- 1st 1976 David Brown 1212, Dylan Davies
2nd 1991 John Deere 3050, Andrew Walters

Original Tractor 1976-2000

- 1st 1984 John Deere 4240, David Kerr
2nd 1976 International 454, D Patey

Pre-2000 Implement

MF Trailer, MacDonald family

Best Four-Wheel Drive Tractor

1983 Case-DB 1594, Bill Thornell

Best Tractor with Cab

Zetor 8011 Crystal, Martin Evans

Nuffield/Marshall/Leyland Club

Best in Show Nuffield, P Evans

Nuffield/Marshall/Leyland Club

Best in Show Leyland, David Morgan

Best Marshall Tractor at Malvern

John Reece

Horticultural Machinery

MSW 550, Alan Stephens

Best Stationary Engine

1940 Avon/Bradford drag saw display, Calvin Evans

Best Tractor Model Display

JCB Dealership, Michael Seager and Alex Wells

Transport Model Display

County's Through the Ages, Simon Fenwick

Engineering Exhibit

Galloping Horses, Chris Raworth

Best Club Stand

NVT&EC East Anglia, organised by Gordon Carson and friends

Best Plant Machine

- 1st 1972 Steelfab 170 backhoe/loader, Julian Carder
2nd JCB display, Chris Morgan

Special Merit Awards

- MF/Same/Bolinder Munktells Display, John Burchfield and Sally Ennor
- Jones self-propelled baler, Mike Lawrence
- JCB and MF 165, Thomas O'Malley
- 1960s Fendt display, Andrew Walters

Tractor World National Show Champion, 2025

1976 David Brown 1212, Dylan Davies



(Photo: Peter Love)

● Martin Evans' Zetor Crystal 8011 won the Best Tractor with Cab award.



● What a treat it was to see this wonderfully original RNLI Fowler Challenger 33 crawler at the show.



(Photo: Peter Love)

● Julian Carder with his just-restored 1972 Steelfab 170, which was a major winner.

This wonderful selection of West County classic Fords was much appreciated by show organisers and visitors alike.



In the Severn Hall I enjoyed seeing a record number of agricultural dioramas

has won a number of awards over the years since, including this one.

Outside the Kildare Hall was a pair lovely IHC classics. The first of these was an International 3588 2+2 hydraulic artic; the model famously known as 'Snoopy' due to the length of its 'nose'. Despite being an impressive sight now, the model wasn't a commercial success back in the day. The other machine, also North American-built, was a 141hp International 5288 2WD, of which fewer than 6,000 were made. These enjoy a cult following today and are very rare to see here in the UK, so it was a real treat to spot this great example at Malvern.

Elsewhere at the show, the award for the Best Tractor with a Cab went to Martin Evans' well-presented Zetor 8011 Crystal UR2. My eye was also caught by the largest classic plant display I've seen assembled for some years, among which was JCB's Julian Carder and his just-restored, Welsh-constructed 1973 Steelfab 170/180 backhoe/loader. This example was the final one off the production, and is based on the Ford Force 5000 skid unit.

Julian bought the machine in 2020 as a

total wreck and has done a wonderful job with the restoration. Today, this machine is one of just two survivors. Chris Morgan also had a fine JCB on display while others, like Graham France and Oliver Cutts, made up a fine '100 years of Caterpillar' display.

In the Severn Hall I enjoyed seeing the record number of agricultural dioramas and engineering models on display, as did many other visitors, judging by the

crowds of admirers they attracted. The Friends of Ferguson Heritage and The Ferguson Club stands were also to be found in this hall, featuring a good number of lovely and unusual Ferguson Industrial machines.

The revived Nuffield Leyland Marshall Club was in attendance, too, featuring a number of prize-winning tractors, while the David Brown Club enjoyed a strong showing and is obviously making great



● Ant Bradford's Ferguson TE-20 features an original crane on the back.



● Andrew Walters won a Special Award with his Fendt display that included this impressive Fix 2.



between 1917 and '45 and, as well as making the tractor lighter with its straight-cut gears, was supposed to liberate more power. Not far from this stand was the Ford & Fordson Association's impressive offering, which provides a fitting point at which to end this report.

Overall, it was an ultra-successful 2025 Tractor World show, which surpassed all expectations given the record crowds – some of which had to endure two hours of congestion as they approached the Three Counties Showground on Saturday morning. But, frustrating though that will have undoubtedly been, I'm sure that everyone thoroughly enjoyed themselves once they'd arrived, and were spoilt for choice when it came to both the quality and variety of exhibits on display at this excellent event. It certainly set a very positive tone for the rest of the 2025 tractor show season and I'm already looking forward to next year's show, which will be taking place over the last weekend in February, 2026.

strides under its chairman, John Beavers. I also enjoyed meeting Martin, who founded the club 30 or so years ago; time certainly flies, doesn't it?

Over in the traditional Avon Hall there was so much to see, with a bumper number of trade stands included and interesting autojumble stands outside. The award for the Best Club Stand went to the Gordon Carson-organised NVT&EC East Anglia stand, which included a great range of exhibits from his collection and from the Kent-based West family. The latter provided a lovely, 1930 Caterpillar Ten which, in my opinion, was certainly the best crawler at the show.

At the other end of the NVT&EC EA's stand was Alan Sale's unique, 1924 Fordson F, with its Hamilton transmission. This unit dispensed with the spiral bevel rear drive used by Ford

An ultra-successful 2025 Tractor World show that surpassed all expectations



● If you're wondering why Tractor World has many more trade stands than other similar shows, it's because the organisers don't over-charge; it's as simple as that!



**2025
TRACTOR
WORLD
STARS**

Case-IH UK Club chairman, Mark Lerigo, was very pleased with both the turnout and the number of new members signed-up at this show.

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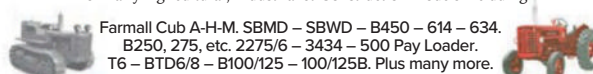
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Down memory lane

Jonathan Whitlam laments the demise of the multi-tractor operations that were an everyday occurrence on farms just a few decades ago



Jonathan Whitlam has fond memories of farming in Suffolk.

It often seems that the fields are empty of farm machinery nowadays. A strange comment you might think but, as tractors have grown and more and more farms have been amalgamated to create much larger holdings, a single person with a single tractor now does the work that several machines and people would have tackled in days gone by. And yet you don't have to look back very far to see just how much things have changed.

My thoughts are instantly taken back to the spring of 1992, when the farm nearest to my family home was busy getting sugar beet into the ground in April. Because the crop was being planted following the clearing of a field of stubble turnips, which had been grazed by the farm's dairy herd, it was all 'hands to the pump' getting the field prepared.

First in line was a Lamborghini 955DT spreading more manure from the stockpile in the dairy unit's yard next door, using a Richard Western manure spreader. This was then ploughed-in by the farm's largest tractor, a Lamborghini 1506 pulling a five-furrow Krone.

Following closely behind the plough came a dual rear wheel-equipped Lamborghini 854DT with a mounted

Bamlett pneumatic fertiliser spreader of the full width boom-type. This was applying more essential nutrients and these, in turn, were incorporated into the soil by a Lamborghini 1306 with a six-metre-wide power harrow on the back and a new cultivator press attached to its front linkage. The early 1990s was a time when many UK farmers had started adopting front-mounted implements on their larger tractors. The freshly made seedbed was then ready for the final tractor in the operation; a Lamborghini R854 complete with 12-row Matco precision drill, that was sowing the sugar beet seed.

I remember the whole operation being one of constant action and, with five Lamborghini tractors at work, it was a very impressive one to watch. There was also another Lamborghini 955DT present on the headland, with a Richard Western trailer containing the fertiliser needed to replenish the hopper of the Bamlett spreader, plus a JCB Loadall telescopic materials handler in the

farmyard that was loading the manure into the spreader. So there was a total of six tractors all working hard to transform a field of stubble turnips into a field of sown sugar beet.

Naturally, I enjoyed watching this show of mechanical prowess enormously but, unfortunately, I had problems with my camera equipment that spring, and the use of an unreliable, secondhand camera left me

with some rather poor images with which to remember the event. But remember it I certainly do and, each spring, I often find myself lamenting the passing of all that mechanical effort and activity in the fields.

Yes, the field in question is still used to grow sugar beet, but the operation is accomplished with just a few passes using very large equipment. It's finished in hours rather than a couple of days, and occupies just a couple of operators. The Lamborghini tractors have also all gone, replaced by John Deere and Case IH machines. Boy, things certainly do change!

I remember the whole operation being one of constant action and, with five Lamborghini tractors at work, it was a very impressive one to watch



● Back in the spring of 1992 a fleet of six Lamborghini tractors was used to prepare and plant a sugar beet field near me in Suffolk. The models ranged from an 82hp 854, first launched in the late '70s, to a late 1989, 145hp 1506. Total horsepower being used was an impressive 526hp – just short of the 600hp of the same farm's largest Case IH Quadtrac today!

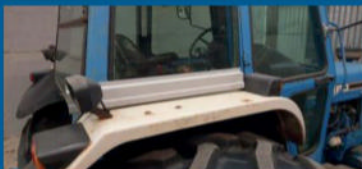
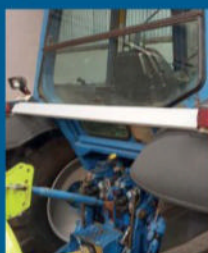


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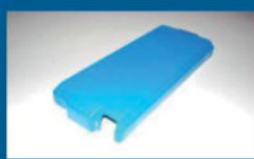
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Little red GIANT!

Chris Graham profiles the MF 135; a popular Massey Ferguson that offers something for all, whether you're a show enthusiast, a match plougher or someone needing a practical workhorse

Massey Ferguson's introduction of the 100 Series tractors – named The Red Giants by the marketing men – represented a very important development for the company. Building on the sales and performance successes of the MF 35X and MF 65 MkII models, the 100 Series was intended to create a whole new, modern image for the domestic tractor market around the world.

Here in the UK, those two models got transformed into the MF 135 and MF 165 respectively, and were launched – together with the brand new MF 175 – at the 1964 Smithfield Show, in London.

ENTRY-LEVEL MODEL

Although there was a smaller, MF 130 model created for the French market, the 135 was the entry-level machine in the UK, and was an instant success. Outwardly, it looked very different from the MF 35X it replaced, with more contemporary and sharply-styled new bodywork, but traditional, shell-type mud guards were retained on the earliest examples.

These were updated to a more angular, flat-topped design in 1965, that was more in keeping with the rest of the 135's tinwork, and featured integral, cast aluminium hand grips and front side lights. Then, a couple of years later, the factory switched to an all pressed-steel mud guard design which, presumably, was a cost-saving measure.

Aluminium had also been used for the headlamp casings on the first 135s, but

these were replaced by plastic alternatives in 1969. Another money-saver saw the originally two-tone wheels (red centres, silver rims) changed to a simpler, all-silver finish after only six months of production.

Under the skin, though, there were plenty of similarities with the previous model. Power still came from the 45.5hp, Perkins AD3-152, 2.5-litre, three-cylinder, direct injection diesel engine, but there was also a petrol-powered version. This utilised a four-cylinder unit supplied by the Standard Motor Company, but that variant wasn't a popular seller here and was aimed primarily at export markets (it sold especially well in Denmark and New Zealand).

TRIED AND TRUSTED

Of course, the Perkins engine was a tried and trusted performer, and the early models featured an oil bath air cleaner. This was changed – early in the 1970s – to a dry element-based system, with a replaceable filter linked to a service indicator below the dash panel. The engine was supported by a 12-volt electrical system and fuel supply was managed by a CAV injection pump. A comprehensive instrument cluster provided gauges for fuel level, coolant temperature and oil pressure as well as a tractormeter and an ammeter.

Single or double Auburn clutches were available, linking the engine to the familiar six forward and two reverse gear transmission also taken from the 35X. A Multi-Power option was available for those who wanted it, although was only fitted on dual clutch-equipped models. It offered

What to pay?

Prices for an original, diesel-powered MF 135 start at around £2,500 for a down-at-heel example that may be a runner, but needs plenty of work. You'll probably have to pay a few hundred more for one fitted with Multi-Power.

A model that's been restored in the past and is a decent runner, is likely to cost £8,000 or so while, at the top of the market, the very best examples are fetching £21,000+.



Early 135s, like this 1965 example, featured rounded mud guards and red wheel centres, but the latter didn't last long as the factory quickly decided that the two-tone effect was a cosmetic extravagance. Wheels became all-silver from late 1965 onwards (apart from the PAVT-type examples).



Owner's view: Phil Knight

"I bought my 1977 MF 135 from an East Sussex dealer back in the early 1990s. I'd owned and worked with plenty of Massey Fergusons before then, including 135s, so jumped at the chance to get this one. I gather it spent its working life on a fruit farm somewhere in Kent, and I think I'm the second owner.

"I run a fencing business and so the tractor carried a Browns post-driver on the back for a good number of years. It was used a lot in the business and then, in 2000, I decided to restore it myself. It looked superb after that but, as it had to continue as a working tractor, its condition inevitably deteriorated again as the years rolled by. My plan now is that I'll restore the machine again, once I retire and have more spare time.

"The tractor has certainly given me a lot of enjoyment as well as being an excellent and reliable machine in terms of the work I've given it to do. The engine was rebuilt more recently, prompted by a cracked block that, I think, occurred due to frost damage. It's run for a total of 5,300 hours, and I've been responsible for about half of those.

"It's been a willing worker for me and I can't think of a single downside to the model; it's been a lovely tractor to own and use. One slightly unusual departure from standard is that I've fitted a pair of car road tyres on the front wheels, as a damage-limitation exercise. A lot of the contract fencing work I do involves having to work in – or travel across – peoples' gardens, and I found that the standard, ribbed front tyres had a tendency to tear-up the lawned areas. The road tyres are far kinder to close-cut grass.

"I certainly intend to keep the 135. Many other machines have come and gone in the past 30 years, but there's something about this tractor that's made me happy to hang on to it. It remains useful for work but doubles as a very handy machine for home-based jobs, too. I use it for topping my five-acre field and also for running my saw bench and log splitter, and it's ideal for all of that."



drivers on-the-move changes, even under load. However, this was only up or down from the selected gear, and the system couldn't handle complete ratio changes. Another limitation was the fact that engine braking was only available with Multi-Power engaged.

An 'updated' MF 135 was officially introduced in 1971, and featured a number of significant enhancements. As already mentioned, the air filtration system was changed but, in an effort to enhance operational practicality, the fuel tank capacity was increased from 8.5 to 10



gallons, which also involved raising the height of the radiator grille by 1.5in. As a knock-on consequence of the higher bonnet, the steering column was lengthened. Perhaps more significantly, the old-style, swept-back front axle was changed at this point for a straight, box-section design that was both stronger and cheaper to produce.

ALTERNATIVE MODELS

Narrow and vineyard versions of the MF 135 were also available, with the conversion of standard models being undertaken in

Note the position of the small, 'Ferguson System' sticker here, that sits on the tinwork above the air cleaner oil bath housing. This is the correct positioning for early models like this, but lots of restorers incorporate it into the 'Massey Ferguson' decal strip above. In fact, this relocation only happened when the wheels switched to an all-silver finish.



The extremely reliable, 45.5hp, Perkins AD3-152, 2.5-litre, three-cylinder, diesel engine powered most 135s. A petrol model was available with an engine from the Standard Motor Company, but most of those went for export.

Kent by Lenfield Engineering, using parts shipped from the Massey Ferguson factory at Beauvais, in France. The narrow version was simply narrower, than the standard model (shorter trumpet housings and half shafts), but the vineyard version was both narrower and lower, involving a more complicated engineering job.

A cab was offered right from the start for the 135, but the earliest ones – made by Duple Coachworks, in Blackpool – used glass fibre panels on a lightweight steel frame and plenty of glass to ensure good visibility. However, when driver safety started to become an issue in 1970, roll-over protection became a requirement, and the mountings for this necessitated a re-design of the gearbox casting. Then, in 1976, more legislation set a standard for the maximum noise level permitted inside a tractor cab (90db), so sound-deadening material was added to every surface possible to meet that requirement.

To say that the MF 135 was a sales success is something of an understatement. Between 1965 and 1971, Massey Ferguson produced 322,428 examples of the model then, from 1971 to 1979, churned-out an additional 90,725 of the updated version. Over the 14-year production run, 413,153 rolled from the factory gates in Coventry.

Now, 46 years since the last example was made, the MF 135's place in the affections of enthusiasts around the world is set in stone. It's become an incredibly popular tractor for experienced showmen and novice owners alike.

BUYING ADVICE

The first point to make is that buyers always need to be clear about what they want their tractor for. The use to which

would-be owners intend to put their new machine should be a big factor at the buying stage. Perhaps you want to take part in road runs, attend shows or actually work the tractor on a smallholding or in ploughing competitions. You might be looking

specifically for a restoration project or, alternatively, want a tractor that's already complete and usable from day one.

Lots of emphasis is placed on originality these days, so it's useful to decide how important this aspect is to you, and whether or not your aim is to own an example that's correct in every detail? All these factors have a bearing on the sort of machines you'll consider as prospective purchases, as well as how much you'll be prepared to spend.

REGISTERED OR NOT?

Be aware that if you want to use a tractor

It looked very different from the MF 35X it replaced, with more contemporary and sharply-styled new bodywork



An 'updated' MF 135 was officially introduced in 1971, and featured a number of significant enhancements

The silver headlamp bezels were aluminium to begin with, until plastic housings were introduced as a more cost-effective solution. The exhaust silencer is, in this case, finished in white, as per factory spec. Many owners nowadays opt for silver or black.



on the road, it'll need to be registered for that purpose so, if it isn't when you buy it, you'll have that process to negotiate yourself. Doing this requires, at the very least, the tractor's serial number and, in some cases, it can be a bit of a struggle to get an unregistered tractor added to the DVLA's database. Authentication – typically by a knowledgeable club official – will be required to reassure the authorities that the machine is what you claim it is, and only once this has been agreed will DVLA issue an age-appropriate registration number.

The whole process will be more complicated if the serial plate is missing from the panel beneath the steering wheel

(the panel might have disappeared altogether, or the details on it may have become illegible due to years of wear and tear). So, ideally, the tractor you buy will have a logbook and a numberplate (or a painted-on number), confirming the original number and making it possible for it to be re-registered for road use with that.

The least desirable option is to end up with a Q-plate! These just never look right on a classic machine and I've heard that, once one has been assigned, the vehicle can't be switched back to a more appropriate registration. So bear this in mind if you're considering a tractor that's already carrying a Q-plate.

RESTORATION ADVICE

If you're looking at a restoration project then, essentially, it all boils down to the condition of the tinwork. All the mechanical parts needed to rebuild one of these tractors are available nowadays from specialist suppliers and, by and large, are of reasonable quality. Unfortunately, the same can't be said for all of the remanufactured panels being produced these days, with the shape and accuracy of some leaving room for improvement.

So the most desirable examples will have major parts such the mud guards, bonnet, foot rests, front grille assemblies and seat present, correct and, hopefully, original.



Left: The 135's hydraulics are both reliable and functional. The tractor will happily pull a two-furrow plough. Right: The seat was un-sprung on early 135s, but featured comfortable cushions. The design was updated later in the production run.

Those that are damaged and/or corroded should be repaired where possible, rather than replaced with modern pattern parts. Preserving as much of the original tractor should always be your primary objective.

The bonnet is a key component on the MF 135 and, as such, it's well worth entrusting even quite beaten-up but original examples to a professional body repair specialist. There will be a cost involved, but it'll be worth it to ensure a decent job and retain the good-fitting, properly-shaped original. Remanufactured, pattern panels often fall down on the small but important details. New mud guards, for example, might have too many or badly positioned drillings, making them a struggle to fit. There may also be metal joints or swage lines in the wrong places, which is a problem if you want to produce an authentic-looking restoration."

JUDGEMENT CALL

If you have no information about the provenance of the tractor you're considering, then you're left having to make a judgement based on nothing more than the machine's overall condition. As always, the key factors are how hard the machine was used – and how well it was maintained – during its working life, and in subsequent years. There will be rare occasions when a tractor will come with a creditable back story but, in most cases, the machine's past life will be a complete mystery, meaning that you'll have to rely on your gut feeling about the machine.

Hour meters can be checked, of course,

but there's no telling whether the figure displayed is accurate. However, if there's an obvious mis-match between the claimed hours and the general state of the tractor, then that's a red flag. Obvious, tell-tale signs of wear and tear, such as heavily worn pedals, excessive play in the steering and gear lever, badly dented and scuffed tinwork and non-existent brakes all speak of a hard working life and a general lack of care and attention thereafter.

While none of these issues are deal-breakers if the tractor is for sale at the right price and/or you have the budget, time and skills needed to put things right, having to replace exterior componentry isn't always ideal. While most parts are available for the MF 135, once again the quality varies. For example, you can buy remanufactured pedals but they might not be exact replicas. Important details like shaft shape and thickness may be incorrect, so they'll look instantly wrong to anyone who knows how they should be.

RELIABLE POWER

The good news, with regard to the engine, is that the Perkins three-cylinder diesel engine that powers most MF 135s is all-but bulletproof. It's a motor that was used in many different applications and was thoroughly established before appearing in this model. So, even if you do come across a badly worn and neglected example, most problems will be straightforward to rectify.

Replacement cylinder heads, short engines and all the internal parts needed for a rebuild are available so, essentially,

everything is doable. So it all comes down to whether or not you're willing/able to tackle the work yourself, or you have the funds available to pay somebody to do the job for you.

The transmission is tough and durable, so serious problems are rare. However, if you notice that the rubber gaiter at the base of the gear lever has perished, then it's likely that water will have got inside. Consequently, check the condition of the oil in the gearbox; there is a dipstick, so use it to see if the contents look like mayonnaise or oil. Apart from this, just about the only gearbox-related issue commonly found is worn selectors.

A simple check for this involves attempting to twist the gear lever, as you might rotate a screwdriver when tightening a screw. If you detect excessive rotational movement, then the chances are that the selectors beneath are badly worn. The danger then is that, during certain changes, the base of the lever can pop out of the selector, leaving the gearbox stuck in gear and the lever floating ineffectually above it.

FLUID DYNAMICS

The hydraulic system and rear axle are both fundamentally reliable, although age-related axle oil seal failure can result in oil leaking out and finding its way onto the brakes. Putting this right necessitates the removal of the half-shafts which isn't an easy job, but it's doable.

With regard to the hydraulics, a useful, practical test is to put your foot under

BUYING GUIDE *MF 135*

MF 135 SPECS

Production period	1964-1979
Produced at	Coventry, England
Engine	2.5-litre, 3-cyl (diesel) 2.5-litre, 4-cyl (petrol)
Power	45.5hp
Bore/stroke	91x127mm (diesel)
Compression ratio	17.4:1
Rated speed	2,000rpm
Transmission	6 forward, 2 reverse
Dimensions	Length: 120.6in Width: 63.5in Wheelbase: 72in
Weight	3,130lb (1,419kg)



A second, hinged bonnet cover reveals fuel and coolant filling points.



Arguably, the MF 135 offers just about the perfect tractor for the first-time owner new to the hobby. Cabbed versions are quite rare. This working machine belongs to Phil Knight and was restored 24 years ago. It's due for renovation again soon, once he retires and has the time to tackle the job.

It's become an incredibly popular tractor for experienced showmen and novice owners alike

the lift arm and raise it slightly, to note how much free play there is in the system. Then, if you're fit and able, you could also test the system with the engine running, by standing on the lift arms and seeing if it's capable of lifting you up. Obviously, this isn't a realistic, real-world test, but it will at least demonstrate that there is some power in the system, and that it's operating.

"However, the only true test for any tractor will come when it's put to work. Once it's under heavy load, that's when you'll be able to see how the engine copes; whether it overheats, smokes excessively, dumps its coolant or starts leaking oil. If you're looking at a Multi-Power-equipped model, you can test that system by driving the tractor up a slope in 'high' setting, stopping and then depressing the clutch pedal to the first stage point. In this



The MF 135 benefitted from a comprehensive instrument array. Note the centrally-placed tractorometer; this was offset to the right on later models. Also, the tractor's all-important serial number is displayed on the riveted-on plate below the instrument cluster, the top of which can just be seen here.

position the tractor should remain stationary if all's well; if not, it'll start rolling backwards. Depressing the clutch pedal fully will, of course, free it to roll.

CHOOSE CAREFULLY

As I've already mentioned, the beauty of the MF 135 is that it's a tractor that you can virtually rebuild from new parts sourced from well-known specialist suppliers. So, in some respects, having that kind of 'safety net' means that the penalties for buying a 'lemon' aren't disastrous. But, as we've also noted, the

use of remanufactured new parts isn't always the ideal solution, especially when they're on the 'outside'. The popularity of the MF 135 means that good quality, secondhand parts are becoming increasingly hard to source, which is why bagging yourself a complete, unmolested example is such an advantage.

Original-condition 135s do still come up in sales and auctions, so there's always hope for the patient buyer. However, whichever example you eventually buy, you can be assured that the MF 135 will tick all the right boxes. It's a model that's perfectly sized for the first-time owner; it's not too heavy or too big, so is easy to handle, to store and to transport. Its straightforward design, and use of tried and trusted components, means that servicing, repair and even full restoration are all within the grasp of the keen enthusiast. Couple this with the comprehensive spare parts availability situation, and it's clear that the MF 135 represents an immensely appealing proposition, whichever way you look at it.

PARTS PRICES

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Crankshaft kit	£390
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King pin repair kit	£29.40
Valve train kit	£70.20
Brake shoe set	£114
Battery retaining clamp	£18
Tractorometer	£24-£48
Oil pressure gauge	£15
Seat pan assembly	£180
Tractor cover (full)	£156

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The battery is found beneath a hinged panel towards the rear of the bonnet. The hinges often got broken, and it's quite common for the compartment cover to be missing altogether.

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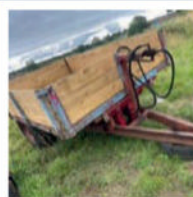
Manitou 626 £8000



Massey Ferguson 135 in need of
restoration £3750



Discovery 3 Manual 179000
miles mot until April £2750



Hi lift tipping trailer with new boards
good tyres and lifts and tips
well £1500



Countax c600h in good working
order £1250



Mf 55/135 cab unknown make
£250



Massey Ferguson 135 pre
restoration £3500 fully restored
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Quicke 2630 loader with leyland or
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International b275 breaking

The best of British

Jonathan Whitlam takes a nostalgic look at three of the great names in British tractor history, and the notable machines they produced

Although the pioneering days of the farm tractor saw North America take a strong lead, UK manufacturers were never that far behind and, by the 1950s, the British tractor market was among the most important in the world, and exporting plenty of machines all over the world. While a lot of those manufacturers were of American origin, there was one British builder that was never owned by a foreign company, and remained staunchly independent from its beginnings in 1948 right through to its final demise following a series of new owners during the late 1980s.

From Nuffield to Marshall via Leyland, this is the story of the tractors that, for several decades, were among the very best of British.



● The Nuffield Universal Three was introduced with a three-cylinder engine to make a smaller and lighter tractor.



Originally the Nuffield Universal was powered by a four-cylinder Morris vaporising oil engine, before the option of a Perkins P4 diesel became available from 1950, appeasing the ever-growing interest in diesel engines at that time.

BRITISH BEGINNINGS

The early days of tractor production in Britain began in 1904, with the introduction of the Ivel, the first small tractor suitable for use on farms in its native land. Another early producer was Saunderson, later taken over by Crossley and, of course, there was also Marshall of Gainsborough that moved from steam traction engines to large tractors for export, aptly named the Colonials.

The large AEC company that formed to build buses for London grew into a very big supplier of trucks and buses around the world and, briefly, dabbled with a farm tractor. It was based on the successful Fordson design, and went into production in Rushton. It enjoyed quite a

● **Below The Nuffield 4/60 was a very popular model when it replaced the Universal Four in 1961, the same year that saw Nuffield production move from Birmingham to Bathgate, in Scotland.**

lot of initial success before fading into obscurity. Another early tractor was the Austin, again a light tractor along the lines of the ever-present Fordson, built by the Austin company that was already a successful car producer. The Austin tractor did quite well, especially in France, the country to which production eventually moved.

Austin became a huge rival to another long-established vehicle manufacturer called Morris, and the two companies went on to battle each other with both cars and commercial vehicles. However, it was Morris that would eventually re-enter the tractor business in 1948 and, in so doing, started a sequence of British tractor building that continued right through to the 1980s.

There were, of course, others

such as Harry Ferguson who had his first tractor, the Type A, built for him in Yorkshire by David Brown from 1936. It wasn't as successful as hoped, so he crossed the Atlantic and produced a tractor with Henry Ford in Detroit, before

returning and getting the Standard Motor Company to build a similar machine, the TE-20, in Coventry. This was hugely successful but, in 1953,

Ferguson merged his company with Canadian firm Massey-Harris, which soon became a takeover, but it continued building tractors in Coventry for the rest of the century.

David Brown began producing its own tractor in 1939, and went on to enjoy years of success, designing many innovative machines. The company was eventually acquired by the American Tenneco

Started a sequence of British tractor building that continued right through to the 1980s



operation in 1972, then merged with JI Case, although the David Brown name remained in use until 1983. Tractors were then built in Yorkshire until the final one left the factory in 1988.

There have been several other, smaller, British tractor producers, including Turner and Bristol, plus the conversion specialists such as County Commercial Cars in Fleet, Hampshire, Roadless Traction in Hounslow and Muir-Hill in Gloucester. These all remained British operations throughout their long lives but, although they all certainly produced tractors, they relied on working with existing machines – mostly Fords – as the basis for their crawler and four-wheel drive conversions. Sadly, all had ceased to be owned by their founders by the end of 1983.

AWESOME ORANGE

Following the Second World War, many

British manufacturing companies faced a huge downturn in business. The end of hostilities left many businesses with no demand and nothing to produce, so an increasing number of factories were standing idle. This was combined with a serious raw materials shortage, so even those with work found it difficult to keep the production lines rolling.

This was why the Ford Motor Company was forced to build a new version of its old Fordson design in 1945, in the form of the Major. There was simply no way that even a company as large as Ford could deliver a more modern tractor under those economic restrictions. So this left room in the market for others to work innovatively, and one of those was the Morris Motor Company.

Realising that he needed new production to keep his factories in the Midlands engaged, William Morris devised a plan to design and build a new, modern tractor. The idea was to produce a machine that would be both versatile enough to become the main prime mover on British farms, but also deliver export sales for the company, too. The result was the Nuffield; a brand name inspired by his title, Lord Nuffield.

