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TRACTOR & MACHINERY



FOR THOSE WHO LIVE
CLASSIC TRACTORS

Ploughing into autumn

The show season transitioning, displaying phenomenal skill under pressure and a 55-tonne tank in wild ploughing antics!

I'm writing this in early August, with the tractor show season reaching its peak as the big Bank Holiday weekend approaches. Once that's been and gone and we're into September, a subtle change starts taking place. Not only do the fresher, dewy mornings of early autumn sneak in, but the events calendar switches from being dominated by agricultural shows and steam rallies, to almost exclusively ploughing matches. The biggest of these of course, is the British Nationals.

This year this Society of Ploughmen-organised extravaganza will be taking place at Austrey, near Atherstone, in Warwickshire, on 10th-11th October. For those of you who've never been, the scale of the event is hard to describe. Around 250 competitors will be battling it out in 15 different classes across an enormous, 300-acre site (regular trailer

rides are provided!), to establish a British Champion in each category.

It's serious stuff and the levels of skill and dedication on display are phenomenal. Of course, competitors can't simply turn up at the championships and try their luck. Everyone competing will have succeeded at regional events around the UK, enabling

them to qualify for a place at the finals. So, even getting there as a competitor is an impressive achievement in itself.

However, don't imagine that competitive

ploughing is all that you'll see at the event, as the organisers have worked hard to develop the championships into a visitor-friendly attraction. This year you'll be able to enjoy vintage tractor and machinery displays, modern farm equipment on show, agricultural trade stands, shopping stalls and crafts, lots of food vendors, a licensed

bar and even a fully functioning and super-sounding Chieftain tank ploughing its own furrows. So why not go along and enjoy the spectacle? You never know, you might be inspired to start match ploughing yourself...

For more information about this year's British National Ploughing Championships & Country Festival, and to book tickets in advance, go to the Society of Ploughmen's website at: ploughmen.co.uk

• Finally, for those of you who buy this magazine at a high street newsagent, you should be aware that several TG Jones outlets – formerly WH Smith – are scheduled for closure. Fear not, though, as we have several practical solutions for avoiding an inconvenient interruption to your magazine supply. Turn to p8 for more details.

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

This year the Society of Ploughmen-organised extravaganza will be taking place at Austrey, near Atherstone, in Warwickshire, on 10th-11th October



● Surprising though it may seem, there's a lot more to the British National Ploughing Championships & Country Festival than just ploughing! So, why not plan a visit this October?

Join our Facebook group today



Find the very best kind of people. Tractor collectors, enthusiasts, old owners, new owners, potential owners and owners who wonder who owns what? facebook.com/TractorAndMachinery



September

Volume 32 / Issue 12 / 2026



Chris' pick

"I always enjoy visiting Ray McAvoy. His practical, down-to-earth approach to the tractors he owns and restores never fails to inspire. You can read about his latest Massey Ferguson 500 Series projects starting on p36."

8 NEWS

Eleven pages of top stories, event updates, industry news, tools and products, plus the latest scale models

26 A MATTER OF COLOUR

Jonathan Whitlam reflects on the life and times of the New Holland 60 Series/M Series tractors which are celebrating their 30th anniversary this year

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

36 NEARLY THERE!

Massey Ferguson enthusiast Ray McAvoy is working his way towards a full set of 1970s MF 500 Series tractors. Chris Graham reports on a new addition to the collection

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We spotlight newer tractors with potential to become modern classics. This time it's the Lamborghini Racing 165

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Basking in the summer sunshine and enjoying being centre stage on this issue's front cover is Ray McAvoy's 1978 MF 565, a tractor that he's just restored on a shoestring budget and which holds a special place in his heart

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50 WHIZZ-KIDS!

Another crop of artwork from T&M's talented younger readers



I decided that I'd be able to do something with it, so did a deal and bought it there and then



Cappuccino anyone? It's clearly been quite a while since the Fordson Major's PTO assembly has enjoyed any TLC.

52 READERS' LETTERS

More of your thoughts, recollections and ideas about the ever-fascinating world of classic tractors and agricultural heritage

54 HIGH WEALD STEAM WORKING

Peter Love reports from what turned out to be a fantastic weekend of heritage celebrations in West Sussex

58 ASHBY MAGNA VINTAGE RALLY

Chris Graham serves up some pictorial highlights from this superb, NVTEC Midlands-organised event in Leicestershire



The Field Marshall display at this year's High Weald Steam Working Weekend was something to behold.