Launched in 1948, the Nuffield Universal was a tractor with the size and power to compete with the Fordson Major, but also surpass it in terms of its

modern looks and features.

The four-cylinder, petrol/paraffin-powered Universal was available in two forms; a four-wheeled standard design called the M4, or the M3 tricycle design, featuring a single, centrally-mounted front wheel. This feature, combined with its adjustable rear wheel track, made the M3 extremely manoeuvrable, and ideal for working among growing crops. Power was provided by a Morris four-cylinder vaporising oil engine producing 38hp, and driving through a five forward and single reverse gearbox.

Painted a distinctive orange colour, the sleek-looking Nuffield Universal got off to a slow start, but sales gradually grew as farmers started to appreciate that as well as being good looking, this newcomer was a reliable performer, too.

GRADUAL EVOLUTION

The future story of the Nuffield tractor would see a lot of gradual evolution rather than major revolution. The first update came when a diesel engine was fitted for the first time, increasing the power and delivering the reliability of a heavy oil powerplant. The engine used was a 48hp Perkins P4, and the Nuffield DM4 was launched in 1950. This was succeeded by the 4DM in 1954, utilising a 45hp BMC diesel engine instead of the Perkins unit.

Then, in 1957, a three-cylinder model



● A big revamp of the Nuffield tractor range in 1967 saw the introduction of new, rather fussy styling. The 3/45 remained basically the same as the 10/42 beneath the surface.

FLYING THE FLAG

was added. The original 45hp tractor was renamed the Universal Four while the new machine was launched as the Universal Three. Looking identical, the Nuffield Three wasn't much smaller or lighter than the 'Four', but the 37hp BMC three-cylinder oil-burner made the model suitable for taking on competition from smaller tractors, such as the Ferguson TE-20. Both the Universal Three and Four were supplied with basic, standard specification, but a very long list of optional extras meant that they could be comprehensively upgraded if the customer wished.

From then on, Nuffield retained the two-model approach, with the next development seeing the launch of the Nuffield 4/60 and 3/42 in 1961, with several improvements over the earlier tractors. These models saw the first use of model designations that reflected not only the number of engine cylinders but also the power rating; a system that remained in some form or other right to the end of production.

The 3/42 was a three-cylinder, 42hp tractor, while the 4/60 was a four-cylinder, 57hp machine. Although 'Universal' had been dropped from the model names, the new machines looked very much the same externally, and top specification included an independent power take-off (PTO) and a rear hydraulic system complete with depth control.



● In 1967 the BMC Mini was given more power, with the 25hp 4/25 being a much better and more versatile machine than the original, 15hp model.

They relied on working with existing machines – mostly Fords – as the basis for their crawler and four-wheel drive conversions

PRODUCTION SWITCH

Also in 1961, production switched from Birmingham to a factory at Bathgate, in Scotland. The British Motor Corporation, of which Morris was by then a part, had taken advantage of government

cash incentives designed to promote the relocation of manufacturing facilities. The Bathgate factory was primarily a truck-building plant, but 1961 was to be the first of many years of tractor production at the site.

Since the beginning of Nuffield production, a five-speed gearbox had been standard but, in 1964, the 10/42 and 10/60 were introduced. Looking the same as before, these tractors' big claim to fame was the inclusion of a 10-speed gearbox, which enhanced their working versatility and efficiency. The newcomers were still

three- and four-cylinder models, despite the model designation no longer stating this, and the second figure still approximated the tractors' power output.

Then, in 1965, BMC launched the Mini tractor. This small, 15hp machine was designed for the company by Harry Ferguson Research, and was intended to meet demand for a small, compact tractor

that could be used for a huge variety of work both on farms and in other situations. However, it wasn't badged as a 'Nuffield' initially, as it was felt the popularity of the recently-introduced Mini car could be used to give the new tractor more appeal, so it was branded as the BMC Mini. A couple of years later, though, an upgraded, 25hp version of the Mini arrived, and started being sold as the 4/25.

The last of the line finally saw a redesign of the overall tractor, with two new models featuring brand new styling and features. Introduced in 1967, the 3/45 and 4/65 looked very different from the older Nuffield tractors, although they kept the familiar orange colour scheme. The

In December 1969 the Nuffield name and colour scheme disappeared forever, replaced by the blue and grey livery of the new, British Leyland tractors. The Nuffield 4/25 became the Leyland 154.



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The flagship of the new three-model Leyland line was the 384, with its new styling and redesigned four-cylinder engine producing 70hp. The new engine's improved balancing produced a much better tractor than the 4/65.

same BMC diesel engines were used, with the 3/45 offering 42hp and the 4/65 tweaked to produce 65hp – quite a jump from before which, perhaps, explains why the larger model wasn't as successful as previous incarnations.

The new styling was rather fussy and didn't appeal to many, but the biggest problem was the fact that the new features hadn't been properly tested before production started, which caused reliability issues. The most notable problem concerned engine vibration on the larger model, which was so bad that some owners reported parts falling off the tractor after only a few hours of use!

This was a reputation-damaging development and, coincidentally or not, the decision was taken in 1969 to drop the 'Nuffield' name for good, together with the familiar orange paintwork.

TURNING BLUE

The British Leyland name was becoming more and more well known during the late 1960s, and had its origins in the truck builder that started life in the Lancashire town of the same name. That company had grown significantly over the years, producing petrol- and then diesel-powered trucks and buses. Then, with the merging of BMC (itself a merged operation including Austin, Morris and Leyland) the new company became known as British Leyland and was able to offer a huge range of cars, trucks, buses, tractors and other speciality vehicles.

It was decided to use the 'Leyland' name as a replacement for Nuffield, and apply it to the existing three-model range of blue and silver-painted tractors. As well as a smart new livery, the tractors also got a major makeover, including new

model numbers to differentiate them from the earlier, rather unsuccessful Nuffield machines. The 4/25 morphed into the Leyland 154, the 3/45 was transformed into the Leyland 344 and the 4/65 the became known as the Leyland 385. The small tractor was identical to its previous Nuffield incarnation and the larger two models were mechanically very similar. However, new engine balancing improved running and successfully resolved the vibration issues.

The result was a modern-looking

model line-up that appeared almost completely different from the earlier Nuffields. Notable was the dropping of the three-cylinder engine; Bathgate was never set-up to produce these powerplants and all were still built in the Midlands, then had to be transported to the factory in Scotland. The replacement was the 344, with its model number referring to the capacity of the engine and the number of cylinders. Thus '344' denoted the use of a 3.4-litre, four-cylinder engine and this was rated at 55hp. The new flagship 384 used the 3.8-litre, four-cylinder engine producing an impressive 70hp. A new three-cylinder model

became part of the Leyland range in 1971, with the introduction of the 253. It used a bought-in 2.5-litre engine from Perkins.

BETTER CABS

Bespoke safety cabs were designed for the larger models in 1970, produced for Leyland by Victor Cabs Ltd. Following this the whole range was revamped with all-new models in 1972, except for the little 154. So the 154 remained the

There was simply no way that even a company as large as Ford could deliver a more modern tractor under those economic restrictions



● With the introduction of safety cab legislation in 1970, new units were built for the Leyland 344 and 384 models by Victor. This particular tractor had a long working life on a farm in East Sussex, and is seen here fitted with the Leyland-supplied front loader that was actually produced by Steel-Fab.

smallest, followed by the 245 as replacement for the 253. Then came tractors using the new Leyland 4/98 four-cylinder diesel engine, in the shape of the 255 and the 270. Even larger machines topped-off the range; the 285 and 2100 models powered by the six-cylinder Leyland 6/98 engine with power ratings of 85 and 100hp respectively. These two models were also offered as the 485 and the 4100, complete with a County-derived four-wheel drive system using two propshafts to power the front wheels mounted in a heavy axle frame, and with front wheels of equal size to the rears.

In 1976 the new quiet cab legislation forced Leyland into adapting its Victor cab, with the extra cladding and rubber mounting that was needed to meet the requirements. At this point the 255 became the 262 and the 270, the 272.

The Synchro gearbox was readied for launch during 1978, initially on the 245, 262, 272, 285 and 2100 models. This nine-speed transmission was developed from the original Nuffield 10-speed transmission, with synchronisers allowing for smooth changes on the move, as well as switching easily between forward and reverse. It was a huge success and was followed by the introduction of four-wheel drive versions of the 262 and 272, called the 462 and 472. Turbocharged, 82hp models arrived in 1979 – the 282 and 482 – which became the flagships of the range following the end of production of the six-cylinder machines.

NEW LIVERY

Another significant change occurred in 1980, when the blue livery disappeared in favour of a new, Harvest Gold finish. This

coincided with the introduction of new model numbers; the 154, after a major redesign, eventually became the 302, the 245 the 502, the 262 and 462 the 602 and 604, the 272 and 472 the 702 and 704 and the 282 and 482 becoming the 802 and 804.

A new cab, called the Explorer and built by Sekura, was available on the four-cylinder models, and standard fit on the 802 and 804. The old QM cab was still fitted as a cheaper option, and remained standard on the 502. At this stage, everything was still being built in Bathgate, apart from the little 302. This was now being manufactured in Turkey and imported into the UK as the baby of the range.

The revamp was a good one, even if the tractor range itself was pretty much unchanged. The new cab and the new livery certainly created a fresh-looking range. But time was running out, as parts

● A big Leyland tractor range update occurred in 1972, when the numbering system was changed again. This is a 45hp, 2WD 245.





● Powered by the 4/98 engine and with 70hp on tap, the Leyland 270 was the replacement for the 384, but was no longer the flagship of the range.

of British Leyland were begin sold off by the Conservative government under Margaret Thatcher, and one of the early ones to go was Leyland Tractors. It was bought by Charles Nickerson, in 1982.

A GOLDEN AUTUMN

Nickerson already owned the Track Marshall business that had once been part of the British Leyland empire, and he also owned the large Marshall factory at Gainsborough, in Lincolnshire.

Marshall had a very long and esteemed history of producing steam traction engines and farm machinery, including threshing drums. It also began producing large internal combustion-engined tractors for export, before settling on a single-cylinder diesel tractor design that was based on

the German Lanz Bulldog.

Early versions of these only sold in small numbers, but Marshall continued improving the design, culminating in the 12/25 which sold well. Real success, though, came with the Field Marshall that took the single-cylinder diesel engine to a more refined level, and went on to be produced in large numbers and in various forms. After being taken over by Thomas Ward, Marshall forged links with the Fowler company of Leeds that was also part of the same company. This saw the Field Marshall mounted on steel tracks to be sold as the Fowler VF crawler.

The Field Marshall had done well for the company, but was becoming seriously outdated by the 1950s. Marshall had the answer with a new



● Since 1967, the same Smiths Instruments dashboard was fitted on the last Nuffield and then all the later Leyland tractors, as shown on this 472. Details about the various engine functions were clearly presented on gauges either side of the main display.

multi-cylinder design known as the MP4, which evolved into the more powerful MP6. While this six-cylinder tractor proved too big for British farms, it did enjoy limited success as an export model. This would be the end of Marshall wheeled tractor production though and, eventually, the Track Marshall brand would be developed from the Fowler line, finding a new manufacturing home at Gainsborough.

Track Marshall crawlers continued being produced and, after becoming part of British Leyland, it was merged with Aveling Barford to create Aveling-Marshall. Nickerson then bought this company and renamed it Track Marshall. It enjoyed success producing a popular range of crawlers at Gainsborough, and this set the scene for a switch back to



● Left: The four-wheel drive version of the 2100 was the 4100. Leyland gave County Commercial Cars the task of adapting its twin-propshaft design with heavy cast front axle, producing a very purposeful machine. The County parts were assembled on the production line at Bathgate. Right: The new Leyland Golden Harvest range was introduced late in 1980, based heavily on the older models but with improvements such as new brakes. The 262 became the 602 and, as can be seen, it was still available with the old Victor quiet cab (by then called the QM cab).

wheeled tractors in 1982.

The tooling and completed Leyland tractors were sent down from Bathgate by the train load and, to begin with, Marshall Tractors Ltd sold Leyland tractors that it had inherited, before gradually beginning the production of its own, improved versions of the Leyland models.

BETTER TRANSMISSION

Originally these saw mostly cosmetic changes but gradually, as production began at Gainsborough, they also included the XL versions of the Leyland tractors, utilising an improved version of the synchromesh gearbox providing additional creeper ratios. This culminated in the 904XL, a 92hp version of the 804 with longer wheelbase for the XL transmission and reconfigured fuel pump to deliver the extra power from the turbocharged Leyland 4/98 engine.

Completely new, though, was the 100 Series, unveiled in 1984 alongside the 904XL. These tractors used the six-cylinder Leyland 6/98 engine to produce originally a 100hp model then, later, 115hp and 125hp variants. These were advanced machines boasting the Explorer cab, electronic rear hitch controls and a modern appearance, but they retained the old 'Field Marshall' logo to take advantage of the heritage aspect.

Sadly, despite brave attempts, producing the tractors essentially by hand meant that fulfilling orders was both slow and costly and these aspects, combined with a global depression, left little room for



● The ultimate model of the whole Nuffield and Leyland platform must be the Marshall 904XL, introduced in 1984. It used the same chassis frame as the Nuffield tractors, albeit stretched to accommodate the new XL gearbox. Power came from a turbocharged version of the Leyland 4/98 engine, producing 92hp.

movement with pricing. Unfortunately, Marshall went into receivership in 1985 and that really was the end of the story for that long and proud run of British tractor manufacturing that had been started 37 years earlier by Nuffield. Various new owners did try to keep the business going, eventually resorting to importing Austrian tractors and selling them as Marshalls, but those efforts all proved ultimately fruitless.

DISAPPEARING LEGACY

Thousands of tractors were built bearing the Nuffield, Leyland and Marshall names, but many have since disappeared. The tractors were often worked very hard, many of them on livestock farms where corrosion was inevitable. Fortunately, a decent number survived

and have made it into the hands of enthusiasts and collectors, which is fantastic. Their ongoing survival allows these three historic names to live on so that the heritage of this very British line of tractors continues to be recognised and appreciated.

As for the British tractor today, well, there's only one true contender and that's the Fastrac range built by JCB, in Staffordshire. This special, niche market machine has been with us since its introduction at the Smithfield Show back in December, 1990. Of course, New Holland also builds the T6 and T7 tractor ranges at the old Ford tractor plant in Basildon, Essex but, unlike JCB, this company is nowadays Italian-owned, and part of the Fiat organisation in the CNH Group.



● Left: An early Marshall 804 that was later improved by the fitting of a creeper box in a lengthened chassis, producing the Marshall 804XL. Right: An attempt to extend the Marshall tractor line over 100hp saw the launch of the 100 Series in 1984, with the smallest being the 100hp Marshall 100. It used the Leyland 6/98 engine in a very modern package that included the Explorer cab and electronic hydraulic controls.



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MARSHALL



Damon's Marshall collection

Damon Holah introduces his collection of Marshall tractors, including his latest addition to the fleet, a 1938 12/20

It was back in 1987, at the age of 21, that I went with Andrew Hall to look at my first Field Marshall. Luckily it wasn't far from me and was in my price range, being offered for sale at £1,250. On arrival we learned that it was a Series 2 Mark 1 machine and, although it couldn't be run on the day of our visit, it was clearly a complete example.

The seller was in the process of refitting the big end to cure a mechanical knock that had recently got worse. He told us he was going to file the big end cap to reduce the clearance and, not having had much to do with Marshalls, we were horrified at the prospect of this!

I didn't buy that tractor but, instead, Andrew and I each came away with a Ransomes Motrac No 3 plough, and we later heard that the tractor's engine had seized while being run a few weeks later.

CONTINUED SEARCH

I looked at several other Field Marshalls over the following years, but nothing quite hit the spot. So, fast-forward to 2002, when I'd just finished a 10-year renovation on my 1760 cottage, so had both the time and money to finally buy a Field Marshall. This time I decided to consult the experts, so contacted RH

Crawford & Son at Frithville, near Boston, and asked them to look for an early Series 2 Mark 2 Contractors model. I told them that, ideally, I wanted the tractor to be complete, running and with UK history.

I heard back from them in November, 2002, with the news that they'd located a 1948 Contractors model. It was an ex-CH&P Stonehouse of Hoby, Leics. machine, and had just come in complete but requiring restoration, for £7,000 (+ VAT). So Andrew and I set off for Lincolnshire to take a look at what was on offer. Chatting with Robert Crawford it became clear that he was keen to restore it 'in house'. He added that he'd be able to do the whole job for less than it would cost me to buy the parts needed if I restored it myself.

We discussed things further in the office and he quoted me £2,000 to restore it, including a re-bore and new piston, a new big end, new clutch and brakes, new tyres all round, rebuilt radiators and front axle plus a new steering wheel. It would come with a full lighting kit, be fully painted and the price would include delivery to Hadlow, in Kent.

He wasn't sure if the tractor



The 12/20 having just been unloaded on the day of delivery.





... when I mentioned payment,
he told me to run it for
about a month first

Above left: The Series One at RH Crawford & Son in Frithville, being run during my visit in 2019, with the canopy removed and a temporary exhaust fitted. Above right: The potential purchase being test-driven around the yard at Crawford's, among a fascinating array of vintage vehicles.



The short exhaust was typical of early 12/20 tractors. This, being a 1938 example, has the early features such as a pan seat and bronze bushes in the front wheels.

was a high top gear model but, if not, changing to that specification would cost an additional £395 (+ VAT). What's more, if I wanted the tinwork sand-blasted, that would be an extra £200 (+ VAT). I agreed to both extras. Robert then clarified that it wouldn't be a quick job, as it would be worked on on an 'in between jobs' basis, and so could take a year or more to complete. Nevertheless, I was happy to proceed on that basis, and offered half the money up front, although Robert would only accept a £1,000 deposit.

PROGRESS UPDATES

Over the next year, anytime I was near Boston I would pop in to view progress. Then, in March 2004, I received a call letting me know that the tractor was finished, and that it would be delivered to me the following week. I added 20 litres of engine oil and a canvas cover to the order, and the tractor duly arrived on a low loader, as arranged. I asked the driver about payment and he said he knew nothing about that and suggested that I call the office.

I telephoned Robert to thank him for a first-class job and, when I mentioned payment, he told me to run it about for a month first to ensure I was happy with it! An invoice did finally arrive, but not for a couple of months after delivery.

The next Field Marshall I bought was

an orange 3A in running order, which came from a well-known collector of all things Marshall, based near Colchester. This was purchased in November 2012 and the restoration was featured in this magazine between July 2014 and March 2016. The tractor had a welded repair to the con-rod and a replacement was supplied by Crawfords. I machined a new big end, kingpins and bushes, sand-blasted the tinwork and wheels, fitted new tyres all round, had all the brightwork

re-chromed and resprayed the entire tractor in the correct shade

The Marshall winch as fitted to the Series Two Contractor's model. This model was aimed at the threshing contractors, for use in the days before combine harvesters.

of orange.

So that meant I had a Series 2 and a 3A, and my next target was to find a decent Series 1. In 2018 I once again contacted Crawfords, and discovered that Robert's son – also called Robert – was now running the firm. I introduced myself and asked him to look out for an early Series 1, pre-February 1946 on cast wheel centres.

I heard back from the company in February, 2019, and was told that they'd found a March 1946 Series 1 on steel wheel centres. They added that it was an extremely original example and that, if I came to see it, I'd be sure to buy it! And that's exactly that happened. Other highlights included the fact that it was a

'high top gear' model with rag top canopy and extended exhaust, was still in its working clothes and was displaying a lovely patina.

NEWEST PROJECT

Now, given that by this stage my collection included a Series 1, a 2 and a 3A, I thought that my next move ought to be to find myself a Model M. Then, in early 2024, when renewing my subscription to the Marshall Club, I happened to mention that I was looking for a Model M. Ian Palmer, who runs the club, contacted me to see if a 12/20 might fit the bill, as he knew a member who was thinking of selling one? I asked him to forward my



ME AND MY TRACTORS

1938

12/20 MARSHALL
ADDED TO
THE FLEET



The 3A on light duties to fully bed-in the new big end fitted during its engine rebuild.

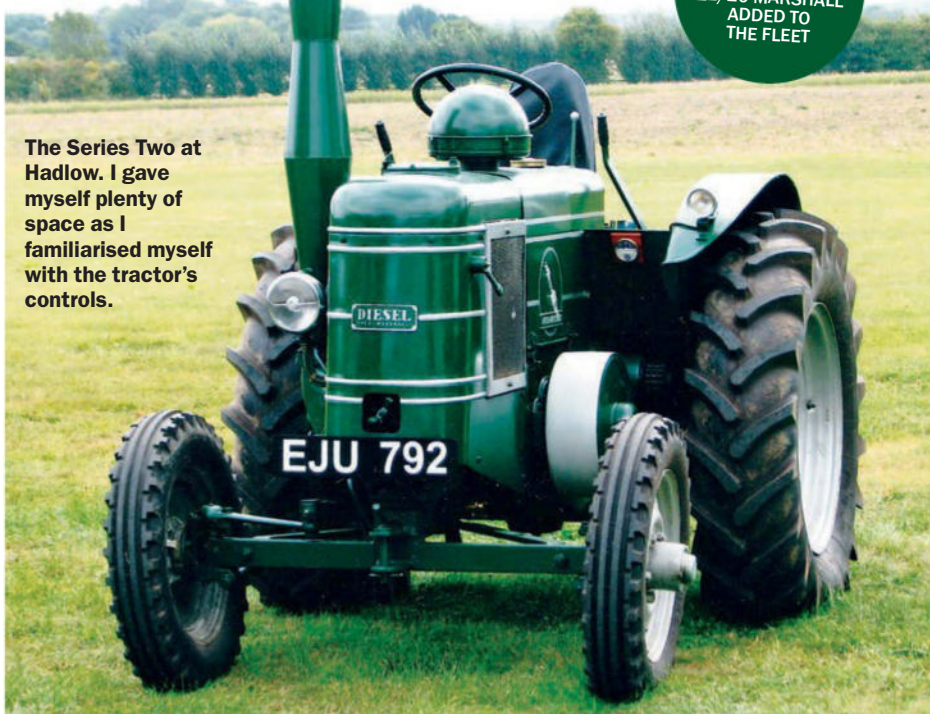
details and discovered that the tractor was located in South Yorkshire.

Some days later, during a long phone call with the owner, I found out that the 12/20 was an older restoration, in running order but that the king pins and wheel bearings needed attention and that new rear tyres were required. My response was to suggest that I'd drive up from Kent with an Ifor Williams trailer and, if we

could agree a deal, I'd take the tractor away with me. However, the seller suggested that it was too heavy for that. I explained that I thought they weighed just over two tons and the



The Series One working at Hildenborough, in Kent, with a Ransomes RSLM fruit plough.



The Series Two at Hadlow. I gave myself plenty of space as I familiarised myself with the tractor's controls.

seller agreed that, normally, they did, but that this one was fitted with a winch.

He added that the 12/20 was an ex-Kings machine that had been sold at the famous 1988 sale in Somerset. This made it a very rare tractor and my immediate reaction was to agree to buy it without even looking at it! On the farm where I keep my tractors, there's an ex-Kings Burrell Road Locomotive and, what's more, I know a chap who lives near me and owns an ex-Kings Foden Steam Waggon. Anyway, a deal was done, a deposit was paid and the seller offered to deliver the tractor to me in Hadlow, Kent, which I accepted. It arrived here at the end of April, and its restoration will be covered in the workshop section of this magazine, starting next month.



The 12/20's front 19in Dunlop centres should be silver and, although serviceable, the tyres will be changed for a more knobbly-style period tread pattern.

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Angling for success

Mike Gormley, former area sales manager for County Commercial Cars Ltd, continues his look at how the company developed its machines' steep slope prowess

**PART
2**

Following on from last month's first instalment about County's steep incline operations, my own appreciation for these abilities grew enormously thanks to my colleague, Tim Kirtland. Tim had earned a bit of a reputation for the spectacular demonstrations he gave with County tractors on steep gradients, both in UK and overseas.

There are some well-known photographs of him working on very

steep slopes in South Africa. But he also made the headlines in New Zealand, as I discovered recently while researching this feature. He made it into the local papers there when he and the 1124 he was demonstrating 'fell' over a significant drop. Fortunately, both man and machine survived unscathed!

When I was operating in the UK, my area of Southern England included a lot of steep land and one contractor in particular - O&J House, in Dorset - really earned my respect for its ability to work

'impossible' land, and I got to know them well. Jack House was often employed by County for steep land demonstrations as he had the experience. Some would say he had some other 'spherical' attributes, too, but I'll leave that to the imagination! Jack appears in some of the early films.

Fortunately, none of the County team had any serious mishaps in those days, but I'm sure that most had odd 'moments' along the way during our efforts to prove that Countys were, in fact, very good at steep land working!

Our demo 1174 on duals with a Howard 100in rotavator working on quite a steep slope, which you can gauge by the spectators.



For me, though, it took a while before I found my feet on the steep stuff. I liked to do my own demonstrating as I found it did a lot for both customer and dealer confidence to see their County rep in action, plus I enjoyed the hands-on approach. But, when it came to steep work, one entered another realm. There was a great deal of history already and, if we were demonstrating a County on steep going, we were expected to be better than anything else – both the tractor and us. It was a team effort.

Youth and bravado were no substitute for experience. Personally, I built my experience gradually, and also learnt to say ‘No’ if I wasn’t comfortable with what was being asked and expected. After all, it was my backside in the seat, and the company’s reputation on the line. I recall a number of occasions when I was goaded into doing more than I was happy with, and had to be quite firm despite landowners being really very ‘persuasive’.

One instance I remember well took place near Trerulefoot, in Cornwall. I was ploughing on some steep land as part of quite a large demonstration. I was nearing the bottom, dipped the clutch but the County just carried on ploughing, powered purely by gravity! The farmer was trying to get me to work some even steeper land, but I declined, despite him getting decidedly grumpy about it.

But when we met again at the dealership – Fulford Trumps – the following morning, he apologised about



A County 1454 on classic New Zealand terrain. This photo was taken during pre-demo set-up, with Ivan and Charlie – the two Ford demonstrators – having a go!

what he’d asked me to do. I was very pleased to have stuck to my guns, and that

was the first of a number of similar incidents. Another occurred during a demo with a Forward Control with a mounted Atkinson spreader, in mid-Wales. Again I got ‘pushed’ by the organiser to do more, but I and the Unimog demo operator said ‘No!’ Later we were told that a tractor had rolled down the same hill! Interestingly, the only machine to work that hill during the demo was an Argo 8x8, driven by Nick Jones. Some years later he became my boss, when I went to work for Supacat. It

was then that I really got to work in steep conditions, but that’s another story!

I think I ‘came of age’ on steep land in New Zealand – eight years into my County career. We were on our very memorable 1978 demonstration tour of the country, and most of the events included a steep work element. These tended to be my domain, using a County 1174 on duals. Anyway, during one demo, some Kiwi farmers told Nigel, my County colleague on the tour, that they weren’t going to watch me on one of the hills as they thought I’d probably kill myself! Happily I didn’t, and really felt that I’d cracked it that day. It was a great experience, but more of that next time.



Left: This is Jack House doing what he was well known for; working on very steep ground. Here the 1124 is fitted with County’s own dual-wheel cones. Right: A famous image from New Zealand of an 1124 working some extremely steep ground. I carry this in my photo book and, when showing it in a pub after one of our NZ demos, I was greeted by: “Hey, that’s me!” The voice belonged to Neal Dunnill who’s seen sitting on the fender. He signed the photo in my book!

EVENTS

Diary Dates

Early Spring events

April

5th April

SOUTH YORKSHIRE CHARITY PLOUGHING MATCH

HMP Lindholme
Bawtry Road, Hatfield
Woodhouse
Doncaster, S Yorks.
DN7 6BW
Tel: 01302 840098
ploughmen.co.uk

5th April

HERITAGE TRANSPORT SHOW

Kent Showground
Detling, Kent ME14 3JF
Tel: 01622 630975
kentshowground.co.uk

5th April

PATRICK EDWARDS TRACTOR JUMBLE & SPARES DAY

Langley Farm
Langley Lane, Clanfield OX18
2RZ
Tel: 07836 353549
patrickedwardsmachinery.co.uk

5th April

MACHINERY AUCTIONS – THE WAKEFIELD COLLECTION

Organised by Barry L Hawkins
Wisbeach, Norfolk PE23
Tel: 01366 387180
barryhawkins.co.uk

5th April

HILGAY COLLECTIVE FARM MACHINERY SALE

Organised by Barry L Hawkins
Hilgay, Norfolk PE38
Tel: 01366 387180
barryhawkins.co.uk

5th-6th April

ACA AUCTIONS

The Cattlemarket
Beveridge Way, King's Lynn
Norfolk PE30 4NB
Tel: 01553 771881
angliacarauctions.co.uk

5th-6th April

TRACTOR WORKING DAY

Organised by Orkney Vintage Club
Tel: 01856 873754
orkneyvintageclub.co.uk

5th-21st April

DAISY NOOK COUNTRY FAIR

Stannybrook Road
Failsworth, Oldham
M35 9WJ
Tel: 01704 822667
Email: john.silcock@hotmail.co.uk

6th April

BODLE STREET GREEN DRIVE IT DAY CHARITY GATHERING & ROAD RUN

Village Hall, Bodle Street Green
E. Sussex
BN27 4UB
Tel: 01323 833125
Email: peterlove@madasafish.com

6th April

SPALDING MODEL TRACTOR & CONSTRUCTION SHOW

Springfields Conference & Events
Centre, Camelgate
Spalding, Lincs.
PE12 6ET
Tel: 07403 372445
spaldingmodeltractor.com

6th April

THORNE & DISTRICT AGRICULTURAL SOCIETY

Boston Park Farm
Hatfield Woodhouse
Doncaster
S Yorks.
DN7 6DS
Tel: 01302 840098
ploughmen.co.uk

6th April

NVTEC EAST ANGLIA ROAD RUN

Melrose Farm, Shouldham
Norfolk PE33 0DB
nvtec-ea.org.uk

12th-13th April

CULTIVATION DAY

Organised by Orkney Vintage
Club
Tel: 01856 873754
orkneyvintageclub.co.uk

13th April

SEVAC Ploughing Match

Newick, Mid-Sussex
sevac.co.uk





13th April

SPRING AUTOJUMBLE

The Grampian Transport Museum, Alford, Aberdeenshire AB33 8AE

Tel: 01975 562292

gtm.org.uk

17th April

COUNTRYTASTIC

Three Counties Showground Great Malvern, Worcs. WR13 6NW

Tel: 01684 584900

countrytastic.co.uk

19th-20th April

PAGEANT OF TRANSPORT

Sunnyside Road North, Weston-Super-Mare, Somerset BS23 3PZ

Email: pageantoftransport@outlook.com

19th-20th April

CUMBRIA EASTER RALLY

Kirkby Stephen & Brough

Tel: 07498 438496

Email: cumbriaeasterrally@gmail.com

19th-21st April

WOODHOUSE VINTAGE PLOUGHING MATCH & AGRICULTURAL RURAL LIFE EXHIBITION

Woodhouse Farm Wheatsheaf Road Woodmancote W. Sussex BN5 9BA

Tel: 07767 621 376

Email: cebvintage@hotmail.co.uk

19th-21st April

EASTER CRANK-UP

Internal Fire Museum of Power Castell Pridd Tanygroes, Ceredigion SA43 2JS

Tel: 01239 811212

internalfire.com

19th-21st April

VINTAGE GATHERING & MODEL SHOW

Stoke Prior Sports & Country Club, Westonhall Road, Stoke Prior, Bromsgrove B60 4AL

Tel: 07803 764360

shakespearesrally.com

19th-21st April

JEMS CHARITY EASTER VINTAGE RALLY

Stithians Showground Truro, Cornwall TR3 7DP

Tel: 07946 648746

Email: jemscornwall@yahoo.com

20th April

2025 NATIONAL VINTAGE TRACTOR ROAD RUN

Starts: Blackthorpe Barn Rougham, Suffolk IP30 9HZ

Halfway stop: The Museum of Rural Life Stowmarket IP14 1DL

Sponsored by Cheffins

Email: vandaparcelf@icloud.com

20th-21st April

THAME COUNTRY FAIR

Thame Showground

Thame OX9 3UL

Organised by Living Heritage Events

Tel: 01283 820548

livingheritagecountryshows.com

21st April

COLEFORD CARNIVAL OF TRANSPORT

Coleford High Street

Coleford, Glos.

colefordcarnivaloftransport.co.uk

26th April

LINCOLN AUTOJUMBLE

Hemswell Cliff, Gainsborough DN21 5TJ

Tel: 07720 950920

lincolnautojumble.com

26th-27th April

SAFFRON WALDEN CRANK-UP

Carver Barracks, nr Saffron Walden, Essex CB10 2YA

Tel: 07882 175438

swcrankup.co.uk

26th-27th April

WESTBURY TRANSPORT & VINTAGE GATHERING

Top Field, Bratton Road

Westbury, Wilts. BA13 4TT

Tel: 07516 599179 / 01373 864166

Email: kbmflowers@gmail.com

26th-27th April

SANDBACH TRANSPORT FESTIVAL

The Commons, Sandbach Town

Centre, Cheshire CW11 1HZ

sandbachtransportfestival.co.uk

26th-27th April

CLASSIC VEHICLE EVENT

Pikes Farm, Organford, Poole

Dorset BH16 6ES

Tel: 07970 252545

organfordclassicevents.co.uk



Thinking of attending an event?

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. Neither *Tractor & Machinery* magazine, nor Kelsey Publishing, takes any responsibility if the details provided here prove to be incorrect.

If you have an upcoming event that you'd like included in this listing, then please email the details to the Editor at:

tm.ed@kelsey.co.uk



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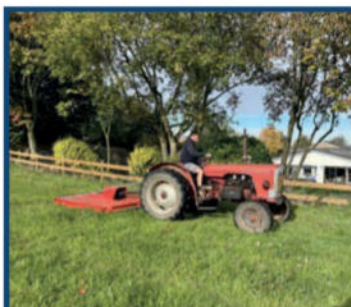
SE400 Log Splitter, perfect for domestic and commercial users splitting logs up to 18" in height. Features a Honda GX200 engine and has a 10 ton splitting force.



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Unpleasant to drive!

MASSEY FERGUSON 135 WITH SLOPPY STEERING

Over the years the steering of my Massey Ferguson 135 has become very sloppy and, as a result, it isn't very pleasant to drive on the road when I take it on the occasional road run. The steering box has a little play in it, but most of the wear is in the kingpins, as the tractor originally had a loader fitted, which has obviously put extra strain onto the axle, resulting in excessive kingpin wear.

I thought I'd have a go at restoring the kingpins myself, and stripped the axle down. The wear on the kingpins was quite apparent, as they had 'waisted' where they contact the bronze bushes. I ordered two replacement kingpins and a set of four bushes and, using a chisel, I hacked out the remains of the old, worn bushes.

The new parts look to be good quality, and all traces of the worn bushes were removed and the axle housings cleaned thoroughly before pressing the new replacements into place. Having done

this to all four bushes, I then attempted to insert one of the new kingpins without any success.

I noticed that the new bushes were split along one side before I pressed them in, but they appear to be too small in diameter to enable the new kingpins to be fitted. Have I done anything wrong, or have I missed something? Alternatively, do you think the new bushes are the wrong internal diameter? This has been rather frustrating and any advice on the matter would be much appreciated.

W Armstrong, via email

By what you've said, it sounds as if you've proceeded correctly so far, but you may not be aware that the new bushes require reaming to size to allow the kingpins to fit with the correct tolerance. Before fitting the bushes into the axle housings they can often be fitted over the kingpins but, as they're pressed into position, they contract

thus reducing their internal diameter.

The original diameter of the kingpins when new was $1\frac{1}{4}$ in (1.25in). To re-size the bushes you'll require an adjustable reamer, which can be set to provide a small tolerance above the nominal size of the kingpin. You may be able to borrow or hire a suitable reamer from a local engineering company, or they may be happy to do the job for you. The kingpins should be a nice, sliding fit in the bushes when correctly reamed.

You haven't mentioned the felt sealing rings that fit at the top of the kingpins, beneath the track arms. These will need replacing, together with the thrust bearings that carry the weight of the tractor, and are located at the base of the kingpins.

When greasing your kingpins once fitted, it's a good idea to jack up the tractor to take the weight off the thrust bearings, which allows the grease to pass into the bearings and offer the best lubrication.



Classic tractors, such as this MF 135, quite often suffer with sloppy steering. Fitting new kingpin bushes requires the use of a specialist reamer.

Losing control

DAVID BROWN 880 IMPELMATIC WITH HYDRAULIC ISSUES

Q My faithful David Brown 880 recently let me down when I was using the three-point linkage. The main hydraulic control lever has become loose and won't hold itself in the required position any more. It's so loose now that it just raises under spring pressure and anything attached lifts to the top when I let go of the lever.

I noticed that one of the discs between the lever and the casing on the tractor had split and broken, so I assume it'll need replacing. I don't currently have a workshop manual for the tractor, and would like to have a go at replacing the broken disc myself.

I was wondering if there are any special tools needed to do this, and if you can provide any tips to enable me to do the job easily?
Allan Marshall, Somerset

A The discs you refer to are the friction washers to restrict the movement of the control lever and



Replacing the friction washers on the linkage control arm on a DB 880 Impelematic is a job you can tackle at home.

the pre-set guide. If, as you say, the lever becomes loose, you lose control of the system, making it difficult to operate safely and efficiently. There are three washers on the control lever spindle; two large ones either side of the pre-set guide and one directly under the lift lever.

To access and replace these you'll need to remove both the control lever from the spindle, together with the pre-set guide, after first removing the locknut on the end of the spindle. The lever is keyed onto the spindle and may be a tight fit that requires some effort to ease off the end of the spindle.

Access may be improved by removing the parking brake lever, which passes in front and close to the hydraulic control

lever. If this is necessary, the tractor wheels should be chocked to prevent it rolling while the parking brake is out of action, and on level ground. The parking brake lever has a roll pin at its lower end, which requires tapping out to release the lever, which can be pulled upwards and out of its housing.

Once the hydraulic control lever and pre-set guide are removed, the area should be cleaned and free from any grease or oil residue before fitting the new friction washers in their correct order. The pre-set guide and control lever can then be refitted and the locknut tightened to provided a smooth – but stiff – operation of the lever, enabling it to hold in any required position.

Mysterious knocking

MAGNETO-CAUSED KNOCKING ON A FORDSON MAJOR E27N

Q I've recently bought a petrol/TVO Fordson Major E27N at a sale. The tractor is in running order and starts easily, but the engine seems to rattle somewhat while it's running. A friend has told me that it has a Lucas SR4 magneto fitted, and that I should replace it with a Lucas RF4 unit instead, as this was what it would have had fitted when new.

I've been looking on various websites for such a magneto, but any on offer that appear to be in good working order are very expensive. All the cheaper ones I've seen are for spares/repairs only!

Why would the magneto cause the engine to rattle, and can anything be

done to solve the issue?
William Smith, via email

A Your friend is correct and the original-equipment magneto is the Lucas RF4, apart from on the very early E27Ns, which had the earlier Lucas GJ4 mag fitted.

The RF4 has adjustable timing, which can be altered to suit the engine speed/loading and the fuel you are using, as does the GJ4 version. Your SR4 is a later replacement and has fixed timing. It may be that the spark is occurring slightly too early, creating the rattle you're experiencing?

However, you can slightly retard the spark timing by slackening the cam that



All Fordson E27Ns were fitted with the Lucas RF4 magneto, apart from very early examples which used the Lucas GJ4.

operates the contact breaker points and turning it very slightly against its direction of rotation. This retards the moment the points begin to open and thus the ignition timing. Only move the cam very slightly, though, and repeat until you have an improvement. But the timing will still be fixed and so the best action would be to replace it with an RF4 magneto in the long run!

WORKSHOP

DIY projects in this issue – MF 135 restoration, TE-20 exhaust repair, Dexta oil seal DIY, MF 550 tidy-up



Easy
Straightforward
Moderate
Challenging
Nigh on impossible



PART 4

MF 135 restoration

Ben Phillips removes the engine, completes its strip-down and sends the block and crankshaft off to the machine shop for some much needed TLC

In the last episode I was busy stripping the engine's block to make it lighter and easier to lift clear of the clutch bell housing. Having an engine crane and leveller is extremely useful at this stage as, when the engine is pulled clear, it will inevitably have a tendency to tip down towards the rear, due to the weight of the clutch. The leveller compensates for this and certainly makes life a lot easier.

I use two straps under the engine, positioned as far forward and as far back as I can safely get them. Thankfully, the engine backplate and the front, inner timing cover do a great job of preventing the straps from slipping off, which would be a disaster. The straps are connected to the four corners of the engine leveller, to



ensure that the weight is distributed evenly.

Removing an engine isn't that tricky, it's simply a case of working methodically and safely, and never forgetting the weight you're dealing with. Once all the bolts were out, I lowered the crane slightly then pulled it back a touch, and a gap began to appear. Then, using a good pry bar, I began to prise the engine off the input shaft. It was at that point that I discovered that the leveller wasn't 100% balanced but, after a bit of frantic winding on its lever, all was good.

Once the engine had been manoeuvred away from the tractor and positioned securely on a pallet, I could begin to dismantle the clutch assembly. This didn't

look too badly worn, but I never put a used one back as part of a restoration project as I feel that's simply a false economy. There are six bolts that secure the clutch assembly to the flywheel and, based on my experience, these tend to be extremely soft and easy to break (especially when re-tightening them).

This clutch assembly isn't a heavy unit and so I was able to lift it clear of the flywheel easily. But doing this revealed a slight problem. A previous mechanic had

I could see that there was a thickish coating of oil all over the backplate, suggesting to me that the rear crank oil seal had been leaking

evidently forgotten to fit the tab washers on the flywheel bolts but, fortunately, all remained tight so this hadn't caused any trouble. The flywheel is one of the heaviest items to remove during the strip-down of this Perkins 3-152 engine and, once it's free, I normally prefer to carefully roll it away, rather than attempting to lift it.

With it out of the way I could see that there was a thickish coating of oil all over the backplate, suggesting to me that the rear crank oil seal had been leaking. This isn't an unusual fault to come across and, in fact, is a relatively common issue on tractors that haven't been overhauled for years. The old rope seal simply wears away as it ages which, in turn, creates the gap needed for oil to start escaping. But this wasn't a problem as the seal had to be removed anyway, to give me access to the crankshaft.

Three bolts secure the top section of the seal into the block, and three more keep the bottom portion in place, bolting into the rear main bearing cap. There are also two that run vertically through the seal case, clamping it to the back of the crankshaft. Then, before the crankshaft itself could be removed, I had to remove the four main

bearing caps, putting them carefully to one side for cleaning later. These are all numbered but, really, the two centre ones are similar to each other, and the front and rear caps are unique to those locations.

With the caps and crankshaft out of the way, I was then able to flick the other half bearings out from the block and then that casting was ready to be sent off to Bromsgrove Engine Services so the old liners could be removed and a set of new ones fitted. I'll also be sending the

crankshaft away with the block. Although it looked reasonable to the naked eye, I reckoned it would benefit from having 10thou machined off to make the surfaces perfect again. However, before the crank left me, I carefully gripped it in my vice to hold it firm while I undid and removed the balance weights.

The block was away for just over a week and returned to me looking clean and perfect, with its new set of liners beautifully fitted. The face had been

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



lightly skimmed and, with the machined crankshaft back from the engineering shop too, everything was then ready for the engine rebuild process to start.



Gasket remnants

1 First I removed this stuck head gasket, but it didn't come off cleanly and left some remnants.



First peek

2 After spotting the flywheel through the starter motor's aperture, I couldn't wait to assess its condition properly.



Clutch condition

3 With the clutch/flywheel assembly removed, I could see that the clutch was in reasonable condition.



Easily damaged

4 Six bolts secure the clutch assembly to the flywheel, but these fixings are quite soft and easily sheared-off.



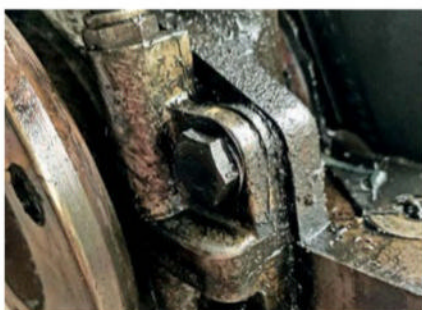
Missing tab washers

5 Behind the clutch assembly, the bolts in the flywheel weren't secured by tab washers as per the original specification.



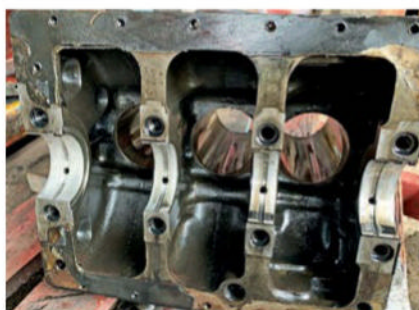
Leaky seal

6 There was a fair bit of oil plastered on the backplate, evidently leaking past the old rear crank oil seal.



Common problem

7 This is where the rear crank oil seal is found and it was obviously leaking, which isn't uncommon.



Light and ready

8 With the crankshaft removed, the block was bare, at its lightest and ready to go off to the machine shop.



Crank assessment

9 The crankshaft was also ready to go off and be checked and machined, as required.



Weighty business

10 Before being sent away, the crank's balance weights were removed and stored to be reused later.



Head job

11 This is how the block came back, clean, with new liners fitted and the upper face having been lightly skimmed.



Good as new

12 The inside of the engine was now as good as new and thoroughly clean.



Correct bearings

13 The first reassembly job was to press in a set of new bearings, the size of which corresponded to the newly-machined crank.



Thorough cleaning

14 The crank main bearing caps had been thoroughly cleaned and everything looked much better for it.



Crank tweaked

15 As I'd predicted, the machine shop removed 10thou from the crank to perfect its bearing surfaces

In the May issue...

Ben continues the engine rebuild work by assembling and fitting the new pistons to the freshly-machined block.

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At last, the drier and warmer weather means that I'm able to start making real progress with this project once again.



PART 12

Massey Ferguson 550 Tidy-Up

An improvement in the weather means that Andrew Hall is back in business once again

At last, after a long, damp winter, I've been able to make a little more progress with the tidying of my MF 550. Not having any cover under which to do the work has been particularly frustrating. Although the tractor hasn't needed much in the way of mechanical repairs, most of the work has focused on the repairs to the corroded cab which will, in turn, lead to repainting the tractor.

As anyone with experience of painting will know, that process requires a clean,



dry and dust-free atmosphere; something the damp open air simply hasn't allowed!

BONNET REPAIRS

However, one item that I have been able to attend to is the corroded area on the bonnet. Although that panel is in good order generally, the front right-hand edge had some small perforations in the steel.

Once the bonnet was removed, the full extent of the corrosion damage could

be seen from behind and, as with most 'small areas' of visible corrosion, the rusting was actually more extensive than first realised. The underside features reinforcement brackets spot-welded to the shell, where the side panels join. Unfortunately, little of the factory-applied paint had adhered to this area, and moisture had got beneath the layers of steel and allowed the corrosion to take place.

The bracket was badly corroded and the only way forward was to cut away all the damaged steel and make a new piece to weld into place. But, before any repairs were attempted, I decided to remove the original bonnet decals. This will be necessary before preparing to repaint, anyway, plus any excess heat generated while welding would have burnt them away, leaving an unsightly mess to deal with.

Using an electric hot air gun and a decorator's scraper, I worked progressively, alternately applying the heat and scraping the old decals

away. Inevitably there were traces of glue left on the surface of the panel, but I removed these using some brake cleaner and a suitable cloth. The whole bonnet will get a thorough, pre-painting preparation when the time is right.

Meanwhile, the corrosion was cut away and replacement steel cut and folded to replicate the original bracket. Fortunately the spot welding had held out, so the corroded area could be cut away leaving the bracket still attached. Notches were cut out on the new steel to allow it to be plug-welded using the MIG, to firmly attach it to the bonnet shell before continuously welding the new piece to the original portion of the bracket. With all the welding completed, the area was tidied up with the mini-grinder to provide a good finish, and the bonnet was put aside ready for painting.

CAB INTERIOR

My attention then turned to the interior of the cab. Most of it had been removed a while ago as it was simply too far gone to reuse. So it quickly became clear that, to make a good job of it, new interior trim would be necessary. A visit to the Newark Tractor Show in November enabled me to see the products offered by Cab Interiors Ltd (tel: 01873 811631, cabpartsinteriors.co.uk), and to chat with their staff regarding an interior kit for my tractor.

Then, as this year's Tractor World show at Malvern approached, I contacted Cab Interiors again and ordered a kit to be collected at the event. The items supplied included the interior wing

padding, the under-seat lining, the kick panel lining and the ceiling headlining. The company also supplied the adhesive (in an aerosol can), instructions plus some practical tips on how to correctly fit the new interior.

I also bought a new rubber floor mat, as my original had perished and cracked. Although I haven't yet fitted the kit, I'm certainly impressed with the quality, and having it in my possession has given me a bit of encouragement to push on with the project. Incidentally, Cab Interiors Ltd

Using an electric hot air gun and a decorator's scraper, I worked progressively, alternately applying the heat and scraping the old decals away

has a comprehensive catalogue available, which includes many popular tractor makes and models!

CAB FLOOR

Although fairly flat, the 550's cab floor has a small tunnel over the gearbox area, which features a removable cover. A while ago I repaired the corroded areas along each of the lower edges of the cover, then this was put aside ready for refitting. But one problem I encountered when removing the cover was that two of the retaining screws were badly corroded, so couldn't be removed using a spanner or socket. In fact, the corrosion

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



was such that the cover came away, leaving them in position.

Before I was able to mark-out and drill the fixing holes in the repaired cover, I needed to remove the remains of the two offending screws. A thin disc cutter was used in the mini-grinder to cut the heads, then allowing an adjustable spanner to be used to unscrew them. I was reluctant to attempt drilling them out, as I didn't want to cause any damage to the threads in the captive nuts in the floor panel.

I'd saved the damaged pieces from the cover when they were removed, and these were used to mark out the new holes prior to drilling them in the cover. When fitted, the cover is bedded on seam sealant, which helps prevent moisture entering the cab and also reduces the noise level by preventing any drumming from the cover when fitted. I'll wait until the cab is cleaned and prepared for its fresh paint internally before I refit the cover.

In the meantime, the remains of the original lining kit's spongy underlay needs to be removed throughout the cab interior. I haven't yet started to do this, but I guess this will be best tackled with the hot air gun and a scraper. Then, once the cab's interior is thoroughly prepared, it'll be repainted in primer and silver



Air intake

1 One casualty before being able to remove the bonnet was the jammed air intake mushroom. This will be repaired in due course and refitted.



'Small' holes

2 The small rust holes turned out to be more extensive than first thought, as is often the case with hidden corrosion.



Off with the decals

3 A hot air gun and scraper were used to remove the original decals from the bonnet before any heat was applied to the bonnet during welding.

Once the bonnet was removed, the full extent of the corrosion damage could be seen from behind

mist before the interior kit is fitted.

OTHER JOBS

There are two areas requiring mechanical attention, and the first of these is the fuel injection pump. This has a slight leak and will require a seal kit to put that right. There's also the outer steering ball joints which are worn and now showing excess play. However, they're an integral part of the power steering rams, so may have to wait until finances allow for their replacement.

And finally...

Although the 550 project remains an ongoing one, this will be my last regular report about it in this magazine. After many years writing for *T&M*, I've decided the time has come to ease up and take things a little easier.

I will be continuing with the project and, for those of you who are looking forward to seeing the finished result, I won't disappoint you, and will return to present the completed machine in a future issue.



Sticky glue

4 Remains of the glue was removed using brake cleaner to dissolve it, as any traces of glue will spoil the new paint if not fully removed!



Rear view

5 The bracket on the inside of the bonnet was more corroded than first thought. The corrosion will have to be cut out and fresh steel welded into place.



New steel

6 A piece of steel of suitable gauge was cut and shaped, then fitted into place. Note the notches cut out to enable it to be plug-welded to the bonnet shell.



Tidied-up

7 After welding, the area was tidied-up using an angle grinder, leaving it ready to receive some new primer.



Outside surface

8 Any pitting in the outside was dressed-out with the grinder to hide the repair to the bonnet surface. The bonnet will be sprayed along with the rest of the tractor in due course.



Interior trim kit

9 This is the new interior trim kit obtained from Cab Parts Interiors Ltd. Very good quality and I look forward to fitting it when the time comes.



Comprehensive catalogue

10 The company produces a catalogue covering many popular makes and models of tractor, which is worth a look if you're considering replacing your machine's interior trim.



Floor cover

11 Repaired earlier in the project, the floor cover is ready for its lower fixing holes to be marked out and drilled, but...



Corroded screw heads

12 ... two corrosion-damaged screws had to be removed first by cutting their heads to allow an adjustable spanner to grip them.



No damage

13 Both screws came out without causing any damage to the cab floor or the captive nut threads beneath. New screws will be required during the refit.



Damaged screws

14 The heads of the corroded screws were ground to this shape to enable the adjustable spanner to grip them.



Fresh holes drilled

15 With the fresh holes drilled, the cover will be refitted when the cab paintwork is completed. It'll be bedded on seams of sealant to prevent moisture ingress and reduce any noise.



Trim panel remains

16 Another task is to remove the remains of the original trim backing sponge before any paint preparation takes place.



Clean-up

17 The engine will also require cleaning and the fuel injection pump will be re-sealed to cure a slight leak.



Worn steering joints

18 Both steering joints have excessive wear and require replacing, but are integral with the steering rams, so may have to wait.



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This Ferguson TE-F 20 arrived me with a snapped-off exhaust elbow.

Treating a broken elbow

Tractor restoration specialist Ben Phillips explains how to replace a Ferguson TE-F 20's broken exhaust elbow

Most tractors have upright exhausts and, on tractors without a cab or a roll bar, the vertical silencer is typically the highest point on the machine. As such, it's vulnerable to being knocked or, worse still, broken by accidental impacts with low branches, overhanging vegetation or low shed entrances.

Serious impacts will often result in the exhaust being snapped at the elbow, which is exactly what had happened to a Ferguson TE-F 20 that arrived in my workshop recently for a full restoration.

Removing the actual manifold was relatively easy in this case as I did it once the rest of the tractor had been stripped down. The nuts securing it undid easily thanks to the area being protected from the elements and, in addition, there was a fair bit of oil in the area which helped, too.

Once the manifold was off, I did try the elbow nuts but these were badly worn away and, as I was expecting, proved impossible to loosen; in fact, one sheared off as I tried. I resorted to simply cutting

the other one off, after which I was able to tap off the remnants of the broken elbow. Then, with the broken part out of the way, there was enough of the old studs still showing to be able to get some grips on.

However, before I attempted to remove these studs with my grips, I got some heat on the surrounding area. Once it was hot enough I decided to see if the studs would turn and, sure enough, they did, unscrewing easily. I'd already

investigated the spare parts situation and it turned out that everything was available, so I ordered a new elbow, two studs, two nuts and a gasket.

I was extremely pleased with the quality of the parts when they arrived, and so wasted no time in putting things back together. The first job was to clean out the threads, using a correctly-sized tap. I always love doing this job; it's extremely satisfying but essential, too, for ensuring that the new bolts screw in properly and easily. I carry out this process a lot on the projects I work on, especially if new paint has been involved; it's the only way to clear threads properly.

Comparing the new studs to the old ones was more spectacular than usual as the originals were in such a sorry state. Thankfully, the replacements fitted perfectly into the manifold and tightened-up well using a pair of grips. I was careful at this stage, though, gripping the studs on the shoulders in the middle, to avoid needlessly damaging the top or bottom threaded sections.

I had noticed that the surface against which the elbow piece sits had become slightly pitted and, even though I would be using a new, soft-metal gasket to help ensure a good seal, I decided to take an extra precaution. I smeared some Exhaust Assembly Paste over the whole area, just to make doubly sure that the surface imperfections wouldn't cause a problem in the future. I've adopted this 'belt and braces' approach many times in the past, and it's always proved very successful.

I was extremely pleased with the quality of the parts when they arrived

Next I fitted the new gasket over the studs and pressed it onto the paste, after which it was time for the new elbow piece. This required a gentle tap to help it over the studs and ensure a good, tight fit against the gasket. Fitting the new nuts on the studs and tightening them caused some of the paste to ooze out of the joint, so I then knew that a good seal had been created. The beauty of this paste is that it remains soft and flexible for quite a while, allowing components to be fitted

together with care and without the need to rush.

The whole manifold assembly was then complete, looked fantastic and was almost ready to be fitted back onto the tractor. But one last job I wanted to do was to check how level the actual face was. While the new one will certainly take up a bit of discrepancy, there's certainly a limit to what it can be expected to cope with. So, using a straight, metal ruler, I checked across the face and, thankfully, found that it was perfect across the full length.

After that, all that remained was to carry out the final fitting, test run the engine and then paint the surface using a heat-resistant coating – so much better than the rusty look!



Remains removed

1 With the manifold removed, one nut broke off and the other one had to be cut off. Here the remains of the elbow are being removed.



Gaining purchase

2 With the remnants of the old elbow removed, there was enough of the old studs left to successfully remove them.



Heat required

3 There was no way these studs were coming out easily, so introducing some heat helped things along.



Hot twist

4 While it was still hot, I used grips to turn the studs and it wasn't long until they'd both been removed.



Last remnant

5 With most of the old parts removed, you can see one last piece of the old gasket still attached.



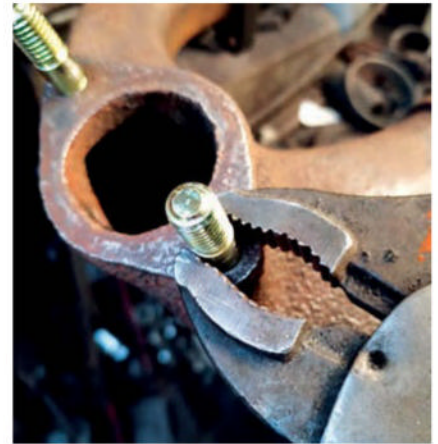
Clean threads

6 The stud threads were cleaned out using a tap. I do this a lot on various threaded parts and recommend it.



Old versus new

7 I was delighted to discover that correctly-sized replacement studs are still available to buy new.



Stud tightening

8 I used the grips to carefully tighten the new studs into the manifold. The clean threads made it much easier.



Imperfection solution

9 As the surface was slightly pitted I used a smear of exhaust assembly paste to smooth out any imperfections.



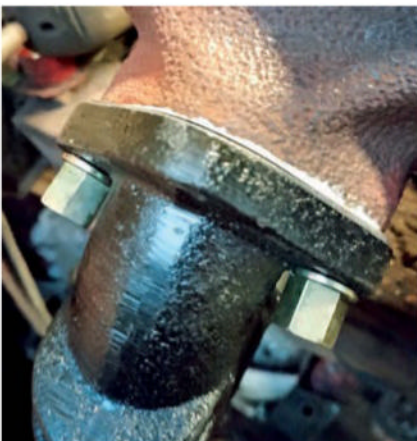
Instant improvement

10 A new gasket was fitted and this made everything look instantly better!



Impressive quality

11 This is the new elbow. It's great that such important, good quality replacement parts are available.



Paste showing

12 With the elbow fitted and tightened down onto the new studs, you can see the sealant paste oozing out a little.



On the level

13 I used a straight edge to check the surface where the manifold attaches to the cylinder head. It was just about spot-on.



Temporary fitting

14 Here's the original manifold with its new elbow fitted temporarily so the engine can be tested.



Dexta brake rescue

Here's how to deal with inefficient Fordson Dexta brakes. Ben Phillips explains what to do

With more and more tractors being used for road runs these days, it's vitally important to make sure your machine is thoroughly roadworthy. Obviously, one of the most important, safety-related aspects that needs to be in tip-top condition on any operational tractor is the braking system.

The simple, drum-based brakes used on many of the vintage and classic tractors I deal with are usually capable of providing the stopping power necessary for safe operation assuming, of course, that everything's working



correctly. In many cases, though, wear, poor adjustment and even breakages can drastically affect the efficiency of the system, leaving a tractor with dangerously ineffective brakes.

I also commonly find braking problems that are caused by badly fitted components or leaking oil seals, and it's the latter that I shall be dealing with this time. The Fordson Dexta featured here belongs Matt Porter, and arrived in my workshop for some general TLC. As part of that process, I decided to give

the braking system the once-over, even though they seemed to be operating reasonably well.