Ray McAvoy is slowly but surely building his collection of Massey Ferguson 500 Series machines. He's now on the lookout for a 575 to complete the set.



60 DOWN MEMORY LANE

Jonathan Whitlam laments the plight of so many small farms in his native Suffolk, and more widely across the British countryside

62 PRAIRIE GOLD REMEMBERED

Peter Love marks Europe's biggest gathering of Minneapolis-Moline tractors with a detailed look at the company's fascinating history

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Paul Holmes reports on this year's very successful Arlington Tractor Run that, once again, raised more essential funds of local organisations

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Chris Graham visits independent lubricant manufacturer Witham Group to explore the world of lubricants and greases, and how best to use them

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Ben Phillips gets to grips with the Lamborghini's tinwork, preparing and painting the bonnet, front cowl and grille

83 PROJECT MAJOR

PART 6

Work progresses with the boys continuing to extract and replace bearings relating to the flywheel, clutch and PTO, as Chris Graham reports

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Ben Phillips works ever closer towards the source of the oil leak on this tractor, although the flywheel continues resisting

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Ben Phillips explains how best to deal with a poorly set up dynamo on a Massey Ferguson 35

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Auction reviews, tractor price guide and literally 100s of interesting and collectable tractors for sale

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More photo-related musings

17 pages of machinery for sale



John Crowder bought this Roadless DG4 p/p, complete with Foster hedge cutter. It sold for £5,800 and John rallied it at the excellent Welland Steam & Country Show a week later.

As well as an abundance of fascinating classified ads, you'll find reports on the latest big auctions in our *Tractor Mart* section. It all gets started on page 112

**TRACTOR
MART**

'To me fair friend, you can never be old'

Subscribe to the all-new *Tractor & Machinery*

Shakespeare knew a thing or two, and so do we. Join us today and you'll get everything you need to keep your dream alive. You'll get inspirational stories and practical advice but, to be fair, not so much poetry!





DRIVE TO PAGE
34
AND LET'S GO!

Photo: iStock



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Newark on the horizon!

Visitor tickets and exhibitor space can now be booked for November's landmark heritage event

HERITAGE SHOW NEWS

The Newark Vintage Tractor & Heritage Show has officially launched for 2026, with day and weekend tickets now on sale. Exhibitor entries are also open across all classes, but the best advice is to book early to avoid disappointment.

Taking place on 7th-8th November, at Newark Showground, this show brings together one of the most diverse collections of working heritage

machinery to be found anywhere in the country, drawing exhibitors and visitors from

across the UK and beyond.

Much more than just a tractor show, the event encompasses 49 classes spanning the full breadth of agricultural and industrial heritage. Exhibits will include tractors, plant, commercials, horticultural equipment, stationary engines and implements, all being assessed by expert judges so that prizes can be awarded.

Event highlights will include Saturday's specialist vintage tractor and machinery auction, run by Brown & Co, and the popular Sunday Sort Out where visitors can find spare parts, tools and the occasional hidden gem.

Whatever your tractor interest, the Newark Vintage Tractor & Heritage Show is likely to feed your passion!

**BOOK
NOW!**
FOR
NEWARK



IMPORTANT READER MESSAGE!

You may be aware of the planned closure of several TG Jones stores, formerly WH Smith. The locations of the stores affected have yet to be announced, but it's possible that your outlet for this magazine might be one of those to be closed.

So, to ensure you continue receiving future issues without interruption, we encourage you to consider one of the following options should your local store turn out to be one that's due for closure.

- Why not subscribe? Turn to p34 in this issue to discover how much money you could save.
- Visit the Kelsey online shop at shop.kelsey.co.uk, order your copies there and have them delivered conveniently to your door.
- Use the online store finder to find other stockists in your area. frontline-group.co.uk/store-finder
- Order a copy at a local newsagent for collection in person, or request a home delivery.

Tractor and trailer rides will be available around the site throughout the weekend, and the formal awards presentation ceremony will take place on Saturday evening.

Roger Jackson, the show's chairman, said: "The event is as much about the conversations and shared passion as it is about the machines on display. The sense of community that builds over the two days is one of its defining qualities, and public camping is available throughout the weekend for those who want to make the most of it. Clubs are a vital part of that atmosphere, bringing some of the most eye-catching and carefully curated group displays to the showground."