The first job was to remove the brake drums, so that I could assess the condition of the shoes inside. However, before I could even think about doing that, I needed to slacken-off the shoes. To do this, there's a slit on the back plate that's wide enough to insert a screwdriver into, to rotate the adjuster. If the system has been fitted correctly, you should feel a slight resistance – and hear a pinging sound – as the adjustment is made to loosen the shoes.

If you haven't tackled this job before, it's important to be sure that you don't turn the adjuster wheel the wrong way, which will tighten the shoes against the drum. Next, the countersunk screws on the outer face of the drum can be removed. These undid with ease for a change; often they'll be seized as the countersinking ensures extra metal-to-metal contact. With the drum off, I got my first look inside.

The first shoe I saw – the top one – was fairly dry (not 100%) but also quite shiny. However, when I ran my finger along the bottom shoe, it was a different story, as it was covered in a good coating of oil. Closer inspection revealed a fair bit of oil on the backplate, too, and its presence indicated that a full brake overhaul was necessary, including replacement of the half shaft oil seals.

The first job in this process was to remove the springs, and I was pleased to find that they were all there, and in their correct positions – certainly not always the case on old tractors like this one. I extracted the springs holding the shoes in place first, by gripping, pushing, twisting and pulling. The pins were also removed from the rear of the back plate. The Dexta's braking system utilises four return springs, which is one more than is found on an MF 35 from the same era. The first one I tackled was next to the adjuster, and the same pliers I'd just used for the shoe retaining pins did the job perfectly.

While I was there, I slipped the adjuster out and put it and the spring in a container for safe storage. The two red springs were prised off next. These are quite strong, so hard to remove but, with a good, strong screwdriver I soon had them off. I'd purposely left the removal of the green spring until last because moving the shoe against the hub allowed

it to be unclipped from its hole.

This completed the strip-down and I then started making plans to remove the back plate. To make this less cumbersome, I removed the clevis pins in the arms. These can sometimes seize and, if this is the case, you'll probably need heat to help things along. In this instance, one required nothing more than a slight tap, but the other one had to be heated. It's important to get all the braking linkage pins working freely so that they're all able to pivot and move as they should. Once these pins had been removed, I ran a wire

Wear, poor adjustment and even breakages can drastically affect the efficiency

brush through the holes to really clean them out. I also inspected the pins so that I could replace those showing any sign of wear.

I then had to undo a good number of nuts to enable the back plate, hub and half-shaft to be removed. As it was withdrawn from the axle, I was careful to make sure the shims weren't lost, storing them safely for cleaning later.

This then revealed the inner oil seal and I could see at first glance that that was where the problems lay. It clearly needed to be changed and looked as though it was probably still the original part.

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



Next Month

Fitting all the new parts needed to complete the job.



Shoe slackening

1 This is the slit in the back plate that provides access to the adjuster, which needs to be slackened.



No seizure

2 Undoing the countersunk screw that holds the drum in place. For a change, this one was loosened with ease.



Shiny and smooth

3 While the brake shoe linings had plenty of depth left, the top one was shiny and smooth.



Too slippery!

4 The brake lining on the lower shoe had been contaminated by quite a significant oil leak



Correct position

5 This spring was fitted in the correct position, tight against the adjuster, which was good to see. Many aren't.



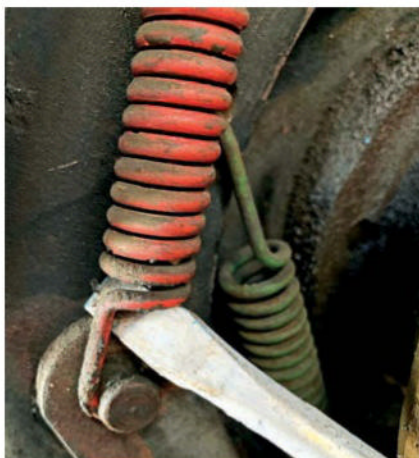
Shoe removal

6 I started dismantling the brake assembly by removing the shoes. A pair of pliers was used to twist off the retaining pins first.



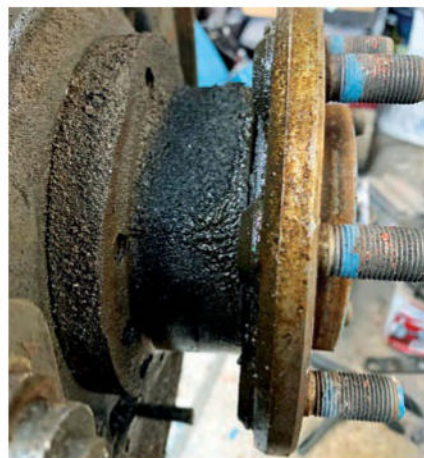
Helpful pliers

7 Next this spring against the adjuster could be unclipped, with the help of a pair of pliers.



Big red

8 A large screwdriver was required to remove the big, red and strong springs. They are simply prised off



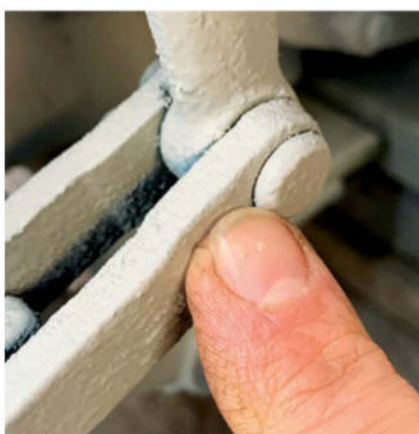
Oil issue

9 Once the brake shoes had been removed the full extent of the oil leak from the elderly seal became apparent.



Efficiency lost

10 These old shoes were fairly contaminated with oil, so were never going to work efficiently again.



Pin removal

11 Before I could remove the backplate, I needed to disconnect the brake rods which entailed removing this small clevis pin.



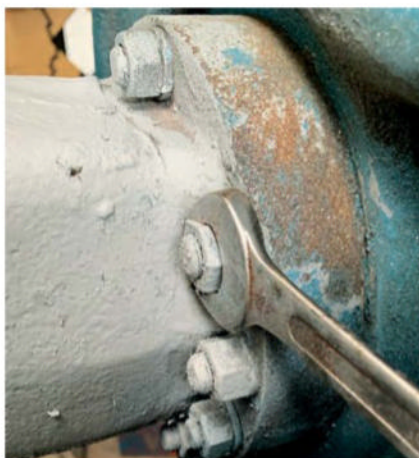
Necessary heat

12 If the clevis pin is seized, as this one was, heating will be necessary before it can be removed.



Brushing clean

13 Once the clevis had been removed, I ran a wire brush in a drill through the hole a few times to clean it.



Backplate removal

14 The bolts securing the backplate to the axle housing were removed next.



Aged seal

15 With the backplate removed the cause of the oil contamination was clear to see – an old and leaking inner oil seal.

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HJ Pugh success at Malvern

Peter Love reports from the success HJ Pugh sale that took place on the first day of this year's Tractor World show

22ND FEBRUARY, 2025

The sale season really sparked into life at Kelsey Media's Tractor World show, when the HJ Pugh sale generated an impressive 86% sale-through in this 1,130-lot auction, which included 130 tractors.

While the sale itself didn't offer any real tractor gems, the bidders involved on the day were certainly keen and serious. A not-so-exciting, Lambourn-cabbed Fordson E1A Major in grade 2 condition, complete with Steel Fab Horndraulic front loader with fork, found a new home for £3,000 and the trend here was very much for original,

clean-style machines.

Then came a grade 2, original-style MF 35X, fitted with grass tyres and a roll bar, that sold for £3,600 (+ VAT), followed by the first of the continental machines, an Italian, 1954 OTO single-cylinder rowcrop. This was in very original, grade 3 condition and got moved on for £2,300. A Fordson Power Major that's been offered in a number of sales came next, but failed to sell yet again. While it's a gem of a tractor, I assume that the reserve is simply set too high for the state of the market at the moment.



Above: Looking good; this refurbished 1991 John Deere 3350 sold for £27,200.

It was a different story for a 1972 MF 148, though. This cabbed example changed hands for £8,000, while a previously restored, cab-less MF 168, with Multi Power, made £9,800. This was followed by a partially resprayed, cabbed MF 240 with a reportedly genuine 154 hours on the clock. It was sold for a top bid of £13,000.

The FFA's Phil Gibson is having a bit of a tractor clear-out, and some of his

A top bid of £9,800 was enough to secure this MF 168 Multi Power, while the MF 240 next door sold for £13,000.



The Tractor World auction attracted a great crowd on Saturday, 22nd February.





This MF 360 sold for £8,000, with no VAT.

machines were included here. A Ford Pre-Force 4000 (with genuine Ford power steering and V5c), which he painted so well in New Holland Maserati blue, sold for £7,000. Also sold was Phil's restored and cabbed Ford Force 5000, which made £9,400.

Later, a lovely and very well

restored, grade 5, 1962 International Wain-Roy backhoe loader with no cab could have been yours for £8,500. A clean, 2WD MF 390 that looked brand new after its 'refresh' sold for £20,500, and was followed by a matt-looking and oddly painted 1947 Field Marshall Series 1 Contractor Mk2 (No.3834). This tractor had been offered before and

TOP 20 SELLERS AT TRACTOR WORLD

1051	1994	Fendt 510C, Trima 340 loader, 11,000h clean	3	£29,000+
1025	1991	John Deere 3350 4WD, high-lift, air con	5	£27,500+
1020	1993	MF 390 2WD, 4,878h, very smart	5	£20,500
1038	1984	Ford 7610 II 4WD, 4,900h	3	£19,600
1039	1994	Fendt F/Turbomatic 311, 9,359h, 50k a/brakes	3	£16,000+
1023	1977	MF 135, fully restored, no cab, V5c	5	£14,500+
1119	2007	MF 6480 Dyna 6	3	£13,500
1010	n/a	MF 240 2WD, panels repainted, 154 hours	3	£13,000
1093	1987	John Deere 4650 4WD, very clean tractor	3	£12,500
1100	1987	Ford 7610 II 4WD, Howard FX loader bucket & fork	3	£12,200
1021	1947	Field Marshall S/One Con Mk2, rebored	4	£12,500
1045	1987	Ford 7610 II 4WD, V5c, not bad condition	2	£11,800
1046	1992	Ford 8240 SLE 4WD, ran well, int. poor, wrong colour	4	£11,200+
1047	1982	Ford 6610 4WD, turbo, 4,200h, PAVT wheels, V5c	3	£10,700
1024	n/a	MF 410 2WD, 354 hours, roll bar, original V5c	3	£10,000+
1057	n/a	Fordson E1A Major, Cummins 6BT engine, lovely	5	£10,000
1009	n/a	MF 168 Multi Power, restored, V5c	4	£9,800
1043	1991	Ford 7610 III 4WD, replacement engine	3	£9,800+
1130	1989	Case International 956XL, 4WD, 6,700h	5	£9,500
1013	1970	Ford 5000, cab painted, original engine, V5c	5	£9,400+

+ = Plus VAT



This Renault-powered John Deere 3400X Ceres made £6,400; an underrated tractor.



The HJ Pugh sale generated an impressive 86% sell-through in this 1,130-lot auction

**MF 168
SOLD
FOR
£13K**



While this Ford 5000 didn't excite me much, its new owner was happy to pay £9,400 for it.



**CLASSIC FENDT
SOLD
FOR
£16K**

Both the classic Fendts in this sale sold. This 1994 311 Turbomatic went for £16,000.

Bidding rose to £9,500, but I gather it was sold after the sale for about £12,500.

A well-restored 1991 John Deere 3350 4WD went for £27,200 (+ VAT) after a lengthy bidding session, while another restored tractor, a 1983 Marshall 702 that looked OK, went for a top bid of £8,000. A bit further on a Leyland 270 (painted and with power steering) made just £4,200.

Then came a pair of lovely Fordson E1A Major conversions that I'd never seen before. One had a Cummins 4BT engine while the other was fitted with a Cummins 6BT with turbo. They both ran, had been painted very well and, between them, raised

had been rebored by RA Crawford.

£19,000. A primer-and-original-paint finished Australian Chamberlain Super 70 (No.3055c) carrying the Detroit 371 two-stroke diesel engine sold for £3,400; 10 years ago I'm sure it would have made double that, but tastes have changed.

However, my favourite tractor at the sale was a 1970



Restored between 1999 and 2002, this Doncaster-made 1958 International McCormick BWD6 found a new home for £7,500.

Ford Force 2000 vineyard, being sold with V5c. It looked to have worked abroad at some stage, was mint and got snapped-up for £4,000. Towards the tail-end of the sale attention turned to a 1955 Fahr D15. Some expensive work had clearly been carried out and this original-looking machine got sold for £2,500. It was followed by a late-entered 1952 David Brown Super Cropmaster with V5c, which

had been diverted from the cancelled Kent Showground Hobbs Parker sale. I gather that East Sussex-based Playfoot Engineering had sorted out the cracked block and this grade 5 machine went on to sell for a top bid of £5,800.

To round things off, a 1989 Case International 956XL 4WD with V5c, 6,700 hours on the clock and in grade 5ish condition, raised £9,500. All-in-all, a very good sale.



Left: What a delight! This very original, 1970 Ford 2000 vineyard went for £4,000, complete with V5C. Right: Classed as a good competition ploughing tractor in the two-furrow conventional class, this MF 410 sold for a top bid of £10,000.



Left: This grade 2 Fordson E1A was moved on for £3,000, while the MF 35X behind it made £3,600 (+ VAT). Middle: An £8,000 bid would have secured this Massey Ferguson 148, and you could have got the 1983 MF 230 for £4,200. Right: The all-but concours E1A Major conversion with the Cummins 6BT with turbo fitted could have been yours for £10,000.

Clear-out sale goes well

This sale saw a record price for an MF 35 vineyard, as Peter Love explains

MARCH 1ST, 2025

HJ Pugh was back at its HQ in Ledbury in early March for a 702-lot vintage clear-up sale. Just about half of the items had been offered before and not sold, so this represented a second bite at the cherry for bidders. It obviously provided a too-good-to-miss opportunity as the auction produced an impressive 92% sell-through.

Forty-two tractors went under the hammer, although many of them appeared rather on the rotten side. Nevertheless, most found new homes. There was a significant contrast among

the highlights, between restored and original machines. For example, a restored Massey Ferguson 35 vineyard sold for a record £7,500, in grade 5 condition, while an original, 1924 Fordson F running on trembler coils and road bands made £4,900.

However, the 1938 Fordson Standard N fitted with Hendon winch (No. 714) from new was another original gem that had been with the famous Lainchbury's for much of its life. It was moved on for £4,400. A 1951

Looking good and offered this time by HJ Pugh, this grade 5 Massey Ferguson 35 vineyard sold for £7,500; a record price for one of these models.



The Swedish Bolinder Munktells BM21 in running order sold well for £6,200.

Bolinder Munktells BM21 in running order had been offered for sale a week earlier and didn't find a buyer. This time, though, the Swedish machine was

sold for £6,200. A whole raft of these tractors were offered by VDI last year but, to me, this looked like the best example of them all.

Overall this was a decent sale that

confirmed that the tractor market is still a good one to invest in, assuming you buy the right models, of course!

Next month

We'll be covering the big spring sale at Cheffins, which is scheduled to be a bumper, 3,000-lot affair.
On sale May 2nd



GRADE 5
MASSEY
FERGUSON
SOLD FOR
£7.5K



This lovely and original (grade 3 condition), Harvest Gold 1938 Fordson N, complete with rare Hendon winch, sold for £4,400.

TRACTORS AND MACHINERY

AIR ASSISTED SPRAYER



£300. Air assisted sprayer for fruit or Vineyards. Hasn't been used for two years but was okay when last used. Price + VAT. Please call 07850 324688, Kent

4703

ALLIS CHALMERS B



£1,400. Engine oil and filter new, new antifreeze, recondition mag, new water pump, new temperature gauge, three point linkage, V5C, 1949. Please call 07811 142634, Scotland

5119

ALLIS CHALMERS W.C

POA. AC WC 1936. Very tidy, engine needs attention, magneto fully restored but not fitted, original tyres, open to offers. Please call 01834 831256, Wales

4721

AMANGO CHOREBOY 2 1/4 HP



POA. Serial no. 134671 purchased as new by my grandfather, used for driving a chaff cutter, and inherited by myself in the 1960's. This is all original and runs well, but now in my 90th year I need to dispose of it. I live in south east Kent area, and I am open to offers. Please call 01303893537, South East.

125303

AVELING DX 6 TON BARFORD ROAD ROLLER

£5,995. 1939. Phone for details. Please call 07598 165447, London

4958

BATEMAN SPRAYER RB 26



POA. 24 m standard boom, 400 l/m Imovilli spray pump Trimble FMX 750 screen for mapping c/w jacks for spray pack. 14.9 R28 narrows. 680/55 R26.5 trelleborg twin radial fats. Very good condition. Ready to use. Please call 07711332097, Surrey

3693

BENTALL 1915 OPEN CRANK 1.5-2.5 PIONEER ENGINE

£300. Engine less mag and carb. In parts very good condition. £300 or will sell in parts. Please call 07960256107, South East.

124807

BRAND NEW 800KG PETROL TRACK DUMPER BARROW



£3,595. Key start 13.5 HP Briggs & Stratton engine. Please call 07779 986072, South West

4743

BRAND NEW PETROL PEDESTRIAN TRACK FLAIL MOWER



£2,995. Stand on, key start 13.5HP Briggs & Stratton engine. Please call 07779 986072, South West

4742

BRISTOL 20 CRAWLER TRACTOR



£3,000. Circa 1948. Original instruction manual. Professionally rebuilt. Please call 01562 777270, West Midlands

5126

CASE 4210



1996, £11,500. Please call for more info! Please call 01362 692104, East Midlands.

125544

CASE DEX



POA. Runs well. Please call 07855 399487, South West

4777

CASE MAXXUM 110 AND CASE LRZ 100 LOADER



POA. Used Case Maxxum 110 C/W LRZ 100 Loader, ref: 21006101. Please call 01872 519130, South West.

125566

CASE 260 CVX AFS CONNECT



POA. Case Puma 260 CVX with AFS Connect. Please call 01872 519130, South West.

125567

CASE PUMA 200 CVX



POA. Ref: 21006136. Please call 01872 519130, South West.

125569

BEWARE SCAMMERS!

We value your advertising in **Tractor & Machinery** and want to remind you be aware of scammers.

Scammers are clever and can often seem genuine so please remember :

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- Do not share any financial or personal information with people you do not know.
- Kelsey are not responsible for any transactions between seller and buyer.

CASE 4230



1995, POA. 2wd for sale. Please call 01209 821841, South West.

125379

CASE DC4



1944, £1,500. Starts and runs well. Needs some cosmetic attention. Selling due to change in circumstances. South Oxfordshire. Please call 07902 460704, South East.

125752

CASE IH 2166



1996, £15,999. Case IH 2166 axle flow combine harvester, year 1996, one owner from new, 18ft header and trolly 2345 engine, 1918 drum. Please call 01249 740377, South West. (T)

125608

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

CLETRAC CRAWLER



POA. Model BD restored 20 years ago, Hercules diesel rear belt pulley good tracks and rollers. Kent. Please call 07860 346682, South East

4713

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.

125739

COUNTY 1164



1975, £21,000. 14 x 34 tyres 80%, 3PL. New seat. Owned 40 + years. Good working order. Please call after 6pm. Please call 01823 432867, South West.

125740

DAVID BROWN RIDGERS AND FERTILIZER SPREADER



POA. David Brown ridgers and fertilizer box, barn find condition, no lid otherwise complete. In need of restoration, open to reasonable offers. Please call 07984 813550, North West

5117

DELEKS TRACTOR HYDRAULIC LIFT CRANE

£350. Deleks Tractor Hydraulic Lift Crane, for 3-point linkage, approx. 500kg lift. Amersham, Bucks. Please call or text 07929 855745 or 01494 712145, South East.

2276

DAVID BROWN 950



£3,500. "Variant" industrial, new rear tyres. Has been used on log splitter each winter for last 20 years. Please call 01246 570332, West Midlands.

125026

DAVID BROWN 950 IMPEMATIC



POA. Good working order. Stored indoors, tin work and tyres in good condition. Starts first time. Please call 07770 623486, Scotland

4757

DAVID BROWN 885



1972, £4,000. Great runner, recent engine rebuild. A fairly tidy tractor fitted with a Q cab safety frame. The engine was recently fully rebuilt with new pistons, liners, fuel pump and radiator. Clutch and brakes are all working well as is the PTO. This tractor was used by the previous owner to run a PTO powered log processor. 540/1000 selectable PTO. Showing 1997 hours however the clock has stopped. Please call 01371 830353, South East. (T)

125359

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

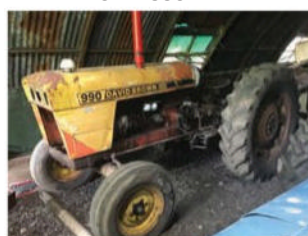
DAVID BROWN 990



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

124759

DAVID BROWN 990



£1,200. 990 Selectamatic. Fitted new gear box. Unfinished project. Needs new starter motor, rear mudguards and other cosmetic work. Selling due to change in circumstances. South Oxfordshire. Please call 07902 460704, South East.

125751

DAVID BROWN 1690 FWD TURBO 1983

POA. Owned by ourselves since Sept 1992, Goodyear super traction radial tyres, perfect condition inside and out. Please call 07747355782. Please call 01686 626007, Wales.

124891

DAVID BROWN 885



£2,850. Tidy Ex-farm, Good runner. Please call 07778 525037, South East. (T)

125444

DEUTZ L720



2011, £23,000. 4wd tractor, 4wd, 40k, 220 hp, front linkage. Please call 01249 740377, South West. (T)

125505

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

DEUTZ-FAHR AGROPLUS 95

POA. Pictures soon. Please call 01795 880224, South East.

125479

FARMALL VINTAGE TRACTOR



£2,450. Farmall offset tractor in amazing condition. In dry storage for past 10 years. Would make a great addition for a collector. Collect from West Sussex. Please email tim@virdee.com. Please call 07977 100000, South East

4759

FERGUSON TED 20

£1,750. Road legal V5 good condition all round. Drives well. Wiltshire. Please call 07788 730619, South West

5109

FISHLEIGH PTO DRIVEN WINCH

£1,000. WW2 era, good bit of kit, 20ton pull approx, rope on spool good. Please call 01207 233141, South East

5124

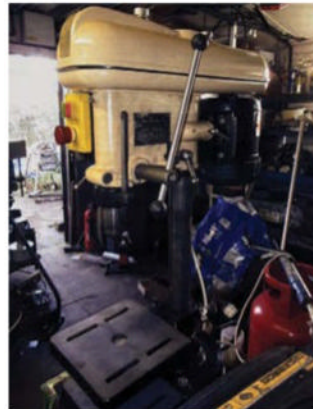
FLEMING FS500 SPREADER LIKE NEW



£400. Fleming FS500 fertiliser spreader, used once, like new. With salt agitator unused. A new one costs £714! Please call 01296630530, South East

4947

FOBCO STAR 1/2" BENCH DRILL



£100. 1PH. Buyer collects. Please call 01827 716811, West Midlands

4969

GENERATOR DIESEL AC

£250. 4-5 KW heavy hem! Collect from Rugby. Email philipmartino@gmail.com. Please call 07802 442385, West Midlands

4948

FENDT 939 PROFIPLUS SETTING2 GEN7 2023



POA. 60kph, Comfort Front Linkage/relief and front PTO, REV Fan, 220l/min, 6 DUDK Valves - 2 DA Front, DA Rear Linkage. Please call 01278 662836, South West.

125548

FERGUSON BROWN TYPE A



1939, £28,999. Petrol, 2 owners from new, this tractor runs and drives lovely and has done very little from new, road legal, no vat. Please call 01249 740377, South West. (T)

125515

FERGUSON TE-A-20



1948, £2,000. Petrol. Fully restored, taxed etc. Reluctant retirement sale. Scottish Borders. Please call 01896 848053, Scotland.

125204

FERGUSON TEF TRACTOR

1954, £2,800. Diesel. Good runner PTO works, also lift arms working. Please call 01772785448, North West.

125230

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

FIAT F115



1994, £15,000. Fiat F115 tractor year 1994 6 cylinder 8900 hours, 40k air con, clean tractor. Please call 01249 740377, South West. (T)

125612

FIAT 1280



1984, £18,999. Fiat 1280dt, 4wd tractor, 1984, one owner from new. Please call 01249 740377, South West. (T)

125615

FIAT 100C



POA. Powered by a 100hp 7.4L 6 cylinder engine The trackwork is in good condition with plenty of life left. Fitted with a Turner rear linkage including a hydraulic top link. This crawler has been sat for a number of years and unfortunately the engine is stuck. Recording 2223 hours. Please call 01371 830353, South East. (T)

125361

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



£22,000. Very nice tractor with only 1473 hours, on original tyres, immaculate inside cab. No V5. Please call 07779 986072, South West

4734

FIELD MARSHALL SERIES 2 TRACTOR



1949, £13,500. Beautiful tractor that runs and drives great, starts first swing, kids seat fitted with seat belt, V5 road reg, was restored 10 years ago. Includes a canvas Marshall cover. Email johnneyre1@hotmail.com. Please call 07920 118141, South East.

125239

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. 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 9 NAN

£3,250. Restored on new tyres, good condition, comes with rear belt pulley and plough. Please call 01285 811013, South West.

125266

FORD 5000 4 WHEEL DRIVE



£14,000. Hertfordshire. 14k. Please call 07536 083746, East of England

4983

FORD 3600

£4,500. R' regd, good clean working example. 2WD starts and runs well, good hyd, PTO etc, Q cab, loader and fork. Road legal. Please call 07968 257232, West Midlands

4723

FORD COUNTY 1124

POA. In very good condition, restored 7 years ago but still in very good nick. New tyres. More info please call. Please call 07891 048889, Yorkshire and the Humber

5103

FORD COUNTY 1124

POA. Refurbished 7-8 years ago in very good condition, more info please call. Please call 07891 048889, Yorkshire and the Humber

5113

FORD TRACTOR

£3,500. Price for each. Retirement sale, 3 Ford tractors, all with V5C 4000-2600 and a 3000 petrol (rare), all £3500 each. Also 3 two furrow ransomes T590 ploughs £400 each. Please call 07764 432572, South West

4724

FORDSON MAJOR E1A

£350. Back end, no mudguards or hydraulics. Please call 01379 677570, South East

4762

FORDSON POWER MAJOR



£1,950. 1960. Runs and drives well, good brakes steering with V5. Please call 07515 939801, South East

5120

FORDSON SUPER MAJOR



£5,000. 1963. It has a log book with it. Been fully restored radiator be done up and new water pump. Runs really well. Any more information please phone. Please call 07985 594354, Yorkshire and the Humber

5121

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 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.

124882

FORD TRACTOR

£3,500. Price for each. Retirement sale, 3 Ford tractors, all with V5C 4000-2600 and a 3000 petrol (rare), all £3500 each. Also 3 two furrow ransomes T590 ploughs £400 each. Please call 07764 432572, South West

4724

FORDSON MAJOR E1A

£350. Back end, no mudguards or hydraulics. Please call 01379 677570, South East

4762

FORDSON STANDARD N



1940, £8,200. Perkins L 4 engine. Auto mower FR winch. Goodyear Diamond tyres, front new, rear 90%. Battery 14 months old. Could do with repaint (materials supplied) Kept in shed. Owned since 1973. Please call and leave message if necessary. Please call 01962 733077, South East.

125030

FORDSON SUPER MAJOR



£7,500. Completely rebuilt in my 11 year ownership, new tyres and agroline wheels rebuilt engine complete- king pins wheel bearings disc brakes resprayed, no offers. Please call 07931 259662, South East

4752

FORDSON POWER MAJOR



1959, £4,500. Subject of a superb restoration, everything is correct, and everything works, taxed for the road, North Yorkshire. Registration, tyres as new, needs to be seen. Please call 07715 002730, Yorkshire and the Humber.

125327

FORDSON E1A MAJOR



1954, £5,250. Very original, brand new tyres, stored in garage, with V5 - Winton WFL125 Flail mower 2020 model hardly used, included in sale price. Please call 07756244513, East of England.

125637

FORDSON ROADLESS SUPER MAJOR



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

124814

FORDSON N ORANGE



£2,500. Restored, New tin work, Good runner on Iron wheels. Please call 07778 525037, South East. (T)

125432

FORDSON N WATERWASHER



£3,250. Restored, Good runner on Iron wheels. Please call 07778 525037, South East. (T)

125437

FORDSON KFD



1952, POA. For sale in The Netherlands. Older restoration but very nice tractor, with pulley, new front tyres, complete draw bar, etc. engine with wide V belt. Starts and runs good. Please call +31(0)653160971, Rest of the World.

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 E27N



POA. C/w hyd and PTO, completely sand blaster and quality painted to a good finish, on 14 x 30 new tyres all round. Please call 07976548962, Scotland.

124977

TANCO 1540 WRAPPER



2018, POA. Bales: 5500, In excellent condition. Please call 01249 651059, South West.

125463

INTERNATIONAL HARVESTER B275



£4,750. Very good example of a 1967 tractor with V5C. Starts, goes and stops as it should. New tyres and reconditioned seat. Further pictures available on request. Please call 01485 512521, East

4760

INTERNATIONAL W30



POA. Starts and runs well. Please call 07855 399487, South West

4778

INTERNATIONAL B275



1961, £3,500. Serial No 24296 Year 1961. This tractor has tachometer 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.

125023

INTERNATIONAL B275



1960, £3,750. Serial No 1525 yr 1960. 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.

125024

INTERNATIONAL 784



1978, £2,750. Good scraper tractor or for running a PTO. Start and runs well. Linkage and PTO are all working but the brakes are not working. Recording 5111 hours. Registration no: CDX 905T. Please call 01371 830353, South East. (T)

125351

INTERNATIONAL 434

£1800. Original condition, grade 2, running condition, some new parts, grass tyres, V5. Please call 07764 775532, South East.

INTERNATIONAL W6



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

124752

INTERNATIONAL 434



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

124760

INTERNATIONAL 8884 TRACTOR



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

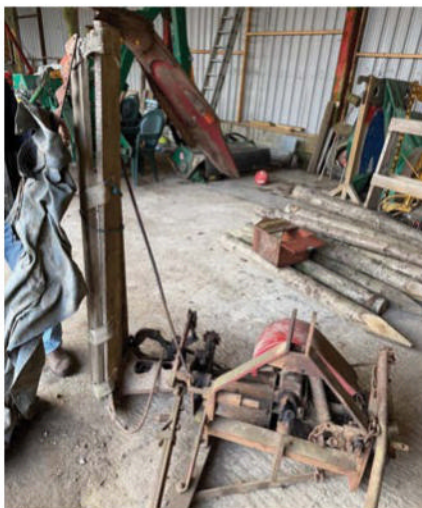
124947

INTERNATIONAL 434

£1,600. E Reg, ex-farm original condition, grass-land rear tyres, V5, a few new parts. Kent. Please call 07764 775532, South East

5107

INTERNATIONAL B23 MOWER



£150. Barn stored, not used for years but worked perfectly when last used. Spare blade D Hodges. (Sevenoaks, Kent). Please call 01959 524801, South East.

4693

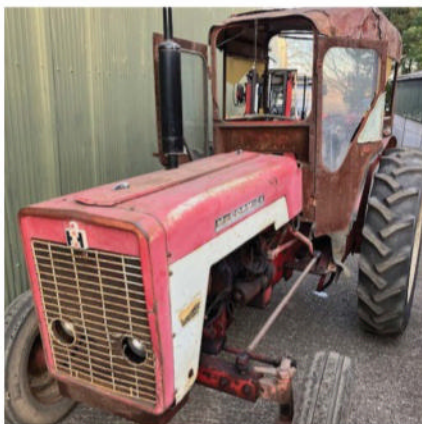
INTERNATIONAL B450



£5,500. 1958. Mechanically totally restored. Good tyres to front, new on rear. New mud guards. Photos to document work done. Brakes, lights, hydraulics all work. Used for road runs, working weekends. Please call 07734 768401, South East

5122

IH 276 TRACTOR



£3,250. In good working order, on 12.4 x 32 Dunlop tyres 50% c/w belt pulley, unfortunately no rear lower links, low hours, very good starter, registration document available. Please call 07831 665757, West Midlands

4769

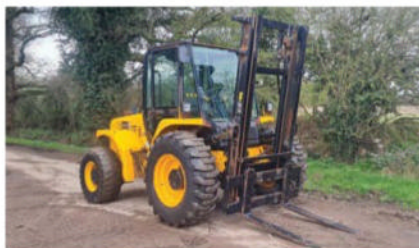
JCB 528-70



2007, POA. JCB 528-70 agri super telehandler, manual gearbox, 2.8 ton lift, 7 meter reach, JCB 4 cylinder turbo diesel engine, pick up hitch, 3 way steer, 3809 hours, pallet forks, radio, auxiliary, 4wd, very tidy machine. Please call 01342 844721, South East.

125438

JCB 940



2009, POA. JCB 940 rough terrain forklift, 4 ton lift, Ogen radar auto braking safety system, 3 stage mast, tidy machin. Please call 01342 844721, South East.

125440

JOHN DEERE 2030



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

125001

JOHN DEERE 6920S



2002, £34,750. A straight tractor for its age! Comes with the 40kph 20/20 AutoQuad gearbox, TLS and HSC suspension, 3 SCVS, hydraulic pushout hitch and fender mounted remote linkage and PTO controls. The cab is equipped with a premium heated air seat and Air conditioning. The tractor is currently recording 8197 hours and good for many more. Please call 01371 830353, South East. (T)

125366

CLASSIC JOHN DEERE TRACTOR



POA. Refurbished to a high standard, starts and runs well. I don't know any more about it as selling for my son in law. Sensible offers considered. Located at DN8 5TG. Please call 07798 872221, Yorkshire and the Humber.

125743

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

JOHN DEERE 1130



£4,500. Good straight tractor everything works as it should, suit stables of smallholding. Located in Kent. Please call 07391628959, South East.

125756

JOHN DEERE 1040



£6,000. 6000 hours. 1989. Please call for details. South Oxfordshire. Please call 07902 460704, South East

4716

JOHN DEERE AR



POA. Electric start, running. Please call 07855 399487, South West

4773

JOHN DEERE BW



POA. Running. Please call 07855 399487, South West

4775

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. 07775713002. Email: rcc765@yahoo.com. Please call 07775713002, East Midlands.

124867

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 6120M



2021, POA. Continuously variable transmission Commander Quicke Q4A Laster Front axle suspension LED lighting package. Hydraulically extendable hook. Electric joystick in armrests with programmable functions 2 H4 high beams with indicators. Front mudguards. DAB radio. Call for more information. Exchange is considered. Please call +48732144802, Lower Silesian

4664

JOHN DEERE D



POA. Running. Please call 07855 399487, South West

4776

JOHN DEERE D 15/27



POA. Runs well. Please call 07855 399487, South West

4774

KAWASAKI BRUSH CUTTER



£100. Old but works, complete with grass head and star cutter, harness manual etc. Please call 07710411023, Hampshire

4781

KIDD DOUPLE CHOP



£350. In use for many years now available for spares including P.U. Hitch- spout off for transport. Warwickshire. Please call 07754 486274, West Midlands

5114

KUBOTA 110GX



2015, £27,999. Kubota m110gx 4wd tractor with loader, year 2015, 4600 hours with Kubota loader bucket and forks, 110 hp. Please call 01249 740377, South West. (T)

125519

KUBOTA M105S



2006, £23,999. Kubota m105s, 4wd tractor with chilton power loader, year 2006, 2490 hours, shuttle gear box, air con, 105 hp. Please call 01249 740377, South West. (T)

125533

KUBOTA B1400 WITH LOADER



£6,950. Taken In Part Exchange. As new condition, supplied with 6 months warranty. Fully serviced. Inc. Roll bar, tow hitch and 3 point linkage. Please call 01458 269210 / 01458 250978, South West.

125541

KUBOTA M128X



2009, £21,000. Please Call for more info! Please call 01362 692104, East Midlands.

125547

KUBOTA L5040



2015, £16,999. 4wd tractor, year 2015, manual, shuttle, 3100 hours, 50 hp. Please call 01249 740377, South West. (T)

125614

KUBOTA M6040



2012, POA. Please call 01209 821841, South West.

125371

KUBOTA M105S



2007, 550hrs, POA. Tidy. Please call 01209 821841, South West.

125374

KUBOTA 6040



2013, POA. C/w loader for sale. Please call 01209 821841, South West.

125382

KUBOTA F3890



2016, POA. Out front mower, with 100" parks and gardens deck. Please call 01209 821841, South West.

125422

LANDINI REX 3-070F



2021, POA. 12x12 Creeper Gears, 2 x SCV, 540/540E PTO, 4WD, Diff Lock, 1263 Hours, Mechanically Good, Little Cosmetic Damage to the front right of bonnet. Please call 01795 880224, South East.

125474

LANDINI REX 4-100F

POA. Landini Rex 4-100F. Please call 01795 880224, South East.

125477

KUHN MDS 10.1D FERTILISER OVERALL OR BAND SPREADER



£4,000. As new condition, light use on small fruit farm. Hydraulic independent shut off. Comes with detachable band spreader for fruit or vines. Narrow dimensions. Manuals included. +VAT. Please call 07743693255, Kent

4620

LGP SPRAYER



£1,800. Sprayranger sprayer 1500l tank, 12/18m booms. Land Rover 200tdi engine and gearbox. 2 sets of wheels, 4wd 4ws. Indction hopper, clean water tank. Lightweight machine. Maidstone. +VAT. Please call 07889032695, Kent

4661

LANZ BULLDOG



£25,000. 45hp. 1938. Good runner, easily started, 30kph. Electric starter can be fitted. Tyres as new. Please call 0035387 2836280, Ireland

4754

LEYLAND COMET 1954

1954, £25,000. Full living accommodation with draw bar attachment. It is in very good condition - all ready to go! Please call 07469 716884, South East

4454

LISTER D TYPE

1940, free. Free to a collector. Cheshire area. Please call 01270 767149, West Midlands

4954

LEYLAND 270

POA. Pictures soon. Please call 01795 880224, South East.

125481

LEYLAND 154



£3,999. Leyland 154, 2wd tractor, cab, 1550 hours, 3 point linkage. Please call 01249 740377, South West. (T)

125512

LEYLAND 154 AND LOADER



1975, £3,000. Please call for more info! 01362 692 104. Please call 01362 692104, East Midlands.

125543

LEYLAND 270



£2,750. Starts instantly, a good project or for work. Please call 07821 184799, South West.

124755

2 LISTER D'S

£400. 1 std and reconditioned 1 shaft drive both complete. Price for both. Collection Matlock Derbyshire. Please call 07960256107, West Midlands.

125017

LISTER CS5 DIESEL ENGINE



POA. Partly dismantled for transport requires new home and TLC. Bearing parts are in good condition. A few small parts such as flywheel keys are needed, also starting handle. Spare parts are available and cheap. You need two strong men for loading, crane and ramps are available. Please call 07759407201, South West.

125029

MASSEY FERGUSON 550



1981, £7,550. Good working order, Good starter and drives well. Used this season, 2 door cab, 8 speed transmission, 3 genuine spool valves, Full service 40 hours ago, 5740 hours, c/w MF 80 loader with bucket, new front tyres. New steering pump and 2 new steering rams. No VAT. Please call 07802566030, South East

4680

MASSEY FERGUSON 7618



2014, £44,000. On farm from new. Low hours. Please call 07906285001, Canterbury

3717

MASSEY FERGUSON 275



£8,500. Fully restored, new tyres on front, rear 90 per cent, runs perfectly, power steering. No V5. Perthshire. Please call 07960435148, Scotland.

125240

MASSEY FERGUSON 35X MULTI POWER



£7,800. Serial No SNMYW 322232 excellent rear tyres. Bird Brand safety fenders. Staffordshire. Please call 07831 665757, West Midlands.

125328

MASSEY FERGUSON 35



1960, £6,000. Serial No SNM 185966 year 1960 dual clutch. Good starter. Staffordshire. Please call 07831 665757, West Midlands.

125329

MASSEY FERGUSON 165



£3,495. 2wd tractor with loader, round axle, runs drives. Please call 01249 740377, South West. (T)

125617

COLLECTION OF TRACTORS

POA. Reducing collection. Mainly Fordson, some J Deere, International. Ring for details. Please call 07531 812975, Wales.

MASSEY FERGUSON

£4100. Massey Ferguson 35 3 cylinder, 4 new tyres, VGC. Please call 07816347623, East Midlands.

MASSEY FERGUSON 135



1968, £6,500. Fitted with new tyres all round! Overall in nice original condition, and engine starts and runs well. Brakes are uneven. Please call 01371 830353, South East. (T)

125350

MASSEY FERGUSON 5610 AND 946 FRONT LOADER



£35,000. Wholegoods: 20075713. Clock: 4,500. 946 Front Loader. Cab Suspension. 3 Spools. Please call 01258 451221, South West.

125352

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 4255



1999, £18,750. One owner from new and done just 3199 hours! A tidy and low hour example from very local to us. Fitted with the 18/6 Speedshift gearbox, 2 SCVS, 540/1000 PTO, pickup hitch and air conditioning. Please call 01371 830353, South East. (T)

125364

MASSEY FERGUSON 35



1962, £4,950. Very original example! A vine yard spec tractor. Starts, runs and drives well and is fitted with a rollover bar and a T-bar pickup hitch. Please call 01371 830353, South East. (T)

125368

MASSEY FERGUSON 390



POA. A genuine example. Please call 07821 184799, South West.

124757

MITSUBISHI MT1801 2WD COMPACT TRACTOR & NEW 4FT FLAIL MOWER



£4,595. 686 hours, 3-cylinder diesel 18HP. Please call 07779 986072, South West

4749

MITSUBISHI MT181 4WD COMPACT TRACTOR



£4,595. 3-cylinder diesel, 18HP, 675 hours. Please call 07779 986072, South West

4750

MITSUBISHI MT200 4WD COMPACT TRACTOR & NEW 4FT FLAIL MOWER



£5,995. 20 HP, 820 hours. Please call 07779 986072, South West

4737

**MITSUBISHI MT21 2WD
COMPACT TRACTOR & NEW 5FT
FLAIL MOWER**



£4,595. 21HP. Please call 07779 986072, South West

4738

**MITSUBISHI MT2200 4WD
COMPACT TRACTOR & 1.4
METER ROTAVATOR**



£4,595. 20HP, 531 hours. Please call 07779 986072, South West

4747

MASSEY FERGUSON 135



£7,500. 1965. Fully refurbished and unusual French built narrow tractor in good working order. V5C. 8 speed gear box. Please call 07768 363175, South East

4768

**MARSHALL 7-10 DIESEL ROAD
ROLLER**

POA. Please call 01733 241857, East of England

4961

**MASSEY FERGUSON 307
COMBINE HARVESTER**

£1,400. 10 ft cut. 1981. Spares or repair. Please call 07790 479231, South East

4755

MASSEY FERGUSON 35X



£3,200. Quite tidy tractor in off farm condition working head lamps and rear comes with swinging drawbar hydraulics and diff lock. Please call 01848 330855, Scotland

4711

MASSEY HARRIS 101



POA. T.V.O. Electric start, runs very well. Please call 07855 399487, South West

4772

MASSEY FERGUSON 135



1966, £8,750. Full Cosmetic Restoration, new wheels and tyres, 2,100 genuine hours based in Worcestershire. Contact Cameron. Please call 07713 807204, West Midlands

MASSEY FERGUSON 6270

2003, £27,999. Power command tractor, year 2003, one owner, 4600 hours, 6 cylinder, very genuine 120 hp. Please call 01249 740377, South East. (T)

125398

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 390 12X12
SHUTTLE**



1990, £8,999. Massey Ferguson 12x12 shuttle high line cab, runs, drives, no 4wd, 1990. Please call 01249 740377, South West. (T)

125405

MASSEY FERGUSON 65



£4,800. MK2 Multipower nice condition. Please call 07536975561, South West.

124821

MASSEY FERGUSON 158F



POA. 2WD, Power Steering, BKT 13.6-28 Rear Tyres @ 90%, Working Order. Please call 01795 880224, South East.

125476

MASSEY FERGUSON 35X

POA. Please call 01795 880224, South East.

125478

MASSEY HARRIS 25

£6,750. Styled on rubbers, New fronts, excellent original condition. Fully rebuilt engine - Good Runner. Please call 07778 525037, South East. (T)

125461

MCCORMICK



POA. New McCormick X5.120 Premium For Sale. Please call 01254 854103, North West. (T)

125348

MCCULLOCH GENERATOR

£150. 240/110 A.C. 2,500 Watts. Briggs & Stratton 4-stroke petrol engine, leaded fuel. 1 owner from new, complete with manual, good condition. Please call 01159 216681, East Midlands

5106

**MUNCKHOFF 1000L AIR
ASSISTED ORCHARD SPRAYER**



£1,100. Munckhof 1000l air assisted orchard/fruit sprayer. Electric boom selection switches and electric pressure regulation, good working order. Rotating nozzle selection. +VAT. Please call 07743693255, Kent

4619

NEW HOLLAND G210



1998, POA. 6900 hours 210 hp Good working order. Please call 01209 821841, South West.

125384

NEW HOLLAND T 4 75

POA. Year 2022, 4wd with loader, 400 hours. Please call 01249 740377, South West. (T)

125403

NEW HOLLAND TN95FA



2009, POA. Super Steer Front Axle, 40K Hi/Lo with Creeper Gears, Electronic L/H Shuttle. Please call 01795 880224, South East.

125473

NEW HOLLAND TD85



2003, £15,000. Genuine tidy tractor, one owner from new, good tyres. Please call 07973 168691, South West.

124987

NEWMAN WD 2



£3,200. Coventry Victor WD 2 engine. Diesel. Good runner. Grass tyres sound. Good condition restored 10 years ago. Fitted with hydraulics but no lift arms. Some information available about the tractor. Please call 07984 813550, North West

4715

NUFFIELD 4/65



POA. Good restored working example, with original logbook. Please call 07821 184799, South West.

124756

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



1965, £4,500. C reg with V5, BMC 5.7 litre 6 cylinder engine fitted, early good conversion with power steering and foot throttle, new tyres all round and serviced, fast on the road, very good original condition. Please call 07842 594874, Yorkshire and the Humber.

125806

NEW HOLLAND T7 245

£79,500. +VAT 21 Plate. 1366 Hours. 50kph Transmission. Cab Suspension. Air Conditioning. Passenger Seat. 540 and 1000 PTO Speed. Rear PTO Switch. Manual Hydraulic Flow Control. 4 Rear Manual Spool Valves. Front Suspension. Front Fenders. Shuttle Transmission. Trailer ABS Socket. Air Brakes. Trailer Hitch. Push out hitch. 98% Left on Tyres. Front Tyre Size: 540/65R30 Rear Tyre Size: 650/65R42 Tyre Make: Maxam Xtra. Paint Condition: Very Good. Overall Condition: Excellent. Based Nr Ashford, Kent. For more information please call Charlie. Please call 07753381718, South East

1342

POTATO PLANTER



1995, £1,200. Two row belt planter for Chitted seed. Please call 07906285001, Canterbury

2781

SOLIS 26



£4,995. 26hp, 4x4, Folding rollbar, Excellent condition. Please call 01458 269210 / 01458 250978, South West.

125527

BRANSON F36HN



2013, £8,500. Please call for more info! Please call 01362 692104, East Midlands.

125559

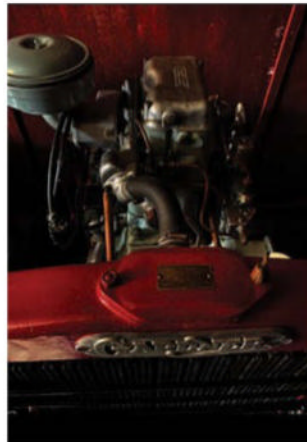
LELY HIBISCUS 485S



2008, £3,600. Please call us for more info! Please call 01362 692104, East Midlands.

125565

COLLECTION OF GARDNER ENGINES



POA. 1L2, 2L2, 2LW, 3LW, 4LW, 4LK, 5LW. This is my father's collection, all refurbished on stands with radiators and start on the button, some with 110 and 240 generators. Please call for more information and prices. Located Wakefield West Yorkshire. Please call 07711 165664, Yorkshire and the Humber.

125311

EX DEMO CARTER CT18



£15,495. Excellent condition — 80 hours. Please call 01403 887720, South East.

125598

A COLLECTION OF 9 SMALL DC CHARGING SETS



£250. Usual makers, Norman, Alco, BSA, JAP etc plus some American ones too. All dry barn stored for some years. Offers on £250 for the lot. North Dorset. Please call 07970 858175, South West.

125312

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. Please call 07790223005, East Midlands.

124827

MUNKTELL 25 HP



1937, £5,750. Hot Bulb in very good original condition. Done farm work, ploughing and rolling. Please call 01348837733, Wales.

124860

SD2200



£2,750. Shibaura SD2200 2wd tractor, 3 point linkage, good working order. Please call 01342 844721, South East.

125434

BW71E-2



2008, £2,250. 2008 Bomag BW71E-2 pedestrian roller, 71cm wide drum, single cylinder Hatz diesel engine, good working order. Please call 01342 844721, South East.

125448

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.

125438

BW80AD-5



2019, £12,250. 2019 Bomag BW80AD-5 double drum roller, 417 hours, selectable front and back vibration, 3 cylinder Kubota diesel engine, roll bar, very tidy machine. Please call 01342 844721, South East.

125450

WALLIS DEAD WEIGHT ROLLER



£2,250. Wallis Dead Weight Roller, Electric Start, Dust Suppression, Works Well. Please call 01342 844721, South East.

125451

RANSOMES TSR 300 PLOUGH



£1,100. Spring trip, bar point bodies 4 furrow classic 1980's plough. Please call 01464 861098, Scotland.

124992

HANNINGTON 2.2KW GENERATOR



£80. Old but in working order, air line and tyre pressure gauge, air nozzle. Please call 07710411023, Hampshire

4779

HODGE CLEMCO 1028 25KG SAND BLASTER



£600. Good condition with hoses. Shropshire. Please call 07536039323 or 01743 884568, West Midlands

4963

HOWARD GEM ROTOVATOR



£300. Please call 07772 060335 or 01795 474892, South East

4973

WESTWOOD GROUND HOG GTS TWIN SKID



1979, POA. Year manufactured 1979. Exhibit was dumped on an allotment in Cirencester covered brambles, nettles and rust. Rebuilt and renovated by owner Mr J Holden. Mechanics by Mr Dave Best. Exhibited at South Cerney Show. Please call 07786091254, South West.

125082

WINTON CHIPPER/SHREDDER



£900. Only used once, surplus to requirements. Absolutely as new condition. Please call 07516249787, South West.

125201

THWAITES 5TONNE DUMPER POWER SWIVEL SKIP



POA. Running very well no problems. Very good working order. Starts and runs well. Driving well. 4 gears with manual transmission. Drives forward and reverses well. Had dumper from brand new no problems. Manual book and operated book. Please call 07854440159, South East.

FLEMING FERTILISER SPINNER



POA. Open to any offer. In good condition and shape and in good running order. Be very handy for Farmer or any horses yard. Please call 07854440159, South East.

125207

CARONI TOPPER MOWER



POA. Length 6ft. 3 cutting blades. It runs well and cuts well no problems. Please call 07854440159, South East.

4TONNE KIDD MUCK SPREADER



POA. New teeth. New rubber mat. 2 new tyres. It will last for next 5 or more years very handy machine to have. Please call 07854440159, South East.

TWOSE ROLLER 9FT FLAT MOUNTED ROLLER



£670. 270cm length 103cm width, in good condition, in good working order, the roll can hold water or sand in the roller no leak. Please call 07854440159, South East.

"BOM" POTATO PLANTER/ LIFTER



£950. Price for both. Single row potato planter and lifter for compact tractor. Only used five times on allotments which are closing (hence sale). As new. East Midlands. Please call 07954 696349, East Midlands.

125236

HONDA RIDE ON TRACTOR MOWER



£1,400. V twin petrol, hydrostatic drive 42" deck, electric tip. Very little use. Please call 07765445206, East of England.

125241

1911 BURRELL ROLLER



POA. No. 3312 Burrell steam roller available. Further details: joanne.west@centralmf.com SA.. Rest of the world

4974

THORNYCROFT WF

1948, £12,000. Thornycroft WF, Gardner 5 LW diesel engine with 1926 crosseley engine and a Lister starter compressor. The owner will not split but he knows people that might take the lorry or the stationary engine if you wanted to split it yourself, transport maybe available not mine so ask if you have questions. Please call 07773689271, South West

4459

TED LEN TL306 BOOM SPRAYER WITH PTO



POA. In good condition, no problems with it. The boom on the sprayer is boom 5m and 80cm near 6meter. The sprayer is still in good working order. Got the hand manual book for the machine. We would like over £1k if possible but we may be open to any offer. It has got to go as we don't need it. Please call 07854440159, South East.

125244

SMITH 28-10 TRUCK CRANE ON 6 X 6 CT CARRIER



POA. Rigged for 18 tons on 55ft jib. Shown lifting a bridge. Ex RAF War Reserve, so minimal hours. Needs now a wash and service. Will travel with 10 tons! Not used for 10 years. Please email john@ironpony.plus.com. Please call 07808369669, South West.

125300

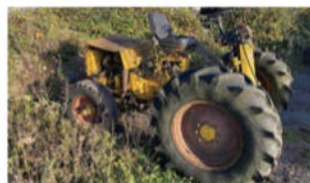
AURIGA COOCH 1-TON HYDRAULIC MOBILE



POA. Little used. Lister diesel. Please email john@ironpony.plus.com. Please call 07808369669, South West.

125302

SAMBRON FORKLIFT SKID UNIT



£750. Massey 135(A3152) engine and gearbox. Mechanical shuttle. Massey 165 drive axle. Runs well. Decent rear tyres. Cash on collection. Please call 07778 838517, South East.

125324

AUTO-CULTO



£125. One complete unit. Turns over but does not fire. Lots of spares and implements for rear. Potato lifter, potato ridged, cultivator and 2 ploughs. South Oxfordshire. Please call 07902 460704, South East.

125749

RANSOME PARKWAY 3 TRIPLE GANG MOWER



£10,000. Immaculate; total time 1600hrs, less than 10hrs since machine has been professionally totally rebuilt to "as new" condition by Upson Mowers. Email wjofoden@hotmail.com. Please call 01926 613819, West Midlands.

125801

BMC MINI TRACTOR



1967, £2,350. E reg with V5, great little tractor, good starter, just serviced and new water pump fitted. Please call 07842 594874, Yorkshire and the Humber.

125805

DAVID BROWN POTATO RIDGER

£175. Circa 1960, good points, used last season. Please call 07842 594874, Yorkshire and the Humber.

125808

L AND K SPRAYER



£500. 12 meter boom, good working order, pump overhauled. Please call 07941 017006, Yorkshire and the Humber.

125813

FLEMING FERTILISER SPINNER



£350. In good condition and shape and in good running order. Please call 07854440159, South East.

125815

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

TEAGLE DUAL 285 FLAIL TOPPER



2020, POA. In great condition. Please call 01249 651059, South West.

125455

MOULTON BBG2 BALE GRAB



POA. Manitou brackets (Brackets can be cut off and replaced to suit your machine at cost), Hoses, Will handle 3 x 900mm wide bales or 2 x 1200mm bales, In good condition!. Please call 01249 651059, South West.

125459

2 MCCONNELL 3PT DITCH KING DIGGERS

POA. C/W bucket, 1 for refurbishment and 1 for spares. Please call 07976548962, Scotland.

124976

TEAGLE 1010 STRAW CHOPPER



2016, POA. Swivel chute, Bluetooth electric controls, In good working order. Please call 01249 651059, South West.

125471

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

GREEN 2 FURROW BMB PRESIDENT PLOUGH



POA. Restored 1 year ago, good mole boards. Please call 07881 751975, South West.

124991

RUSTON 10RB DRAGLINE

1962, POA. A low hour 10RB recently restored and a very genuine machine ex river board. Please call 07831 144463, North West.

125178

TEAGLE XT48 FERTILISER SPREADER



2005, POA. Spreading width: 12m. Hopper size: 1350 litres. A good solid machine. Please call 01249 651059, South West.

125467

AVELING AND PORTER 8 TON STEAM ROLLER



£45,000. All boiler tests available to see, has got a ten year ticket, good condition. Please call 01162123326, 07732751558 or 07845662073, East Midlands.

125013

6INS SCALE BURRELL 3 TON TRACTOR



£12,950. Replica of Burrell's 1897 prototype. Built from Burrell's GA drawings published in RH Clark's books. Vertical boiler - renewed in 2018: twin cylinder engine: two speed: Ackerman steering. Complete with driving trolley and all equipment for operating. Annual boiler certificate to May 2025. Located south Norfolk. Full details of model plus article on historical significance of prototype: billstarlingbs@gmail.com. Please call 07771667425, East of England.

125014

LINKAGE MOUNTED MCCONNELL SAWBENCH



£1000. In good running order and in good condition. Had new blade added to the Sawbench, it saws fine no problems. Burford Oxfordshire. Please call 07854440159, South East.

UNKNOWN STEAM PARTS

1910, POA. Front axle off what I believe to be a ploughing engine - wide track 8ft 2ins overall. Someone out there will correct me - no casting marks but appears to be as new and as far as I can tell has never been fitted! - must be as rare as rocking horse. Please call 07796040786, South East.

125645

STEAM T3 ROLLER



1938, POA. Work No 21626 10 yr hydraulic this year. Good condition. Please call 07836538647, South East.

124770

6INS SCALE BURRELL 3 TON TRACTOR



£12,000. Replica of Burrell's 1897 prototype. Built from Burrell's GA drawings published in RH Clark's books. New boiler in 2018. Fully up-and-running with driving trolley and all equipment for operating. Located south Norfolk. Full details of model and historical significance of prototype: billstarlingbs@gmail.com. Please call 07771667425, East of England.

125744

STANLEY LOCOMOBILE ENGINE



POA. Made by the mason regulator co Boston. Looks in good condition. Please call 07860814402, North West.

124818

TAFE 45DI



2009, £10,999. Tafe 45di, 4wd tractor, year 2009, one owner, 736 hours, rusty wings, not had hard life, one owner. Please call 01249 740377, South West. (T)

125618

TEREX TV900



2011, £5,450. 2011 Terex TV900 double drum roller, single or double drum vibration, 3 cylinder Kubota diesel engine, roll bar, 374 hours, good working order. Please call 01342 844721, South East.

125445

TEREX MBR71



2011, £2,350. 2011 Terex MBR71 pedestrian roller, 610 hours, Hatz diesel engine, Hydraulic circuit, good working order. Please call 01342 844721, South East.

125446

POWERFUL ALPINE TRACTOR AND MACHINERY JOB LOT



£24,500. 2003 Antonio Carraro TRX8400 tractor 68 BHP. Only 624 hours since new. Always stored in dry barn. Full sets of turf and agricultural tyres. 3 tonne roller. Flail mower. Fleming transport box. 1.5 tonne tipping trailer. Any test welcome. Please email tim@virdee.com. Please call 07977 100000, South East

4758

LELY 4M POWER HARROW



POA. In good working order. Advertising on behalf of a customer. Please call 01249 651059, South West.

125470

HEAVY HAULAGE TRAILER



£2,000. By Eagle Engineering of Warwick. Formerly owned by Chipperfields Circus and Sir William McAlpine. Needs full restoration, bearings and wheels good. Approximately 12' x 6'. Ideal behind steam engine or classic truck / tractor. Rare opportunity, offers around £2000. Please call 07710613260, West Midlands.

125092

IFOR WILLIAMS LM146



£3,000. Used , New floor , dropsides , 2 spare wheels , elec winch , 8 ft skid boards. Please call 07563520792, South East.

124824

NC DUMP TRAILER - 14 TONNE



2008, POA. Super single wheels, 8 stud axles, Hydraulic brakes, Hydraulic ramps and folding head board, Magic door, Sprung drawbar, In great condition!. Please call 01249 651059, South West.

125453

32FT BALE TRAILER



£2,250. Twin axle Bale Trailer, 32ft bed, Commercial axles, Hydraulic Brakes, LED Lights, low bed height, good brakes and tows well. Please call 01342 844721, South East.

125454

IFOR WILLIAMS 16FT TRAILER



£1,850. beavertail trailer, 16 foot long, 6 foot 6 inches wide, twin axle. spare tyre, ready for work. Please call 01342 844721, South East.

125456

IFOR WILLIAMS TRAILER



£1,650. Ifor Williams 3.5 ton plant trailer, twin axle, ramps, hand winch, new brakes, ready to go. Please call 01342 844721, South East.