Among the special attractions and anniversaries being celebrated will be the 'All things Ferguson' theme, covering everything from the 1936 Ferguson Model A right through to the 1986 MF 3000 Series. Other celebratory themes will include special displays featuring the iconic Q cab, the centenary for the Lister D stationary engine, 60 years of John Deere's UK and Ireland operation, the 30th anniversary and the 70th anniversary of the McCormick International B250.

Discounted advanced tickets will be available for visitors until 30th October, while the closing date for exhibitor entries is 16th September.

Visit newarkvintagetractorshow.com for more details, or call 01636 705796.

World record attempt CANCELLED

We're disappointed to hear that a Ford tractor World Record attempt scheduled to take place at the Hertfordshire County Show over the August Bank Holiday weekend (29th-31st August), has been cancelled. The show itself, however, will continue as normal at the showground in Rebourn, Herts. (AL3 7PT).

The organiser's statement, published on the Hertfordshire County Show's website, reads as follows:

Following discussion with those organising the event, it has been decided to cancel the Ford 2600 event due to be held at the Herts County Showground over the August Bank Holiday weekend.

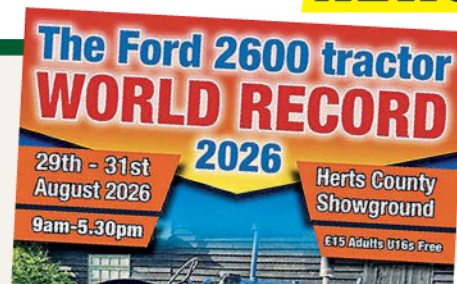
A spokesperson said: "We know this will be a disappointment to those who have already purchased tickets, offered to display tractors or volunteer during the weekend. However, given the lack of

ticket revenue and the low uptake among exhibitors, we decided to make an early decision to cancel the event.

"As a charity we have a responsibility to carefully manage our resources, and it would have been irresponsible to continue to commit charity funds to an event with little prospect of achieving a return on our investment.

"While this is not the outcome we'd hoped for, we remain committed to celebrating agriculture, rural life and our farming heritage through the Society's other events."

Anyone who purchased tickets for this event will receive a full refund. Ticket holders will be contacted directly to help process their refund. In the meantime, any queries should be directed to the showground office, via admin@hertsshow.com.



CANCELLED



● A lack of advanced ticket sales and exhibitor support are the reasons why the record-breaking attempt has been cancelled.

Grab your stand space!

Ploughing Championships deadline looms

BRITISH NATIONALS NEWS

Time's running out to book your stand at this year's British National Ploughing Championships & Country Festival, being held at Austrey, near Atherstone, in Warwickshire on 10th-11th October, 2026. As this issue appears in the shops, there's just over a week left before applications close, on 30th August.

The event always attracts a unique mix of farmers, those working in agriculture, their families and a good number of public visitors who enjoy the countryside and wish to share in and be part of the spectacle.

Attractions include up to 250 expert ploughmen and women from across the UK competing in 15 classes, 15 or so pairs of magnificent heavy horses ploughing each day, a wide range of agribusiness trade stands, assorted other stands with widespread appeal, agricultural machinery demonstrations, vintage tractor displays and, back by popular demand, a Chieftain tank ploughing!

So why not take advantage of the opportunity and book your stand today? Visit ploughmen.co.uk for more details, or to save money on advanced tickets.

Harvest fears

With much of the country officially in drought, the Country Land & Business Association (CLA) president, Gavin Lane, has offered the following.

"Farmers are telling us this is the worst harvest in years. A sodden winter followed by drought has left wheat at half its usual height and some crops not worth harvesting.

"This is the third drought in five years. What was once extraordinary is becoming part of farming in Britain, and government must start planning for it. We know that proper government investment in resilient farming systems – from reservoirs to wildfire prevention – could help farmers cope with these extremes. What's more, a well-funded Sustainable Farming Incentive, open to all farms regardless of size or type of business, would also deliver a reliable source of income should the weather wipe out a harvest.

"Farmers have shown repeatedly that they can adapt and deliver solutions, but resilience has its limits. If we want them to keep feeding the country, they need proper support. Otherwise, this harvest could be their last."

For more, go to: cla.org.uk



● More pressure for farmers with the CLA reporting terrible yields this season.