125457

JOHN DEERE BROOM HITCH



£299. Stored away not used for the last year so sold as spares or repair. Please check out the pictures for full details. Please call 07973310024, Kent

4670

PETIT HIGH TIP TRAILER



£2,000. 8 Ton Petit high tip trailer, Twin Axle, Hydraulic brakes, Lights, Rollover sheet, Grain Hatch, Will Raise to 9ft, Handy Trailer. Please call 01342 844721, South East.

125458

SALOP/MARSTON



£4,750. 12 ton tipping trailer, hydraulic back door, hydraulic lowering side, hydraulic brakes. Please call 01342 844721, South East.

125460

AS MARSTON



£7,750. AS Marston/ Griffiths 12 ton silage trailer, 8 stud super singles, sprung drawbar, automatic rear door, Hydraulic brakes, Very clean and tidy trailer. Please call 01342 844721, South East.

125462

BATESTON



£300. Bateson single axle trailer, 750kg carry capacity, lights, ramp, ready to go. Please call 01342 844721, South East.

125464

RICHARD WESTERN



£2,950. 12 Ton Dump Trailer, Twin Axle, 10 Stud Super Singles. Please call 01342 844721, South East.

125466

TYM T550



2003, £12,999. 4wd tractor with loader, year 2003, one owner, 55 hp, bucket forks. Please call 01249 740377, South West. (T)

125504

VALTRA T235D



£97,950. 4WD DIRECT Spec. Tractor, Front suspension, Cab suspension, Air conditioning, Front linkage. Please call 01476 590077, East Midlands.

125393

UENBIGH PILLAR DRILL



£499. Experience precision drilling. Pillar Drill, a robust addition to any workshop. Designed for versatility, this model is ideal for both intricate and heavy-duty drilling tasks. With the inclusion of a collection of multi-bits, it's equipped to tackle a variety of materials, making it an essential tool for both amateur and professional craftsmen. The drill boasts a reliable corded power source, ensuring consistent performance during extended projects. This sturdy build that stands up to the demands of any drilling challenge. Be aware - it's heavy! In good working order. Please call 07973310024, Kent

4672

YANMAR F15 20HP COMPACT TRACTOR



£5,600. 20hp 4x4 Agri tyres Excellent condition -Like new. Please call 01458 269210 / 01458 250978, South West.

125524

YANMAR YM1610D 4X4 17HP



£4,695. 17hp 4x4 Agri tyres Great Compact tractor in fantastic condition. Please call 01458 269210 / 01458 250978, South West.

125525

YANMAR 1401DT COMPACT TRACTOR



£4,995. 14hp, 4x4, Folding Rollbar 3 point linkage. Please call 01458 269210 / 01458 250978, South West.

125528

YANMAR F20D 4WD COMPACT TRACTOR & 1.4 METER ROTAVATOR



£4,595. 20HP, 1357 hours. Please call 07779 986072, South West

4739

YANMAR FF205 4WD COMPACT TRACTOR



£3,995. 20HP, new tyres, 1134 hours. Please call 07779 986072, South West

4740

YANMAR FX165 4WD COMPACT TRACTOR & NEW 105CM FLAIL MOWER



£4,595. 975 hours. Please call 07779 986072, South West

4735

JEANTIL MAIZE/SWEETCORN DRILL



£2,200. Maize/Sweetcorn etc drill Jeantil, 4 rows, plastic covering. Good condition. £2200 + vat. Please call 07801 345264, Dorset

2285

JOHN DEERE 1040



£6,000. 6000 hours. 1989. Please call for details. South Oxfordshire. Please call 07902 460704, South East

4716

JOHN DEERE 1445 OUT FRONT MOWER



£4,000. 2111 hours. Please call 07720289901, Hampshire.

4686

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

LARGE SELECTION OF LANZ HOTBULB TRACTORS



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

124488

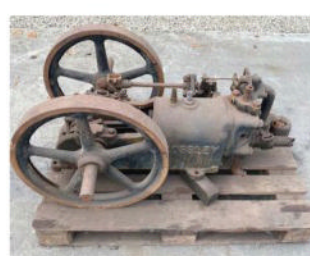
ORSI ASTORE



1957, POA. Good runner. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

124483

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

HORNSBY 9 HP ENGINE



1909, POA. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

124485

TUBIZE STEAM LOCOMOTIVE



1911, POA. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

124484

ZETTELMEYER Z1



POA. In good running order. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

124486

DAVID BROWN 50D



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

UNITED – 100 HP CHRYSLER ENGINE



POA. Automatic – 40 KPH. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

WARCO METAL CUTTING BANDSAW



£150. 6" x 4" capacity. Buyer collects. Hydraulic feed, will cut thin wall metal, 240 volt angle iron frame. Please call 01827 716811, West Midlands

4964

HONDA TILLER FJ500



2019, £450. Very good condition. Please call 07762 214494, New Forest Hampshire.

4695

RIDE ON MOWER



£375. Hayter ride on mower Heritage M10/30+ spares, sale due to bereavement. Good runner. Essex. Please call 07910 966479, East of England

5123

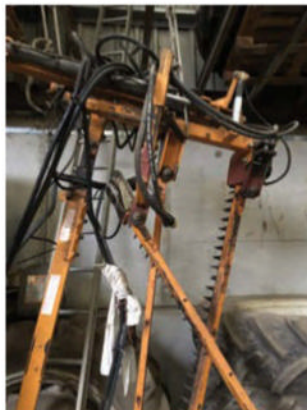
SHREDDER / CHIPPER



£650. Really useful combination of Shredder / Chipper powered by the fantastic Kubota 13 hp petrol engine. Electric or pull start, new battery will be supplied before sale. The machine is mounted on large pneumatic tyres and has built in tow bar / frame so easy moved around by hand or hitched to small tractor or sit on mower. 2 different sizes of shredder screen supplied. Barn stored. No VAT. Cash on collection. Please call 07763311682, near Sevenoaks.

4705

PELLENC VINE TRIMMER



£750. C/w electric controls in good working order, used last year. £750 +VAT. Please call 07850 324688, Kent.

4702

PERKINS 540 V8 ENGINE

£1,150. Turns over, dry stored. Comes with starter motor. Please call 01379 677570, South East

4761

PISET PIPE THREADING MACHINE



£100. Up to 2" BSP 110 volts with transformer. Buyer collects. Please call 01827 716811, West Midlands

4970

RANSOME STATIONARY BALER

POA. Please call 01733 241857, East of England

4962

BATH PASTEURIZER

£2,000. 2 x Units available. £2,000 each plus VAT. Further detail please call. Please call 07920751559, Buckinghamshire

1344

BECKER 8 ROW MAIZE DRILL

Approx 1990, POA. Used Becker 8 row maize drill with fertiliser attachment, monitors and markers. Please call 07836571296, East Sussex

2167

MF139SB IN-LINE CONVENTIONAL BALER



2006, £5,995. 2.8m wide pick-up, hydraulic bale tensioning. Done little work, in good condition & stored in-doors. +VAT. Please call 07774 939404, Buckinghamshire

3704

MF30 SEED DRILL



£1,500. 3 metre. c/w bridge link and normal tow bar, grain and small seed rollers, spare set of new discs, dividers in hopper for small seed, calibration kit, tow bar for roller, spare ram and other spares. On MF 35 wheels. £1500 + VAT. A very well maintained drill in vgc. Please call 01892 722532 evenings, or 07808 200404, South East

4690

TRUCKS/LORRIES

AEC MAMMOTH

1976, £15,000. AEC Mammoth major, immaculate inside and out, injector pump recondition, new radiator, new battery's, please call my mobile number- 07849554064. Please call 07849554064, Ireland.

125313

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.

124830

BEDFORD TM

1980, £18,000. 4X2 T/Unit Detroit diesel two-stroke engine, full nut and bolt restoration new cab fitted. Also 1984 Mercedes-Benz 809 fitted with under lift £4500. Please call 07759473380, Yorkshire and the Humber.

125068

BEDFORD TK



1976, £8,500. Bedford 220 diesel 1976, good running order, new master cylinder, clutch, valves reground, loss of storage forces sale. Gt Yarmouth area, part exchange considered. Please call 01493 740967, East of England.

125273

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.

124787

ERF EC11



1999, £5,500. Sleeper cab lorry, 6x2, MOT expired, needs some minor repairs, runs and drives ok. Please call 07836 514905, South West.

125060

ERF ECX 2001

2001, £11,000. Olympic Sovereign. 6x2 sleeper cab unit Cummins 410 engine MOT. Also Mercedes recovery winch MOT good condition £4000. Please call 07852928221, East of England

4451

FODEN S83



1978, POA. Gardner 183 H.P. engine Gardner 12 speed gearbox 12 new tyres- spare wheel new batteries- many new parts- in good working order- ally body. Please call 07768276115, South East.

125073

FORD CARGO



1990, £2,800. 913. 6 Seater. Crew cab with HIAB. 650 crane and log cab. New body V5. Please call 01789 720027, West Midlands.

125705

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.

124898

LEYLAND ROAD TRAIN



1988, £12,000. Sleeper cab Cummins engine tested October 2025. Also on low loader 1984 Leyland Freighter 411 Turbo 20000 miles from new £5000. Please call 07759473380, Yorkshire and the Humber.

125069

MERCEDES UNIMOG 404



12500 miles, £5,950. 1959/60. Registered 1965 L/H/D petrol. Been kept as protection for field fires only. Starts and drives well. Hose reels, pump, large tank, tools PTO, crew cab. History and books. Please call 07814 658275, East of England.

125054

FORD F30



1943, £11,500. Bofors gun tractor. 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.

125059

SAMSON



1974, POA. Samson made by George Neville aluminium Tippins trailer- twin axle- twin rams, Lister Donkey engine- in good working order. Please call 07768276115, South East.

125065

DAF 3600ATI 6X2 RIGID



£19,500. Factory rear lift axle, inside is lovely, cab needs TLC, no time wasters. Please call 07786580969, North West.

125166

DODGE RAM PICK-UP TRUCK



2002, £14,500. Engine size: 4700 cc petrol. Low mileage: 90339km. Fully loaded, black bodywork, seats 6. Hydraulic rear solid cover. New 22 inch wheels. Side marker poles with lights player. Used for weddings. Please call 07799 530729/ 07989 168996. Please call 07989168996, South East.

125197

IRON FAIRY 6 CARRY CRANE



£8,250. Full working order, ready to show or work. Leyland engine, new battery. 6t lift, telescopic swinging jib with hydraulic and manual extensions. Please call 07730938543, East Midlands.

125203

ATKINSON 4 WHEEL FLAT



1968, POA. Ex Johnsmiths Brewers Dray complete with posts and chains. Gardner 6LW 5 speed with two speed axle. Very smart and ready to show. Starts well and drives lovely. New batteries. Please call 07775562388, Greater London.

125272

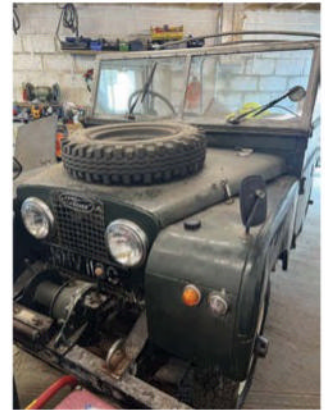
RENAULT T4NH AUTOBUS



1937, £15,000. Excellent condition in and out, 5.9 Litre 4 cylinder petrol engine at 58hp LHD, in service in Paris till 1971. With period route cards and destination signage, located in Cheshire. 100mile delivery included. Please call 07946614424, West Midlands.

125293

LAND ROVER SERIES 2



1965, £10,000. Original 1600 engine - this was fully reconditioned 300 miles ago (pre-COVID). No rust in the chassis, engine running. Salisbury, Wiltshire. Please call 07810 713755, South West.

125295

DODGE POWER RAM 150



1986, £5,500. 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. Please call +44 7523 490864, Wales.

125696

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

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 Jack. Many extras, airhorns, roof beacon, front LED strip lights, upright imitation exhausts marker light all around. Please call 07824416201, West Midlands.

124915

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. Please call 01582840200, East of England.

124918

SCAMMELL



£30,000. Fitted with a 230 gardener engine turbo. Gardener generator on the back. Very good condition. £30k. Hertfordshire. Please call 07536 083746, East of England

4982

SEDDON



1975, £7,250. Seddon 13/4. Double drop sided tipper which will strip down to a flat, its still in its original owners livery etc. Perkins 6354 which starts even in cold weather, 5spd box, eaton 2spd axle, solid cab with excellent interior and seats, drives very well down the road. Please call 07879 210001, Yorkshire and the Humber.

125049

SEDDON



1983, 76696 miles, £2,000. Seddon/Atkinson 301 4X2 T/Unit. 10 LT Cummins Jake brake, new injectors and brakes/drums fitted 1000 miles before laying up, cab needs TLC or replace. Please call 07939187409, South East.

125074

SEDDON



1959, £10,000. A.E.C. engine, overdrive gearbox, new tyres on front, tax and MOT exempt. Somerset. Please call 01460234733, South West.

125270

THAMES TRADER



1961, £16,500. 6D. 100% fully restored Thames Trader. Tax / MOT exempt. Beautiful restoration with hardwood floor and oak veneer to the trailer. 3 seater beige interior. Has been displayed and admired in shows. Stored in a garage. Reluctant sale but need space for next project. A lovely drive. Please call 01953 483302, East of England.

125061

VOLVO F10



1993, £8,750. 6X2 Unit. Midlift owned 21 years reluctant sale, great cab no rust- Emino great interior- drives-history- perfect restoration no MOT. Bedfordshire area. Bargain. Please call Paul. Please call 07778 204958, East of England.

125077

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

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



POA. Fully reconditioned to a high standard. Please ring 0116 276 6831 or 07817 914 350, South East.

TEF 20 INJECTORS



POA. Fully reconditioned to a high standard. Please ring 0116 276 6831 or 07817 914 350, South East.

NUFFLIED 1060



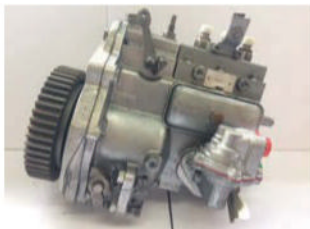
POA. Fully reconditioned to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

FORD NEW HOLLAND



POA. Fully reconditioned and tested to a high standard. Please ring 0116 276 6831 or 07817 914 350, South East.

FORD SUPER DEXTA



POA. Fully reconditioned and tested to a high standard. Please ring 0116 276 6831 or 07817 914 350, South East.

FORD SUPER MAJOR



POA. Fully reconditioned and tested to a high standard. Please ring 0116 276 6831 or 07817 914 350, South East

FORDSON MAJOR INJECTORS



POA. Fully reconditioned and tested to a high standard. Please ring 0116 276 6831 or 07817 914 350, South East

FORDSON MAJOR



POA. Fully reconditioned and tested to a high standard. Please ring 0116 276 6831 or 07817 914 350, South East

PERKINS P3



POA. Fully reconditioned to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

PERKINS P6



POA. Fully reconditioned to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

TEF 20



POA. Fully reconditioned to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

BMC 1.5 INJECTORS



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

BMC 1.5



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

DEXTA INJECTORS



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

FE 35 INJECTORS



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

FE 35



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

FORD 3000



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

FORD 4000



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

FORD 4610



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

FORD 5000



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

FORD COMBINE



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

FORD D SERIES



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

FORD DEXTA



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

FORD INJECTORS



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

INTERNATIONAL B275



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

INTERNATIONAL INJECTORS



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

INTERNATIONAL SUPER BWD 6



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

INTERNATIONAL



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

INTERNATIONAL DROTT INJECTORS



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

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.

MASSEE 35 INJECTORS



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

MASSEE 590



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

MASSEE 3075



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

LAND ROVER



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

MASSEE 135



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, South East.

BELLE WACKER PLATE



£650. 16inch with Honda GX engine, good working order. Amersham, Bucks. Please call or text 07929 855745 or 01494 712145, South East.

BOMFORD 3M FLEXITINE CULTIVATOR



£995. Light worn points, all great legs (1 new), very reliable cultivator, good strong metal. Please call 07754209998, Buckinghamshire

COUSINS COMBI HARROW SPRING TINE CULTIVATOR



£1,750. 3 Rows of Spring Tines, 2 Rows of Harrows. New bearings front packer. All brand new points. With transport mode. Good condition and well made. Please call 07754209998, Buckinghamshire

CROSS SHAFT KIT



POA. For Ford New Holland Case Puma. Others available. Please call 07479 956956, Midlands

956XL PTO GUARD



POA. Made in UK. Others available. Please call 07479 956956, Midlands

5128

INTERNATIONAL NOSE COSE SURROUND



POA. Made in UK for B414 B250 B275 434 and others available. Please call 07479 956956, Midlands

5131

INTERNATIONAL UPGRADED GLOWPLUG KIT



POA. Others available. Please call 07479 956956, Midlands

5129

GULF TRANSMISSION OIL 20L



£55.92. Price plus VAT. Other oils from £40.61. Please call 07479 956956, Midlands

5127

MAHLE BRANDED HI SPEED GEAR REDUCTION STARTER MOTOR



POA. For Case International Ford New Holland and others available. Please call 07479 956956, Midlands

5130

BALE TRAILER



£800. Two-wheeled, with raves, lights, indicators. Please call 07970 856341, Yorkshire

4753

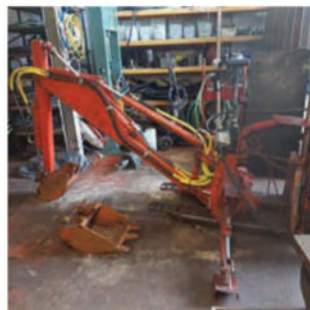
BEDFORD J TYPE NEW BLACK ROOF LINING



£130. Made from genuine card. Can post. Paypal or bank transfer. Please call 07749 586757, South East.

125698

BACK HOE



£3,250. Fully rebuilt built back hoe to suit MF 135 or similar 3 point linkage. New 6 function control valve and all hoses replaced. Complete with 8" and 12" buckets. Hydraulic rams re sealed and tested. Can be seen running in our workshop in Lostwithiel. Please call 07973961628, Cornwall

4914

BALE SLEDGE

£300. Cooks Flat 8 Bale Sledge +VAT. Please call 07774 939404, Buckinghamshire

3706

BALE TRAILER



£900. 18ft Bed Length. Maidenhead. Note: This is for just the trailer, not the stuff shown on it! Please call 07900 651578, South East

4688

BAMFORD DUNG SPREADER



£500. Requires restoration work, but in quite good condition. Please call 01566 86560, South West

5125

BUCKRAKE



£275. 3 point linkage Buckrake. 8 tines each 4ft long, 52 inch wide. + VAT. Please call 07743693255, Kent

4625

BRAND NEW STEWART GX16-21S ROLLOVER SHEET



£750. Includes: Rollover sheet, Bolts, Rachets. Please call 07754209998, Buckinghamshire

4641

CATTLE FEEDER



£250. 14ft Long. Please call Jack on 07900 651578, Maidenhead.

4689

CHERRY PRODUCTS 2019 BALE SPIKE (EXTENDABLE FOR 3 BALES)



2019, £895. Cherry Products (CH27BE) Bale Spike with Extenable Head Unit for 3 Large Bales. Barely used and in almost new condition. Heavy duty Pin and Cone Brackets. +VAT. Please call 07494 575123, Kent

4682

CLEMENS DE LEAFER



£350. Clemens de leafer for Vineyards in good working order. Please call 07850324688, Kent.

4701

CONVENTIONAL BALE WRAPPER

£1,250. 3PT Mounted McHale 995 LM small bale wrapper. +VAT. Please call 07774 939404, Buckinghamshire

3705

CONVENTIONAL BALE MEADOW HAY



£5. Bale Barron packs (21) per pack. Good smell and colour. 18-20KG bales 150 packs available. Ideally want to sell them in bulk Kingsfold, West Sussex. Please call 07961 445880, South East

4904

CASE MX6000



POA. Chilton MX6000 Loader, C/W JCB Q fit headstock and brackets to fit Case Maxium. Please call 01209 821841, South West.

125425

CULTIVATORS

POA. Please call 07854440159, South East.

TRAILED CHAIN HARROWS



£700. 17'6" (5.33m). Heavy duty in 4 sections. Double sided 3" and 4" tines. 12mm thick metal throughout. Very little use no damage. Each section weighs approximately 8.5 stone (54kg). Please call 07890 878825, East Midlands.

122345

DRAWBAR FOR D/B 1390



POA. Or may fit others. Please call 07711 508200, South East

4756

ECON FRONT MOUNTED SNOW PLOUGH



2017, £1,500. Quick release front mounted Econ snow plough c/w storage frame. In new condition, barn stored as a reserve but not required. +VAT. Please call 07768 721130, Kent

3702

ECON TRAILED GRITTER TRAILER SPREADER



2017, £6,000. Twin axle road towable gritter, salt spreader. 2.2 tonne load capacity. Ready to work, workshop stored, minimal use to date as reserve machine on contract. Please call 07768 721130, Kent

3696

ECON DEMOUNT SALT SPREADER GRITTER



2017, £4,500. Demount gritter salt spreader for tipper or flat bed lorry. Workshop stored, minimal use. +VAT. Please call 07768 721130, Kent

3701

FERGUSON PARTS



£10-£200. 2 sets Fergusson 9 hole drawbar and adjustable stays Cat 1 £80 per set, Fergusson belt pulley £70, stabiliser bar Cat 1 £10 or £200 the lot. Collect North Yorkshire. Please call 07821 371989, Yorkshire and the Humber.

125233

FERGUSON HORNDRAULIC LOADER



£120. Includes rams, pipe work and brackets as well as bucket. South Oxfordshire. Please call 07902 460704, South East.

125750

FERGUSON T20 WHEELS AND SEAT



£200. 1951. Set of four wheels and seat £200 or ONO will deliver within ten miles radius. Please call 07763 168877, West Midlands

5116

FERGUSON SAW BENCH



£250. Please call 07789 770956, South East.

125757

FERGUSON POTATO PLANTER



£750. With seats and bell. Please call 07789 770956, South East.

125758

FORD 5000 SELECTO SPEED GEARBOX PARTS



POA. N.O.S, direct drive clutch assy, clutch housing, brake band & adjuster, sun gear with sealing rings, main shaft, Churchill service tool. Various drive plates, seals, thrust washers & gaskets. Call for more info. Please call 07721 530520, South West

4771

FORD TRANSIT 1/2/3 PARTS

POA. Parts, panels, too many to list, also for 4x4 transit county and N.A.M parts, complete kits to convert LWB, SWB. Please call 01527852390, West Midlands.

125275

FORD DASHBOARD



POA. For 10 series tractor with AP cab, please phone for details. Please call 07711508200, Yorkshire and the Humber.

125741

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

FORDSON SPARES



£125. Two manifolds, carb, temp gauge, other castings, front wheel. All good condition. Please call 07761800512, Yorkshire and the Humber.

124993

FORDSON E27N PARTS

£50. Fordson E27N Rear PTO complete for High Top Gear Mod. Please call 01564702437, West Midlands.

125200

INTERNATIONAL OBSOLETE PARTS



POA. For Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs. Transfers, trackrod boots, tractorometers, check chains, levelling boxes, axle pins/bushes, handbrake repair kits. Please call 01524751220, North West.

125210

HOWARD ROTARY HOE

1960, £160. Howard rotary hoe, all in working order, could be used for work or shows. Good condition RH8 OJH Surrey. Please call 07786 853716, South East

2784

HYDRAULIC GRAB



£600. Please call Jack on 07900 651578, Maidenhead.

4687

JCB PALLET FORKS



£750. Brand new JCB pallet forks never been used. £750 +VAT. Please call 07850324688, Kent.

4704

JOHN DEERE FRONT MUD GUARD HOLDER



£75. Brand new, barn stored for years D Hodges. Sevenoaks, Kent. Please call 01959 524801, South East.

4692

KONGSKLIDE SPRING TINE

£1,100. Kongsklide Spring tine. Depth control wheels. Manual folding 3.1m Wide. Good condition. Based Nr Ashford, Kent. For more information please call Charlie on 077533 81718, South East

1343

MAGNETO (SPARES)

£120. David Brown cropmaster magneto x2. Used. One complete good spark other one parts missing but does spark. Please call 07956 347093 or 01189 701605, South East

5112

MASSEY FERGUSON 135 PARTS



£80. Grille panel kits. I'm open to any offer. Oxfordshire. Please call 07854440159, South East.

125245

MASSEY FERGUSON 135 PARTS



£370. 2 x mudguard for MF135 tractors and the seat and seat bracket. I'm open to any offer. Burford Oxfordshire. Please call 07854440159, South East.

125246

MASSEY FERGUSON 135 PARTS

1969, £125. Inner Front Wheel weights complete with bolts and nuts. (4.50x16 rim). Also FE35 rocker shaft complete £80 no VAT. Please call 07579794068. Please call 07579794068, Wales.

125692

MASSEY FERGUSON FRONT WEIGHTS

£80. For 100 Series £40 each. Collection only Kingswinford. Please call 07976 713352, West Midlands.

124852

TWOSE ROLLER 10FT FLAT MOUNTED ROLLER



POA. In good condition. In good working order. The roll can hold water or sand in the roller no leak. Please call 07854440159, South East.

16FT FOLDING CHAIN HARROW



POA. One hole length of chain mat. In very good condition and in good working order. Please call 07854440159, South East.

SCAFFOLDING TOWER



£250. Layton make 2.4m high x 2.1 x 1.2 extra metre section to put on top. It has 4 moveable platforms levels. Please call 07854440159, South East.

NEW 5FT FLAIL MOWER (HAMMER FLAILS) FOR COMPACT TRACTOR



£1,595. New PTO shaft, delivery available. Please call 07779 986072, South West

4751

NEW HEAVY DUTY 180 CM (6FT) FLAIL MOWER SIDE SHIFT HAMMER FLAILS



£2,595. Hydraulic side shift, 570kg, 5 belts. Please call 07779 986072, South West

4748

NEW HEAVY DUTY 220 CM FLAIL MOWER SIDE SHIFT



£2,995. Hammer flails, hydraulic side shift, 650kg, 5 belts, rear door. Please call 07779 986072, South West

4745

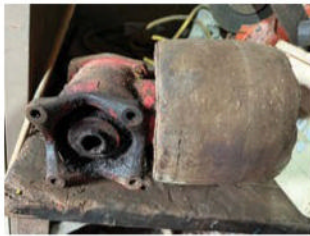
NEW HEAVY DUTY 250 CM FLAIL MOWER OFFSET



£3,595. Hammer flails, hydraulic side shift, 800kg, 5 belts. Please call 07779 986072, South West

4746

TRACTOR PTO FLAT BELT PULLEY



£25. D Hodges. Sevenoaks, Kent. Please call 01959 524801, South East.

4691

UNDER TREE HERBICIDE BOOM



£550. Front mounted guarded under tree herbicide boom with mounting for fendt tractor. For sale due to retirement. £550 +vat. Please call 07976731941, Canterbury.

4706

WEEKS 3 TON TIPPING TRAILER



£1,490. All sides 4 good. Jack works-tyres very good - logo still on right side- 1960's vintage - too good for horse muck - wood not included. Warwickshire. Please call 07970 058560, West Midlands

5115

WHEEL SECURITY CLAMP



£125. Hardly ever used. Please call 07710411023, Hampshire

4780

WILLMIXER TRAILER



£1,200. Willmixer trailer complete with lockable chemical box and petrol engine transfer pump in good working order. £1,200 +VAT. Please call 07850 324688, Kent.

4700

TRACTOR BACK BOX



£400. Not a year old yet, its blue. Please call 07717454766, North East.

125003

CUMMINS 220 12 LITRE ENGINE



£300-£1100. Cummins 220 12 litre engine, turning free, £350. Fuller gearbox £300. Both as seen. ERF LV tractor, Cummins 205, rolling chassis, engine very good, believed recon, no gbox cab derelict, £1100. Gretna SW Scotland. Please call 01387371673, Scotland.

125027

BOSCH DA2 MAGNETO



£45. Serial number 790783, believed off old motor bike. Not known if in working order. Please email muir.gordon@mypostoffice.co.uk. Please call 07532070057, Yorkshire and the Humber.

125064

1 1/2 INCH 2 REAR WHEEL CYL

£75. Brand new, fits Austin FG other Austin models Morris Commercial Bristol SC Coach still boxed. Please call 07715786415. Please call 01675 437551, West Midlands.

125076

TRACTOR WHEELS AND TYRES



£150-£450. Pair of 12.4 x 28 with 95% tread £450. Pair of 600 x 16 in "as new" condition £150. No damage or cracks. Please call 01485 512521, East of England.

125202

PERKINS 540 V8 ENGINE

£1,150. Turns over, dry stored. Comes with starter motor. Please call 01379 677570, South East

4761

WINGUARD MIRROR ARMS



£120. Price for the pair. Genuine Winguard mirror arms in working used condition removed from Massey Ferguson 135. Please call 07821 371989, Yorkshire

4714

SPRING TINE CULTIVATOR



POA. With depth wheel for both sides, it works so well I used it in field and it cultivated the field so well, it's a very good vintage machine in good condition, there can be attachments at 2 end places. 11ft length + 4ft width. I would like around £400 or more if possible but am still open to offers. Please call 07854440159, South East.

125208

BLISS MILL SMELTING POT



£700. Cast iron smelting pot on wheels originally from bliss mill, rather unusual and large, it holds water for our pond but can be used for anything. We would like around £700 if possible or any offer. The buyer has got to come and pick it up, we don't deliver. Please call 07854440159, South East.

125209

INGEMARS AGF200 FLAIL



2020, £2,200. Please call for more info! Please call 01362 692104, East Midlands.

125563

SHEPHERDS HUT CHASSIS AND WHEELS



£2,500. Originally restored. Please call 07765 445206, East

4733

SPACE SAVER WHEEL WITH TYRE



£40. New, was told for Range Rover. 155/85 R18. Please call 07765 445206, East

4730

8 INTERNATIONAL FRONT WEIGHTS



£480. Collection only, Staffordshire. Please call 07831 665757, West Midlands.

125325

RICE F. HUNT TRAILER



£2,390. Dry stored, rear unload, new floor, surplus to needs; call evenings. Please call 07764 186458, South East.

125330

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

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

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

M.F. TRAILER

£800. Comes with grain sides. Can take 4 tonnes of grain. Very good ram and tyres. Please call 01892722532 evenings or 07808200404, South East

BALLAST WEIGHT



£45. For Dexta sized tractor. (Norfolk/Suffolk border). Please call 07733316941, East of England.

125648

HALF TON CHAIN HOIST



POA. By Morris. Good working order. Please call 07733316941, East of England.

125649

BEAM MOUNTED BOGIE



POA. Norfolk/Suffolk border. Please call 07733316941, East of England.

125650

CONCRETE MIXER



£150. Lister diesel engine, needs attention. Can deliver locally - Norfolk/Suffolk border. Please call 07733316941, East of England.

125651

DUCATI 1980 VINTAGE MOTORBIKE SEAT

1980, £125-£225. Ducati 1980 vintage motorbike seat for 900cc gts £225 and headlamp brackets for same bike chrome £125. Please call 07863 262603, Greater London.

125728

PERIOD FORD AND BEDFORD REAR LIGHT CLUSTERS



POA. Please call 01291423392, Wales.

124791

TRAILER



£250. 10' by 5' trailer. New lights. Some welding needed but can be towed. South Oxfordshire. Please call 07902 460704, South East.

125753

B201 FORE-END LOADER



£250. Complete. In excellent condition. Spare rams included. Bonnet guard available. To fit International B250/275/414 tractors. Please call 01485 512521, East of England.

125755

BAMFORD DUNG SPREADER



£1,200. Good condition. Please call 07789 770956, South East.

125760

WHEEL & RIM



£10-£20. £20 for 28 inch wheel and £10 for the 20 inch rim. Not sure what they were fitted to but they have been in the back of the shed for years. Please call 07976731941, Canterbury.

4708

WIDE TURF TYRES AND RIMS

£495. Ford 4000, etc, Tractor. Four wide turf tyres and rims. (Two front, two rear). Front 100/75-15-3. Rear 23-1-28 12-ply. Amersham, Bucks. Please call 07929 855745, South East

2269

TERRA TYRE SET FOR MASSEY



£1,200. Including rear wheel centres for JD. Goodyear. Please call 07970 856341, Yorkshire and the Humber.

125776

PERKINS A3-152 AND AD3 152 PARTS



£5-£10. 6 Genuine standard big end bearings - Part no. 31131171 £10 plus P and P. 6 Genuine cam followers with adjuster £5 each plus P and P. Please call 07711493718, Scotland.

125803

WARD TRAILER



£950. Ward 3 tonne tipping trailer, circa 1970, very good original condition, no rust or rot, new floor, tyres good plus spare, good ram. Please call 07842 594874, Yorkshire and the Humber.

125804

COMPLEX LT150 HT3 COMPRESSOR



£100. On wheels. Single phase electric. Plus 10 air tools and hoses. Please call 07821251538, South East.

125810

CAMBRIDGE ROLLS



£900. Trailed. Please call 07970 856341, Yorkshire and the Humber.

125811

BALE SQUEEZER



£450. Manitou brackets. Please call 07970 856341, Yorkshire and the Humber.

125812

PAIR OF UNUSED FORD TYPE 15 X 30 WHEELS



£250. For collection only. Please call 07831 665757, West Midlands.

124971

2 X SIMPLEX 30HP PACKAFAN



1983, £200. 2 x Simplex 30hp Packafan Type 32/24 LO discharge 15,000 CFM - 25,000 CFM £200 each. Please call 01256 850221, Hampshire

4617

3 X 270T GRAIN SILOS



1990, £7,950. 3 Rowlands Silos including drying floors. Either free dismantled by purchaser by May 31st 2025 or £7950 collected or nearest offer. Please call 07708076682, Kent

3707

4 WARTIME JEEP WHEELS

£350. Good condition. Please call 01981 250762, West Midlands

4959

5.3M CHAIN HARROW



£650. No bends, easy manual folding, does a lovely job, not too heavy for smaller tractors. Please call 07754209998, Buckinghamshire

4639

STABLE GALVERNISED HAY RACKS



£25. A choice of six stable hay racks. No texts, Maidstone area. Please call 07748 840049, South East

4654

SUMO TRIO 3.5M TRAILED



2014, £17,800. With front discs, auto reset legs, multi packer, good metal, serial number AD503. Please call 01367 253060, Wiltshire

5003

TIPPING TRAILER



1970's, POA. For sale due to bereavement. Tipping Trailer with wooden sides and bed - all good condition. Chassis and wheels good. Used rarely then parked up under cover - never left out to weather. I also have other vintage implements for sale - please call for details. Chris. Please call 07710023381, Essex

4644

SANDERSON REAR LOADER



£650. Sanderson rear loader was fitted to a 135 and now surplus to requirement. £650 + vat. Please call 07976731941, Canterbury.

4707

RANSOMES COMBINE SPARES

POA. Any offer accepted. 902 cavalier crusader used sieves crop lifters pulleys toolboxes various other parts also some workshop manuals. Call after 7pm. Please call 07710 536474, South East

5105

RICHARD WESTERN GRAIN TRAILER



1997, £5,000. Richard Western 8t grain trailer. Very good condition. +VAT. Please call 07887 871383, Hampshire.

3714

PETROL SAW BENCH



£350. Posch petrol sliding saw bench, with safety guard, in working order. Haywards Heath area. Please call 07583 078354, West Sussex

4634

RANSOME DRUM

POA. Offers. Been stored under cover since new. Ransome Stationery Baler. Roberts Deansanger Straw Elevator. Please call 01733 241857, East of England

5110

MASSEY FERGUSON TRAILER

£800. Massey Ferguson trailer c/w grain sides. Please call 01892 722532 evenings or 07808 200404, Kent.

4684

MCCONNEL ALL WORK SAWBENCH

£475. Later type V belt. All guards and guides in place.. Please call 07761 234010, South East

4975

NEW 6FT FLAIL MOWER (HAMMER FLAILS) FOR COMPACT TRACTOR



£1,695. New PTO shaft, delivery available. Please call 07779 986072, South West

4744

MISC

COUNTY SALES LEAFLETS



£10. 1884, 1474, 1184TW, 7610-Four, 6610-Four E & 7610-Four E. £10 each plus postage. Please call 07721 530520, South East

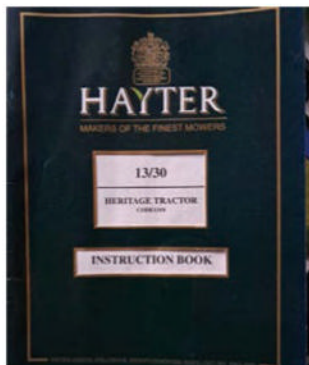
4770

DAIRY COLLECTION

POA. Table top oak butter churn, 2 large dairy bowls, 5 aluminium milk churns 10 gallon, 1 5 gallon churn, yoke no worm, 200 milk bottles. Please call 01525 377361, East

4722

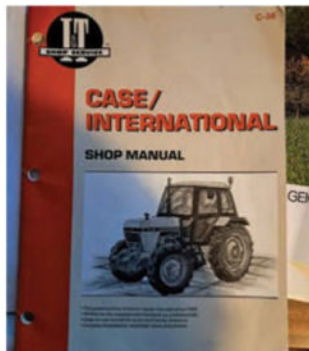
TRACTOR BOOKS



POA. Phone for details. Please call 07711 508200, South East

4764

TRACTOR INSTRUCTION BOOKS



POA. This selection of tractor instruction books, please phone for more info. Please call 07711 508200, South East

4766

TRADE SAFE LOCKABLE TOOL VEHICLE SAFE



£85. Excellent condition. Please call 07765 445206, East

4731

ENAMEL SIGN



£45. Not tin, size 12x8 inches, Ford Authorized Service Station, Using Genuine Ford Parts, 4 fixing hold chips round outside. Please call 02083 997541, South East

4728

50 GALLON DRUM CARRIER



£55. Stockport area. Please call 01614 398515, West Midlands

5118

5000 LITRE FUEL TANK



2020, £1,100. 5000 Litre fuel tank and ad blue included. Tank has only had white diesel in it. Based Nr Ashford Kent. For more information please call Charlie. Price + VAT. Please call 07753381718, South East

4710

60FT NARROW BOAT

POA. VFT boiler rare cochrane compound condensing 30 years same owner hull 100+ years with current survey, £negotiable, details from philipmartino@gmail.com. Please call 07802 442385, West Midlands

4949

LOCO STEAM ENGINE WHISTLE

£150. Brass 7 inch long 1 inch diameter. Hemel Hempstead. Please call 01442 832744, East of England

4967

OLD GLORY MAGAZINES FROM ISSUE NO. 7 TO DATE

POA. Except issues 64, 65, 66. All in very good condition. Collection only, from Derbyshire. Fair donation to our area Air Ambulance, please. Please call 01246 850370, West Midlands

4979

PATTERN MAKERS BENCH

£150. 160 years old, fitted with vice, retired at last. Please call 01733 253116, East of England

4957

HEAVY HORSE TRAINING CART



POA. With single shafts. Collection only. Please call 01953 788053, East of England.

125012

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

BORDER FINE ARTS FIELD MARSHALL AND OTHER ITEMS

£225-£385. Border Fine Arts Field Marshall £385. Frosty morning £225. Hauling Out £325. Hayturning £320. Lifting the Pinks £300. Fordson Major £285. All items boxed with certificates plus P and P. Please email davryn.birks@btinternet.com. Please call 01526 388685, South East.

125015

HAYNES MANUALS AND OTHER BOOKS

POA. Haynes manuals for Suzuki SJ and Vitara 1982 to 1997 and Landrover Freelander 1997 to 2002 petrol and diesel (not 2.5 V6), £10 each can post. Many books for sale engineering ww2 grand prix, car manuals etc. Text preferred with your requirements. Please call 07852 921265, Wales

4732

HYDRAULIC LIFTING TABLE



£200. Little use good working condition. Max height 900mm min height 340mm. Table dimensions 815x500. Please call 07926256099, West Midlands.

125019

TWO MAGNETOS

POA. One 4 cylinder Lucas and one 6 cylinder Simms. Offers. Please call 07733316941, East of England.

125056

REAR BALLAST WEIGHT

£40. Made for a Dexta. Please call 07733316941, East of England.

125057

MOBILE COTTAGE



£15,000. Fitted out with fireplace TV table and chairs. Fully hooked up for mains electricity. It has a half door to replicate an Irish Cottage. Offers around £15000. Please call 07760 177277, East of England.

125058

DAIRY COLLECTION

POA. Table top oak butter churn, 2 large dairy bowls, 5 aluminium milk churns 10 gallon, 1 5 gallon churn, yoke no worm, 200 milk bottles. Please call 01525 377361, East

4722

INSTRUCTION BOOKS



POA. Instruction books, please call for details. Please call 07711 508200, South East

4765

BUILDER'S ACROWS

£80. Four acrows. Haywards Heath area. Please call 07583 078354, West Sussex

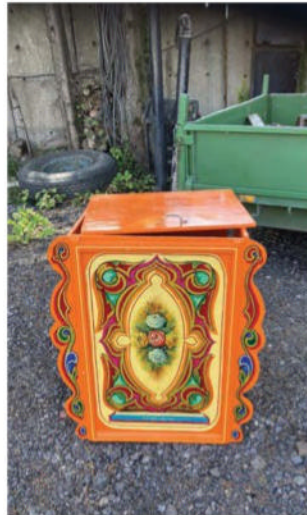
4637

BUZZBOMB RIDE, SIX 3 SEATER SHAPED CARS

£2,500. C/w motor and hydraulics. 4 wheel trailer mounted with aly, runups. Needs recommissioning, £2.5k or offer. Please call 07703 210807, East Midlands

4956

CAN STALL 8FT BY 12FT



POA. Hand painted to a very high standard in traditional fairground artwork. All complete with cans and wooden balls. Ready to go to work with. Suitable for steam engine rally's, 1940s events, galas etc. Available immediately. For price and any other information please call. Please call 07539 286647, South East

4981

CARAVAN



2010, £7,000. Very good condition 4 berth caravan, fixed bed. Being sold with everything in it. Wheel locks and exterior cover, 2 awnings. Ready to drive away. No VAT. Please call 07710411023, Hampshire

4668

CAST IRON WHEELS (2)



POA. Ex BR trolley platform wagon. Dia 11 1/2" boss- 2 3/8" c/hole 1 1/4" 6x holes 2" dia around center boss. Cast-iron finial. 16" high- body- middle 4 1/2"/ base spigot dia 3 1/2" x 3 1/2 long for fixing, believed ex- signal finial. Please call 07871 398470, East of England

4953

HARLEQUIN 1400L BUNDED FUEL STATION



£800. Harlequin 1400l bunded Fuel Station. Lockable with internal 240V fuel pump. +VAT. Please call 07703361045, West Sussex

3703

HAYNES MANUALS AND OTHER BOOKS

POA. Haynes manuals for Suzuki SJ and Vitara 1982 to 1997 and Land Rover Freelander 1997 to 2002 petrol and diesel (not 2.5 V6), £10 each can post. Many books for sale engineering WW2 grand prix, car manuals etc. Text preferred with your requirements. Please call 07852 921265, Wales

4732

HEAVY DUTY VICE

£35. Haywards Heath area. Please call 07583 078354, West Sussex

4635

STATIONARY MAGAZINE COLLECTION



£50. 6 boxes- approx 185 copies from No 292 (June 1998) to (December 2013) No 477. Good condition, buyer to collect. All enquiries by text please. Please text 07954 421494, North East

4971

STATIONARY MAGAZINE COLLECTION



£50. 4 boxes- approx 211 copies from No 72 (February 1950) to No 291 (May 1998), good condition, buyer to collect, all enquiries by text please. Please text 07954 421494, North East

4972

14FT CATTLE TRAILER



£1,850. Selling due to upgrading. Clean trailer. Ready to go straight to work. Please call 07754209998, Buckinghamshire

4640

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

HARLEY DAVIDSON SIDECAR BODY

1936, £3,500. Upwards suit big twin uL 1200 side valve complete with seats, arm rests cover screen spare wheel carrier and Leaf springs, no chassis. £3500 firm or exchange motorbike with sidecar, cash either way. Please call 07863 262603, Greater London.

125206

HOUGHTON PARKHOUSE ALUMINIUM LIVESTOCK BOX



£7,000. 24' long hydraulic lifting decks with split sections in good working order, the trailer underneath could be for sale but is currently not included, more pictures available, and delivery can be arranged. Kent £7,000 or very near offer +VAT. Please call 07850324688, South East

4697

HOUSEHAM AIR RIDE



£20,000. Househam air ride 2500 litre tank 24 metre booms in very good order been serviced by Househam and recently Mot'd for a year by SCS two sets of wheels including low ground pressure terra tyres. £20,000 +VAT. Please call 07850324688, Kent.

4698

BRAKED GALVANIZED CARAVAN CHASSIS

£200. For trailer conversion. Complete with four corner jacks. Overall width including wheels 2.12m, overall length 5.5m. Please call 01934 852670, South West.

125011

RED ROAD TRAFFIC CONES



POA. Please call 07854440159, South East.

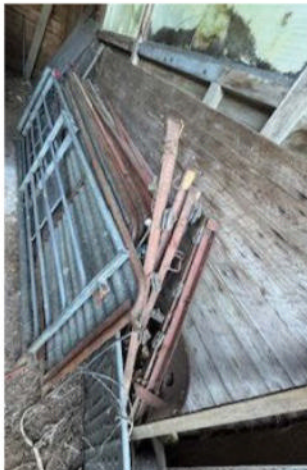
TOOL BOX WITH ALL THE TOOLS



£70. Shop soiled. Please call 07765 445206, East

4717

SHEEP/CATTLE HURDLES, GATES ETC



£399. Having a massive clear out. Lots of gates etc. Solid and rail hurdles and gates. Please call 07073310024, Kent

4665

HOWARD BANTAM ROTAVATOR



£120. 2 stroke Villiers engine, for restoration non runner but engine turns, good rotavator blades. Please call 07974745863, Scotland.

125251

HYDRAULIC WINCHES [2] BY TT BOUGHTON



POA. Model V 19 NH for crane use. Rope capacity 230ft of 14mm dia. Safe working line pull 2 1/4 ton". Twin motors for several speeds. Used by us on cranes. Please email john@ironpony.plus.com. Please call 07808369669, South West.

125301

COCKSHUTT DUX HORSE PLOUGH



£250. Cockshutt Dux horse plough, new Ash handles and spare points, for restoration. Please call 07974745863, Scotland.

125252

COLWOOD MOTOR HOE



£120. Colwood single wheeled motor hoe with villiers engine, non runner but engine turns, for restoration. 07974745863. Please call 07974745863, Scotland.

125253

TRADITIONAL WOODEN SHEEP HURDLES



£15. Traditional wooden hurdles 6' x 3' other sizes available, collection from Crowborough, East Sussex, or can deliver. £15.00 + VAT each. Please call 07973426665, East Sussex

3709

TWIN GLASS DOOR DISPLAY REFRIGERATOR



£475. 2m high, 112cm wide, 64cm deep. Good working order, very clean and odour free. From farm shop. 8 adjustable shelves. Illuminated. +VAT. Please call 07743693255, Kent

4627

LEATHER HOSEPIPES (3)

£50. Copper rivetted. Approx 7'6" (2.00m) long. M + F bronze threaded ends of 1 1/8" (3cm) INT. DIA.. £50 each or 3 for £120 plus P and P. Please call 07799 380336. Devon. Please call 01404849118, South West.

125304

LOAD LASHING CHAINS



£50. 3 chains 3/8" x 44 ft 29 ft 22ft. 2 tensioners. Hampshire. Others available. Please call 01962 777305, South East.

125305

OLD GLORY MAGAZINES

Free to good home. Magazine No 1 summer 1988 all copies to No 374 2021. All in good condition. Must go or will have to bin them. Northumberland. Please call 01665711137, North East.

125309

TRADITIONAL REAL CAST IRON POSITION OF BENCH ENDS



£125. Collection only from Leics LE12. Please call 07973 899421, East Midlands.

125310

MILLS ONE ARM BANDIT 4 REELS



£995. Was 6D play converted to new penny play. Hertfordshire. Please call 01442 832744, East of England

4966

ROOF BOX

£70. Thule Atlantis with new keys. Please call 077020 84142, South East.

124719

LADDER



£40. Aluminium double 12 foot. No texts, Maidstone area. Please call 07748 840049, South East

4649

LAND TRAIN



£4,500. Carries 20/30 people, very popular attraction with bookings worth 3K or more, loads of spares, call for more info. Please call 01299826726 or 07899883637, West Midlands

4965

VINTAGE GARAGE ACCESSORIES



£300. Castrol lubrication chart, 1954 (1936-54 models), unused and in original postal tube. Wakefield engine timer. Fuel additive dispensers (Carburol and Shell Mex & BP). Drum taps (Wakefield, Shell +1). Runbaken battery tester. Redex engine tuner. Nu-swift fire extinguisher with bracket & spare cartridge. Various handbooks etc. Please call 01829 732539, West Midlands

4968

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

MANHOLE COVERS



£10. X3 inspection manhole covers - £10 each. No text messages, Maidstone area. Please call 07748 840049, South East

4657

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PIET VERSCHELDE, Mannebeekstraat 1, 8790 Waregem Belgium



Lanz D2816 – good runner – 3-point hitch – creeper gears - 1960



Lamborghini 2R – good runner – 1962



Avery 5-10 Friction Drive – 1920 – older restoration



Ford 9000 – in very good original condition



Austin – 1926 – very original



Case 9-18 – 1917 – older restoration



Lanz 44 PS Eilbulldog - 1937



Lanz D3506 Allzweck - 1950



Lanz D2416 – good runner – 3-point hitch – 1956

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(stock arriving daily)

OAKFIELDS



2021 CLAAS TUCANO 450
JUST 805 HOURS..



2011 CLAAS XERION 4500
50K, CAT ENGINE, 4,362H



2015 JOHN DEERE 6190R
50K AQ, 3 SCVS, 5735H



2012 JOHN DEERE 6930 PREM
40K AQ, AUTOTRAC, 11,700H



2002 JOHN DEERE 6920S
40K AQ, TLS AND HSC, 8197H



2003 JOHN DEERE 6520
50K AQ, TLS, FL, 9961H



2021 JOHN DEERE 6120M
40K AQ, AIR BRKS, TLS, 35CVS



2018 JOHN DEERE 5090M
40K, FRONT LINKAGE, 3728H



2013 FENDT 718 VARIO TMS
CARGO 4X85 LOADER, 8859H



2012 MERLO P120.10
GOOD TYRES, 3777 HOURS.



2016 MERLO TF35.7 –
120CARGO 4X85 LOADER,



2014 MERLO P40.7CS
CAB & BOOM SUSPENSION!



SUMO TRIO 3.5M TRAILED
NEW TUNGSTEN POINTS, GC



2014 SUMO MIXIDISC 5M
MOUNTED - IN VGC.



2020 HORSCH CRUISER 7XL
C/W MINIDRILL, VGC



2002 HORSCH CO4 TINEDRILL
RADAR METERING, GC



2009 VADERSTAD CARRIER
650 SUPER - RUBBER PACKER



2009 VADERSTAD CR820
CARRIER- STEEL RING PACKER



2010 VADERSTAD RAPID RDA
600S- 3 ROW COULTER, VGC



2022 FARMET FANTOM 650
CLASSIC 6.5M - NEW/UNUSED



2023 FARMET SOFTER 6PS -
EX-DEMO, 560MM DISCS



2018 BROCK SUB-V 450
TRAILED, 7 STD OR LD LEGS



2024 BROCK SUB-V 400F 4M 7
LEG SUBSOILER, BRAND NEW



2024 SPEARHEAD MULTICUT
480 PROLINE - NEW/UNUSED

Oakfields AG Ltd, Woodhams Farm, Cutlers Green, Thaxted, Essex, CM6 2RH E: sales@oakfields-ag.com W: oakfields-ag.com

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MANHOLE COVERS



£50. X3 heavy duty road grade inspection covers - £50 each. No text messages, Maidstone area. Please call 07748 840049, South East

4656

BLACKSMITHS ANVILS

POA. Various sizes. Phone for price. Please call 07971237780, North West.

124775

OLD BROWN LEATHER SHEEPSKIN FLYING JACKET

£275. Size 40 42 or unisex size 12 to 14. Plus £10 post and packing. Essex. Please call 07448733603, East of England.

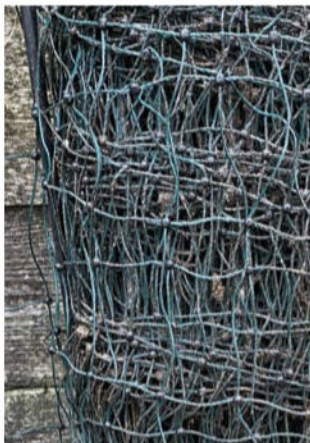
125701

POLDENVALE SHEEP/CATTLE HURDLES ETC

POA. Having a massive clear out. Poldenvale Hurdles. Sliding gate Cattle gates hurdles. Please call 01634 257355 or 0797331024, Kent

4651

POULTRY ELECTRIC NETTING



£60. Three rolls of electric poultry netting 1.2 metres high by 50 metre length £60 each roll. Please call 07748 840049, South East

4659

QUANTITY OF BLACKSMITHS TOOLS

£8. Quantity of blacksmiths tools. From £8 each viewing welcome. Please call Martin: 07885 306055 (no texts), Ashford, Kent.

1247

RAILWAY MAP OF EAST AFRICA



£12. Showing all railways in the 1940's, plastic coated against the tropical weather. Price includes postage. Map of South Wales, 1940's ex-military believed, price includes postage £12. Please call 07871 398470, East of England

4952

RAILWAY SLEEPERS



£20. Seven in used condition. No texts, Maidstone area. Please call 07748 840049, South East

4650

PLASTIC TRAYS



£1.50. Plastic stacking trays 50 available. No text, Maidstone area. Please call 07748 840049, South East

4647

WROUGHT IRON GATE



£50. Very heavy wrought iron gate. 89" (225cm) tall, 54" (137cm) wide. Please call 01892 863448, Kent

4678

X3 CORN BINS



£60-£120. Galvanised corn bins, no holes, good condition, various sizes. Large - £120. Medium - £80 Smaller - £60. No text messages, Maidstone area. Please call 07748 840049, South East

4655

MANY BOOKS



POA. Engineering, WW2, Grand Prix, car manuals etc. Text preferred with your requirements. Please call 07852 921265, Wales.

125802

SHEEP & CATTLE GATES

£399. Having a clear out sliding gate/poldenvale hurdles/hurdles. Some larger cattle gates. Best offer to clear all. No VAT. Please call 07973310024, Kent

4638

SHEEP EQUIPMENT



POA. Followings items available: Rappa electric fencing system Hurdles Hay feeders and racks. Feed troughs and weigher. Please call 07768726202, West Sussex

5049

SHEEP WEIGH SCALES



£95. Old but good working order. No texts, Maidstone area. Please call 07748 840049, South East

4653

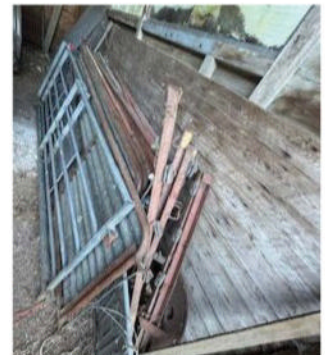
SHEEP WEIGH SCALES



£300. Portable weigh scales with handles and wheels for easy moving. Swing doors either end and adjustable salter scales. Please call 07969367349, East Sussex

4630

SHEEP/CATTLE HURDLES, GATES ETC



£399. Having a massive clear out. Lots of gates etc. Solid and rail hurdles and gates. Please call 07073310024, Kent

4665

SHEPHERD'S HUT BRAND NEW



£22,000. Bathroom and kitchen. Hot and cold water. 8ft wide 18ft long. £22k. Hertfordshire. Please call 07536 083746, East of England

4987

SHEPHERD'S HUTS



£22,000. Shepherd's huts. 8ft wide 18ft long. Hertfordshire. Please call 07536 083746, East of England

4988

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

FREESTANDING GRAIN WALLING

POA. Freestanding grain walling wanted. Please call 01892 722532 evenings / 07808 200404, Kent.

4685

GALVANISED FEED TROUGHS



£25. 6x 9ft galvanized feed troughs. Please call 07969367349, East Sussex

4631

GATES



£475. Pair of gates with posts, 16ft opening, 8ft high. No text messages, Maidstone area. Please call 07748 840049, South East

4652

BLUE MAINS WATER PIPES X4



£170. Blue pipe 19ft. 8" x 6". Four in total at this size. Unused. This is main water pipe rigid MDPE. Its about 6m x 20cm. These are nearly £200 each bought new/ not used. £100 per pipe, 4 pipes in total. Please call 07854440159, South East.

125816

ENDURAMAXX 1250L WATER TANK



£130. Enduramaxx 1250L water tank in excellent condition. Comes with 2x fittings to attach Blue Poly Pipe. Please call 07494 575123, Kent

4683

ENGINEERING BRICKS



£250. Approx. 750 in total. New and unused engineering bricks. Surplus to requirements. Buyer collects (near Canterbury). Call Steve. Please call 07711693200, Kent

2783

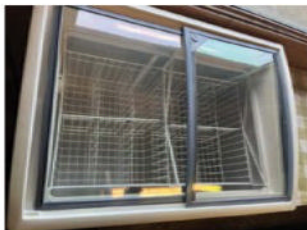
FENCING



POA. Cleft post and rail. Cleft field gates. Fencing stakes. Straining posts. Chestnut fencing. Standing Sweet Chestnut wanted. Please call 07985 298221. Please email: colin@cwpfencing.co.uk. South East.

4712

ICE CREAM FREEZER



£190. External dimensions 92cm wide, 81 cm high, 65cm deep. Twin sliding top opening. 2 multi sectioned baskets. Good working condition. Clean and odour free. From Farm shop. +VAT. Please call 07743693255, Kent

4629

INSTRUCTION BOOKS



POA. Instruction books, please call for details. Please call 07711 508200, South East

4765

SUPERCAR 4X4 SEATER CARS

£4,000. All with motor drive (110V), complete with track and trailer, needs recommissioning, £4k or offer. Please call 07703 210807, East Midlands

4955

TIMBER DISCOLOURED AND SURPLUS STOCK



POA. Discoloured timber, sold in packs or will split, various lengths, and sizes can be collected from Crowborough, East Sussex or can arrange delivery call Gary. Please call 07973426665, East Sussex

3708

PELLENC BATTERY TYING MACHINE



£575. As new. Only very light use on small fruit farm for last 2 seasons. Used for tying in Blackberry, Raspberry (or vines) to wirework. Includes 8 rolls wire ties, case, belt, charger, 2 types of reel. +VAT. Please call 07743693255, Kent

4662

STIHL 08S CHAINSAW

£95. 20 inch, non-runner. Would benefit from a service. Amersham, Bucks. Please telephone or text 07929 855745 or 01494 712145, South East.

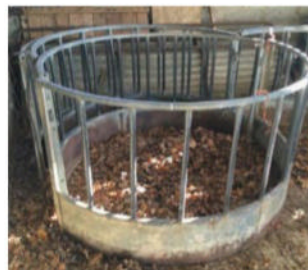
2277

STORAGE RACKS

£69. Heavy duty slotted angle construction 7ft x 4ft. Six shelves £69 each. Please call 07354 746380, West Midlands

4951

ROUND BALE RING FEEDERS



£85. 2 x 5ft galvanised ring feeders for hay. Please call 07969367349, East Sussex

4632

TRACTOR & MACHINERY MAGAZINES

£50. Complete from 2013 to 2023. For charity. Dorset. Buyer collects. Please call 07791 032045, South West

5111

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POA. Fold flat, good condition. Please call 02085939212, East of England

6716

AMERICAN STARS AND STRIPES FLAG



£35. Nylon. 37 inch x 58 inch. Post free. Please call 07432 583904, South East

10345

AUTO JUMBLE AND PARTS

POA. Man retiring/ auto jumble lots of it, tools, toys, too much to mention, must see all, memorabilia, wheels. Please call 07505 103156, West Midlands

10222

BELLSTAFF VINTAGE MOTORBIKE JACKET

£95. Size 38 to 40. Med, good used condition. Black, would exchange for sidecar for motorbike. Please call 07863262603, Greater London

111

BLACKSMITHS ANVILS

POA. Various sizes, leg vices and other blacksmith tools. Phone for prices. Please call 07971 237780, North West

10392

CLARKE 25 LITRE COMPRESSOR

£130. New with hoses, gauges, duality de-ville-blis, spray gun. Ideal for small jobs. Please call 01843299766, South East

1827

CONWAY TRAILER GOODS

£120. Trailer 3'3" W 4'6" L 16" high, resin, ramp at rear light board, Ipswich, Conway Goods. Please call 07787 304908, East of England

10330

CORGI 8 WHEELER TIPPERS



£34 each. ERF Foden s21 Guy Leyland Octopus all mint boxed cert mirrors, price inc P and P. Please call 07786 385415, South East

10403

DINKY TOYS

£16-£26. Hillman Minx, Jaguar MKX, Austin Somerset (red) Austin Atlantic (blue) £16 each, Austin A50, Riley Pathfinder (red), VW Variant (white) 1500 £26 each, all very good condition, including postage. Please call 07790 015353, North West

10323

ERDE TRAILER

£120. Galvanized, size 3'6" x 5', complete and working. Please call 01952590025, West Midlands

6717

ENTIRE RUN OF VINTAGE COMMERCIAL

£150. No 1 1984 to No 144 2001. Became Heritage Commercials No 145 to Jan 2025 over 400 mags dry stored, could bring to Gaydon or Welland, price with deposit. Please call 07968 406274, South West

95

FORD CORTINA OWNER HANDBOOK

£10. Ford Cortina 1968 owner handbook £10 VGC Ford car owner handbook 1980 models £20, Ford Cortina MK 1 1962-1966 1200 1500 GT Lotus, by Jonathan Wood 1994 £15 Ford Escort manual £10. Please call 02086 414238, South East

10321

GARAGE SPARES

POA. 2x chain tackers sandblaster. Car instant start. Testing equipment. Spark plugs. Rad pipes dynamos. Hilman carbs. Snap on tool box space heater. Radio's manual 6V Claxton. Please call 01440 760966, East of England

10393

HARLEY 45 1940S OR 1950S ORIGINAL MOTORBIKE TOOL BOX



£95. In black, signs of old chrome showing under paint, use as it is or strip back to old original chrome. Price firm plus post or free pick up in London. Please call 07863262603, Greater London

123

HAYNES LOTUS ELAN WORKSHOP MANUAL

£25. Clean condition. Please call 07594976875, South East

1847

LAMBRETTA SERIES 1, 2 & 3 FIAAM TWIN TRIPLE PIPE EXHAUST



£450. Brand new it's got all the fixtures and fittings, all in chrome. It's only been unwrapped to take the photos. Can post for extra £20 including insurance. Please call 07749 586757, South East

720

MASSIVE COLLECTION OF CORGI 1:50 MODELS OF MAINLY TRUCKS AND CATTLE-BOXES



POA. Selling my very large collection of hundreds of Corgi 1:50 trucks, (some sets) all either mint/A1 boxed with tachos, certificates, original packaging etc. Call Alan (Shropshire). Please call 07971 566375, West Midlands

10369

NUMBER PLATE



£1,500. S4D SW. On retention, ready to go. Please call 07836548731, East of England

181

ONE ESSO TIGER TAIL



£14. 1960's. MOD'S Lambretta scooter. Can post for £4.70 extra, Paypal or bank transfer. Please call 07749586757, South East

173

OLD TOY SHOP FIND CORGI WINDOW ADVERTS



£10. A4 size James Bond Aston Martin plus Avengers, £10 the pair posted to you Leeds (5 sets). Please call 07789 838864, Yorkshire and the Humber

10324

REGISTRATION NUMBER FOR SALE



£1,500. X60JOE ready for immediate transfer currently held on retention certificate. Priced to sell. Fully inclusive transfer fee included no other fees. Please call Richard. Please call 07967 024311, Hampshire

10431

SMALL ENAMEL AA GARAGE SIGN



£75. Size 8.5 x 12" inches MNF Kent London. Post free. Please call 07946 747481, South East

10451

TRIANG LORRY



£250. Good condition. Only 1 rear door. Please call 01476 574546, Yorkshire and the Humber

10237

TRIANG TRAIN



£75. Good condition. Noise doesn't work. Please call 01476 574546, Yorkshire and the Humber

10239

WELDER

£180. Clarre 135 Turbo on wheels, used once. Please call 01843299766, South East

1833

WHEEL WRENCH

£20. 'X' shaped. Blue in colour. Excellent leverage. British made. Please call 01475 726360, Scotland

10362

DAVID BROWN CASE SPARES

We specialise solely in DB, Case and carry a comprehensive range of spares and assemblies either new, used or reconditioned.

Service exchange units available including Hydrashift Gearboxes, Hydraulic Control Valves, Engine Oil Pumps, Steering Rams, Short Engines etc., etc. We also specialise in Hydrashift Gearbox repairs. All units are run up and tested in our Hydrashift test bed.

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£800. 1600cc crossflow engine 711M6015BA and 2000E gearbox (23 teeth on 3rd). Engine complete with clutch, flywheel, manifold, distributor, mount brackets, been stored indoors. I have more pictures. Cash on collection from south Hertfordshire. Please call 07860 246900, East of England

10477

WANTED

EGEDAL E4H TOOL CARRIER

Wanted. And accessories for Christmas trees also 6 foot to 8 foot, three point linkage wheel driven lime spreader/dropper. Please call 01768 867206, North West

4726

BOOK FOR 718 AUTOMATIC POTATO PLANTER

Wanted. With fertiliser sower. Please call 07743 227796, Ireland

4727

FORDSON MAJOR TRACTORS

Wanted. Circa 1951 year, reg's "CEB 1 through CEB 5". Cambs. Please call 07779 276128, East

4729

KOHLER ENGINE MODEL K181 T

Wanted. Serial No. 9574202, must be complete. Shetland. Please call 01595 890295, Scotland

4725

FRONT END LOADER FOR FORD 4630

1984. Wanted. Front end loader for a Ford 4630 tractor. Please call 07787116827, East Sussex

4681

MASSEY FERGUSON 28 INCH REAR WHEELS

Wanted. And/or tyres to fit MF 265. Please call 07802756830, Wales.

124726

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

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

PICKUP TRUCKS 4X4S CARS & COMMERCIALS



Wanted. All pickup trucks, 4x4s, cars and commercial vehicles etc. Any age any condition wanted, the good the bad and the ugly. Whatever the condition we would like to buy it! Runners/non runners/spares or repairs all considered Toyota, Mitsubishi, Ford, Land Rover, Isuzu, Mazda, Iveco, Mercedes etc. Covering all of the South East. Top cash prices paid for all pickup trucks, four wheel drives, vans, flatbed trucks. Instant cash or BACS transfer on the spot with recovery collection. Please call 07542420700, Kent

4909

RICHARD HORNSBY - 1905 TYPE



Wanted. Please call 07968846057, South West.

124923

DAVID BROWN 30D



Wanted. 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

FORD STEERING BOX

Wanted. For Ford Dexta Tractor. Please phone. Please call 01379 741378, East of England.

125031

KUBOTA KH8 TRACKS

1985. Set of usable tracks for excavator rebuild or where I can get some. 07756310103. Please call 07756310103, South West.

125676

MORRIS SERIES Z FRONT BUMPER



1954. Can collect from anywhere if there is one about, cash ready. Please call 07754454239, South West.

125271

JOHN DEERE 1640 WITH LOADER

Wanted. Any condition, would consider similar HP John Deere Tractors. Please call 01422 243913, South East.

125775

TRACK MARSHALL 55

Wanted. Also International BTD6 Crawler preferably with winch. Can collect nationwide. Please call 07966 159208, South West.

125243

DIESEL POWERED STEAM CLEANER

Wanted. Not bothered about the looks so long as it works, only for cleaning my farm machinery. Please call 07798 872221, Yorkshire

4763

4 INCH SHOWMANS ENGINE

Wanted. Ready to rally. Please call 07481 606010, South East.

125084

THROTTLE LEVER AND LINKAGE FOR M/F FE35

Wanted. Petrol TVO. Please call 01440820047, East of England.

124725

TOP OF LAMBOURNE CAB FOR FORD 3600

Wanted. From mudguards up, including all glass and roof. Please call 07866 860904, South West.

125754

FORD 3600 CAB PARTS AND ACCESSORIES

Wanted. Lambourne preferred but would consider any make or condition, can collect. Please call 01548550689 / 07866860904, South west.

125326

TRACTOR CAB FOR A MASSEY FERGUSON 165

Wanted. In reasonable condition. Please call 07715902560, Yorkshire and the Humber.

BOOK FOR 718 AUTOMATIC POTATO PLANTER

Wanted. With fertiliser sower. Please call 07743 227796, Ireland

4727

MASSEY FERGUSON HITCH

Wanted. Automatic hitch for Massey 185/590, needs to be complete with all bolts and pins. Please call 07415955890, East of England.

DIESEL POWERED STEAM CLEANER

Wanted. Not bothered about the looks so long as it works, only for cleaning my farm machinery. Please call 07798 872221, Yorkshire

4763

KOHLER ENGINE MODEL K181 T

Wanted. Serial No. 9574202, must be complete. Shetland. Please call 01595 890295, Scotland

4725

MASSEY FERGUSON REG NUMBER MSU 515



Wanted. Looking for a Massey Ferguson reg number MSU 515, was owned by my father in the late 80s. Would be interested in purchasing it back. Any information or if you own it please get in touch. Please call 07500 060083, South East

4976

CYCLOTRACTOR 1921 (BICYCLE AUXILIARY ENGINE)

Wanted. Barrel and piston or complete engine. Please call 01159 231191, East Midlands

4950

TRACTOR CAB

Wanted. To fit McCormack International 434. Even a Lambourne would be considered. Please call 07570 883659, Scotland

5108

EGEDAL E4H TOOL CARRIER

Wanted. And accessories for Christmas trees also 6 foot to 8 foot, three point linkage wheel driven lime spreader/dropper. Please call 01768 867206, North West

4726

STEERING BOX

Wanted. For 1942 Austin Tilly. Austin 10 car will fit. Please call 01981 250762, West Midlands

4960

NUFFIELD 10/60 OR 4/65

Wanted. In tidy condition, no added VAT. V5 50 ml radius Daventry Northants cash buyer. Please call 01327 260743, East Midlands

5104

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INSIDE MB-TRAC 900, Ferguson/MF collection, Perkins engine, Safe to show?, MF 550



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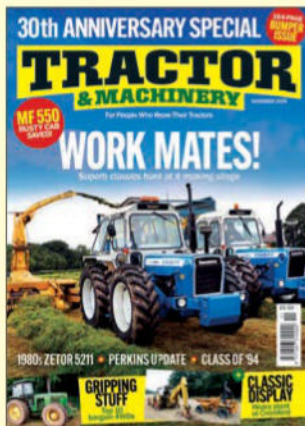
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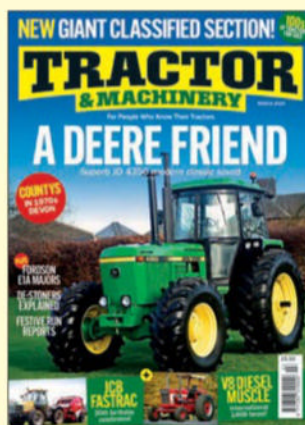
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INSIDE JCB Fastrac, IH 1468 V8, Fordson E1A Majors, De-stoners, Festive runs



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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

Our multi-part chart establishes what your tractor is worth



Marques A-C will be in next month's issue

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
SINGER							
Monarch Mk3	1953-56	£960	£1,000	£1,700	£1,600	£2,600	NA
STEIGER							
1700-2200-3300	1963-69	£6,400	£10,100	£22,750	£19,700	£26,900	NA
Wildcat Series 1 & II	1969-76	£7,900	£17,100	£32,100	£28,400	£29,200	NA
Cougar Series II	1973-76	£8,750	£16,500	£26,500	£19,100	£34,800	NA
Cougar ST270 Series III	1976-83	£8,400	£14,830	£29,600	£16,700	£32,400	NA
Panther ST310 Series III	1976-83	£9,300	£16,500	£34,500	£22,300	£38,100	NA
STEYR							
180-180A	1947-59	£1,800	£3,800	£6,100	£3,400	£4,100	£4,200
80A	1950-56	£1,900	£2,950	£5,800	£3,100	£4,400	NA
84E	1956-64	£1,200	£2,000	£4,500	£2,800	£3,900	NA
280A	1958-72	£1,900	£2,200	£5,000	£2,800	£13,400	NA
188	1960-66	£1,550	£2,000	£5,100	£2,800	£13,400	NA
30B - 430B	1960-76	£1,600	£2,900	£6,300	£3,000	£13,400	NA
548 - 650	1968-81	£2,000	£3,700	£12,800	£4,600	£14,700	NA
JJ THOMAS							
95-100	1973-80	£10,900	£16,800	£27,400	£22,300	£27,500	£31,500
95-120	1980-82	£10,800	£14,600	£23,200	£16,900	£26,400	NA
THIEMAN HARVESTER							
Ford B & V-8 model	1936-40	NA	£2,100	NA	NA	£3,600	NA
TILLSOL							
18/30	1919-22	NA	NA	NA	£39,473	NA	£61,887
TRACK-MARSHALL							
Track-Marshall crawler	1956-59	£2,900	£3,200	£10,400	£5,500	£10,900	£14,000
55 crawler	1959-69	£1,800	£2,100	£7,100	£5,800	£6,900	NA
70 crawler	1961-69	£1,600	£1,700	£6,700	£5,900	£5,100	NA
TM 56 crawler	1970-75	£1,900	£2,800	£5,900	£4,200	£5,200	NA
TM 75 crawler	1970-81	£1,500	£2,900	£6,200	£4,100	£5,400	NA
TM 90 crawler	1970-80	£1,600	£1,900	£9,700	£5,600	£9,600	NA
TM100 Perkins crawler	1970-81	£1,700	£3,900	£9,200	£5,900	£9,100	NA
TM105 Ford crawler	1970-82	£2,200	£2,800	£6,900	£5,100	£6,900	NA
TM110	1982-87	£1,700	£2,700	£5,400	£4,400	£5,400	NA
TM120 with hydraulics crawler	1980-89	£1,900	£4,900	£7,900	£6,400	£8,200	NA
70 Britannia crawler	1981-89	£4,500	£8,900	£16,800	£9,200	£11,200	NA
TM135 crawler	1980-89	£2,400	£4,600	£9,600	£6,400	£10,100	NA
TM155 crawler	1984-96	£2,900	£5,000	£10,600	£7,600	£9,300	NA
TM200 rubber tracked	1989-92	NA	NA	£28,400	NA	NA	NA
TRANTOR							
Series One	1976-83	£2,700	£6,600	£22,700	£12,800	£18,850	NA
Series Two	1983-88	£2,300	£9,900	£25,700	£14,300	£19,200	NA
Series Two with loader	1983-88	NA	£6,200	NA	NA	NA	NA
TRUSTY							
Steed MK1 four-wheeler	1948-50	£550	£750	£970	£850	£1,100	NA
Steed Mk2	1950-57	£800	£950	£1,100	£1,000	£1,400	NA
TURNER							
Yeoman of England V-4 inc Mk2-3	1949-54	£5,200	£7,200	£16,250	£15,800	£17,200	£20,500
Yeoman of England V-4 Mk2-3 Hi-Clear	1951-54	£4,700	£6,100	£10,900	NA	£14,700	NA
TWIN CITY							
40-65	1913-20	NA	NA	NA	£68,300	NA	NA
16-30	1916-18	£26,500	NA	NA	NA	NA	NA
12-20	1919-28	£2,900	£6,900	£8,900	£8,200	£10,000	NA
17-20-35	1919-26	£8,000	£10,000	£12,400	£11,600	£15,000	NA
22-44	1919-26	£14,700	NA	NA	NA	£54,754	NA
18-28/21-31	1924-31	£3,100	£3,000	£7,200	£6,400	£8,100	NA
27-44	1926-35	£6,200	£8,400	£19,000	£10,400	£11,465	£12,800
KT & A	1929-38	£1,200	£1,800	£2,900	£3,100	£4,700	NA
MTA	1934-38	£900	NA	£4,400	NA	NA	NA
URSUS							
45hp C45/C451	1947-65	£4,200	£5,300	£9,300	£5,950	£8,900	NA
45hp Road Express	1950-58	£4,700	£6,400	£8,750	£7,200	£10,200	NA
C-355	1958-74	NA	£1,700	£2,900	£2,700	£3,400	£3,900
VALMET							
15 & A First production model	1952-55	£2,135	£2,900	£3,700	£2,400	£3,200	NA
361D	1961-64	£1,800	£2,600	£3,900	£3,300	£4,900	NA
VICKERS							
Vickers Aussie 15-30 MK1/2/3	1924-32	£10,900	£14,200	NA	£22,000	NA	NA
VR-180 crawler	1952-58	£5,100	£8,200	£12,750	NA	NA	NA
Vigor crawler	1958-62	NA	NA	£10,750	£9,100	£21,200	NA



This Allis-Chalmers BN, which worked in this blue livery, sold for £500 at the Tractor World show auction.



Although running well and having a V5c, this 1938 Allis-Chalmers U needs a manifold, and sold recently for £1,200.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
GEORGES VIDAL							
Vineyard crawler	1931-38	£1,000	NA	NA	NA	£3,200	NA
VERSATILE							
D-100 - G-100 diesel & petrol	1966-67	NA	£4,900	NA	£6,400	NA	NA
D-118	1968-70	NA	£4,450	£4,000	NA	NA	NA
145	1968-71	£3,700	£4,950	NA	£6,300	£9,100	NA
700 Series 1	1974-76	NA	£8,900	NA	NA	£18,200	NA
VOLVO							
T-24	1952-6	NA	NA	£2,800	NA	£4,200	NA
650	1974-80	NA	£2,100	£5,700	£3,400	£9,750	NA
WAGNER							
WA9	1961-68	NA	NA	£29,200	£18,900	NA	NA
WA14	1961-68	NA	NA	£38,600	NA	NA	NA
WALSH & CLARK							
Cable and TE engine	1915-26	NA	NA	£58,000	£56,000	£67,000	NA
TE		NA	NA	£66,500	NA	NA	NA
WEEKS OF MAIDSTONE							
Simplex	1915-17	NA	NA	NA	£41,000	NA	NA
New Simplex	1917-20	NA	NA	NA	£38,500	NA	£46,000
WHITE							
MM A4T-Plainsman 1400-1600	1970	NA	£10,400	£21,200	£14,400	NA	NA
White Field Boss 4-150/180	1974-82	NA	NA	£7,950	NA	NA	NA
WHITLOCK							
Fordson Major Dozaloder	1954-59	£1,400	NA	NA	NA	NA	NA
Fordson Major Power Shovel	1960-5	£1,250	£2,400	NA	NA	NA	NA
105 P/Force 3000 L/Backhoe	1965-71	£1,000	£2,900	NA	NA	NA	NA
405 grab loader (F 5000 based)	1965-67	NA	NA	£6,200	NA	NA	NA
105 IH B-414 l/backhoe	1966	NA	£2,200	NA	NA	NA	NA
WINGET							
Winget	1965-69	£620	£1,200	£3,600	£2,100	£2,700	£5,200
ZETOR							
Z25A & K	1946-61	£2,100	£2,900	£5,900	£4,100	£7,600	NA
Z15	1947-48	£2,400	£3,900	£6,400	£4,700	£7,100	NA
Super 42	1955-60	£2,700	£3,900	£5,200	£3,900	NA	NA
Super P	1956-58	£3,800	£5,900	£9,200	NA	NA	NA
Super 50	1960-68	£2,400	£3,900	£4,900	£4,900	£5,600	NA
2011	1960-67	£1,600	£3,450	£4,600	£3,100	£5,400	£6,400
3011	1960-67	£1,700	£3,700	£4,850	£3,600	£5,600	£6,700
3045	1963-67	£1,950	£3,750	£5,750	£3,900	£5,900	NA
4011	1960-67	£1,800	£3,800	£5,700	£2,900	£4,900	NA
4016	1963-67	£2,000	£3,750	£5,850	£3,400	£5,900	NA
2511	1968-77	£1,450	£3,500	£5,200	£2,900	£5,200	NA
3511	1968-72	£1,650	£3,100	£5,100	£2,950	£5,400	NA
4511	1968-72	£1,700	£3,600	£5,300	£3,100	£5,600	NA
5511	1968-72	£1,750	£3,700	£5,900	£3,200	£5,800	NA
5545	1967-72	£1,100	£3,100	NA	£3,000	£5,900	NA
8011	1969-82	£2,100	£3,900	£6,200	£4,800	£7,950	NA
8045	1969-75	£1,900	£3,300	£6,200	£3,900	NA	NA
4712	1972-78	£1,800	£2,600	£4,400	£3,100	£6,100	NA
5711	1972-78	£1,850	£2,650	£4,800	£3,800	NA	NA
5745	1972-78	£1,750	£2,750	£4,800	£3,200	£6,900	NA
6711	1972-78	£1,750	£2,750	£4,600	£3,200	£6,100	NA
6718	1972-78	£1,800	£2,700	£5,700	£4,800	£6,950	NA
6748	1972-78	£1,900	£3,900	£7,200	£5,900	£7,500	NA
12011	1975-84	£2,400	£4,900	£7,100	NA	NA	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
5911	1977-80	£2,300	£3,600	£6,200	£4,700	NA	NA
6911	1977-80	£2,150	£3,600	£5,650	£3,900	NA	NA
6945	1977-80	£3,300	£3,900	£6,800	NA	NA	NA
12045	1978-87	£3,300	£3,800	£8,600	NA	£9,750	NA
5011	1980-86	£1,800	£2,900	£6,300	NA	NA	NA
6011	1980-84	£1,800	£3,100	£5,500	£3,400	NA	NA
7011	1980-84	£1,800	£2,850	£5,600	£6,700	NA	NA
7045	1980-84	£1,900	£2,950	£5,800	£6,900	£5,200	NA
12145	1983-91	£2,200	£3,900	£9,200	£6,950	NA	NA
5211	1983-92	£2,100	£4,300	£7,800	£5,900	NA	NA
5245	1985-92	£2,200	£4,100	£6,800	£4,600	£5,900	NA
7211	1985-99	£1,950	£3,900	£6,400	£4,700	£7,300	NA
7245	1985-99	£2,100	£4,100	£7,200	£5,900	£7,400	NA
8111	1985-91	£3,300	£4,600	£8,200	£6,100	£8,250	NA
10145	1985-91	£2,500	£4,900	£8,800	£7,900	NA	NA
9520	1991-99	£2,950	£7,700	£10,900	£8,200	NA	NA
9540	1991-99	£3,000	£7,900	£11,000	£8,900	NA	NA
9620	1998-99	£3,000	£7,900	£9,200	£9,300	NA	NA
9649	1998-99	£3,200	£7,100	£10,950	£9,500	NA	NA

ADVANCE-RUMELY

30-60E OilPull Prairie	1910-23	£42,000	£49,000	£161,000	£126,000	£92,000	£123,350
15-30 F OilPull Prairie	1911-18	£40,000	£75,000	£137,000	£67,485	£72,000	£82,400
14-28 Heavyweight	1916	£15,800	£24,900	£26,000	NA	NA	NA
16-30 H OilPull Heavyweight	1917-23	£14,600	£17,000	£27,000	£22,600	£27,200	£31,400
12-20 K OilPull Heavyweight	1918-25	£8,900	£14,500	£19,000	£18,800	£21,700	£27,200
20-40 G OilPull Heavyweight	1918-23	£11,900	£19,700	£39,500	£28,500	£36,700	£41,500
15-25 L OilPull Lightweight	1924-27	£9,200	£10,700	£19,200	£14,600	£18,200	NA
20-35 M OilPull Lightweight	1924-27	£8,900	£10,000	£28,000	£19,900	£21,800	£39,608
20-30 W OilPull Lightweight	1928-30	£9,700	£16,666	£22,800	£16,400	£21,200	£24,900
30-60 S OilPull Lightweight	1924-28	£14,500	£18,800	£28,700	£44,000	£27,400	NA
25-45 X OilPull Lightweight	1928-30	£11,200	£12,500	£24,500	£17,600	£22,600	NA
30-50 Y OilPull Lightweight	1929	£16,200	£17,000	£28,000	£21,000	£26,500	£31,400
Do-All (Toro design)	1928-31	£4,200	£8,600	£21,200	£7,900	£14,400	£18,200
Rumely 6A in-line engine	1930-31	£3,000	£4,200	£9,200	£6,000	£8,600	£8,900

ALLIS-CHALMERS

18-30 & E20-35	1919-30	£3,800	£5,600	£6,200	£4,600	£8,200	NA
L12-20	1920-26	NA	£12,200	NA	NA	NA	NA
E25-40	1930-36	£3,000	£3,600	£6,000	£4,900	£6,600	£9,200
U Continental engine	1929-33	£2,900	£3,200	£4,800	£3,600	£8,000	£6,900
U	1933-51	£1,000	£2,800	£4,000	£3,100	£4,300	£5,200
UC	1930-51	£1,500	£3,300	£5,100	£4,300	£4,900	NA
WC unstyled	1933-38	£1,200	£1,800	£3,200	£2,400	£3,600	NA
WC high crop UK conversion	1937	NA	NA	NA	NA	£6,100	NA
WC styled	1938-48	£1,700	£2,150	£3,000	£2,100	£3,200	£3,900
WC styled wide front axle	1938-48	NA	NA NA	£3,700	NA	NA	NA
WF unstyled	1938-40	£1,200	£2,900	£3,800	£3,000	£3,900	£4,400
WF styled	1940-51	£1,200	£1,700	£3,600	£3,000	£3,200	NA
A petrol (gas)	1936-42	£3,800	£6,100	£6,600	£5,900	£6,800	NA
A UK p/p	1936-42	£3,600	£4,500	£8,000	£6,900	£8,700	NA
B bow axle	1938-42	£630	£1,200	£2,200	£1,600	£2,900	£3,600
B straight axle (UK end 54)	1948-57	£500	£1,200	£2,200	£1,800	£2,300	£3,200
B straight axle with starter	1948-57	£920	£1,700	£2,400	£2,800	£3,600	NA
WF styled	1940-51	£1,200	£1,700	£3,600	£3,000	£3,200	NA
A petrol (gas)	1936-42	£3,800	£6,100	£6,600	£5,900	£6,800	NA
A UK p/p	1936-42	£3,600	£4,500	£8,000	£6,900	£8,700	NA
B bow axle	1938-42	£830	£900	£1,900	£1,200	£2,900	£3,600
B straight axle (UK end 54)	1948-57	£800	£900	£2,900	£1,600	£2,700	£3,200
B straight axle with starter	1948-57	£920	£1,700	£2,900	£1,800	£3,800	NA
B Hopgarden conversion	1939-52	£1,000	£1,300	£2,000	£2,300	£3,400	NA
B Perkins P3 conversion	1939-57	£1,000	£1,900	NA	£4,000	NA	NA
Bl industrial	1939-57	NA	£2,200	£3,100	£2,700	£4,100	NA
C	1940-50	£850	£1,000	£2,100	£1,900	£3,900	£5,200
FD3 French	1958-63	£1,800	NA	NA	NA	£3,200	NA
FD3 French vineyard	1958-63	NA	NA	£1,950	NA	NA	NA
FD4 French	1958-63	£2,100	NA	NA	NA	NA	NA
G (USA made)	1948-55	£1,300	£1,700	£3,200	£2,900	£3,800	NA
G French narrow Peugeot eng	1955-62	£950	£1,200	£2,000	£1,950	£3,100	NA
G French made Peugeot eng	1955-62	£900	£1,100	£2,000	£1,900	£2,900	NA
WD	1948-53	£1,150	£1,900	£3,250	£3,100	£4,200	NA
WD45	1953-57	£1,100	£1,550	£3,500	£3,200	£3,600	£5,100
D-270	1954-58	£580	£1,000	£2,000	£1,650	£2,350	£2,500
D-272 diesel	1957-60	£690	£1,000	£2,300	£2,850	£3,000	£3,200
D-272 p/p	1957-60	£600	£980	£2,000	£1,950	£2,350	NA
D-272 Hopgarden conversion	1957-60	£950	£1,200	£2,100	£3,800	£4,200	NA
ED-40	1960-67	£980	£1,750	£3,100	£2,250	£4,600	NA
D12	1959-62	£900	£1,400	£2,800	NA	£3,900	NA
D17	1958-67	£1,100	£1,700	£3,000	£2,100	£4,900	NA
D19	1961-62	£1,300	£1,700	£5,200	NA	£5,250	NA
D21Mk1/2	1963-69	£3,200	£5,200	£10,400	£7,900	£10,700	£15,000
K crawler wheel & levers	1929-43	£1,900	£2,900	£4,800	£5,000	£6,500	NA

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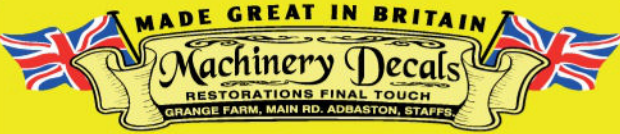
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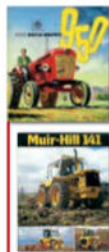
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"That was the first tractor I restored and I still have it today. During the engine rebuild I discovered the cause of

the running issue; there were only seven valves fitted, instead of eight! I fabricated a pair of mudguards using the roof panel from a Ford Cortina estate.

"I'm pretty much self-taught as far as tractors are concerned. I grew up on the family farm so got plenty of early experience, but my training included an engineering apprenticeship with the Post Office plus a spell working at a local

I do all my own restoration work, including spraying, and also have an interest in stationary engines and generator sets

garage. I do all my own restoration work, including spraying, and also have an interest in stationary engines and generator sets.

"I don't get much time to use my tractors nowadays. I attend plenty of shows but am usually busy helping on



Bernard's had this Fordson E27N for 60 years.

the organisational side, or doing the ring commentary. So I rarely show anything myself. To be honest, I like to be doing something, not just sitting in a field next to a row of exhibits! Working days and ploughing matches are more interesting to me. These days I enjoy helping to organise the local SEVAC events as well as guiding ploughing beginners, which is important."

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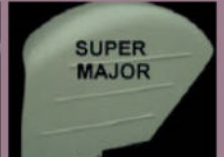
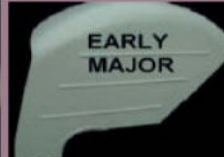
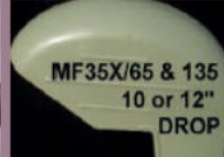
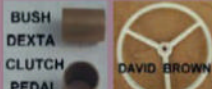
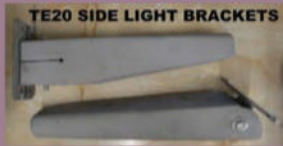
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