At it again!

Having vastly exceeded his expectations in terms of money raised for charity, Bill Kitcher is on another mission

CHARITY FUND-RAISING NEWS

Regular readers may remember that about this time last year, Dorset agricultural mechanic, Bill Kitcher, tackled a charity fund-raising, John o' Groats-to-Land's End tractor run, in aid of the mental health charity #Willdoes.

Well, he's been in touch and is at it again this summer, but following a different route this time. Starting from Thurso in Scotland on 7th September, he and three friends will be driving to Whitchurch in Dorset, visiting the UK's three highest peaks along the way – Ben Nevis, Scafell Pike and Snowdon.

Last year's run set out with the objective of raising £1,000 for #Willdoes, which helps young people who may be finding life tough, but he actually collected an amazing £11,000. Bill was accompanied last time by friends Jack Macey and Bill Parsons, but this year Freddie Allan has joined the group

Bill will be tackling the 1,000-mile route at the controls of his trusty Fordson Major Diesel. Wish him luck!



GRAND CHARITY TRACTOR TRUNDLE
SCOTLAND TO DORSET VIA THE 3 PEAKS
in aid of willdoes2004

BEN NEVIS SCAFFELL PIKE SNOWDON

#Willdoes

OVER 1000 MILES!
Starting Monday 7 September

Please donate, share and follow our Journey!

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● Bill Kitcher's 2026 charity fundraiser.

for the gruelling, 1,000-mile drive, and the target set is £2,000.

Tractor & Machinery readers were very generous with their financial support last year and, hopefully, will be again this time. Once again, Bill has set up a JustGiving page to make donating as quick and easy as possible, and you can find it at: bit.ly/4hjmRVL

Chailey club stars in France

GREAT FRENCH ADVENTURE

The pony trotting track at The Hippodrome du Mont Louvet, in Normandy, was the venue for a bi-annual show staged by the Passion Tracteur Collection, based in the nearby town of Gournay-en-Bray, back in June.

More than 60 tractors from the Chailey Classic & Vintage Tractor Club caught the overnight Newhaven ferry to Dieppe, then drove the 48 miles in convoy to the rally site. Unfortunately, hot weather restrictions meant that visitors to the show on Saturday were very limited, but it was cooler on Sunday, and the crowds flocked to the event.

International was the featured make and 100+ examples marked the occasion superbly. Sunday afternoon finished with an unofficial parade around the site then, in the evening, the local PTC staged a superb meal for their UK guests to enjoy.

We'll be including a full report on the event in a future issue.

● Howard Venters, chairman of the Chailey Classic & Vintage Tractor Club, heads for the quay at Dieppe after a wonderful long weekend away with his County Super-4.



Kent County draws the crowds

Peter Love reports from a buzzing Kent Showground at Detling, where thousands visited the county show

3RD-5TH JULY, 2026

The 95th Kent County Show at Detling buzzed with positivity as 65,000 visitors flocked through the gates to celebrate the best of Kentish agriculture.

Organised by registered charity, Kent County Agricultural Society (KCAS), one of many highlights was the Farming Heritage section, which has been part of



● The fine weather attracted an even larger crowd than usual to this year's the Kent County Show.

the show since the mid-1960s.

Chairman of KCAS, Matthew Cullen, said: "There's been a fantastic atmosphere right across the showground this year! We were lucky to have superb weather which brought visitors out in droves and helped deliver a true festival feel on all three days."

A display of more than 25 Ferguson tractors helped mark the '80 Years of Ferguson' celebration, but that number was topped on the Rodney Gibson-organised Ford & Fordson Association's stand, where there was an incredible display of assorted Fordson Standards.

The Kent County Show will return on 9th-11th July, 2027, for the 96th running. Don't miss it!



A fine line-up of grey machinery helped mark the '80 Years of Ferguson' celebration at Detling.

Social activity

A hairy moment! Here's a striking image on which to end the week, and you can find out more about exactly what was going on in this scene by clicking on the link below. The photograph was taken back in the late-1970s, on a sales/promotional tour of New Zealand by County/Ford... back in the days when machinery demonstrations were 'proper' machinery demonstrations!

#county #tractor #demo #newzealand #newzealandtravel #offroad #tippingpoint #power

T&M SOCIAL



Jock Nicholls

That's back when black tea and cheese and onion sandwiches were standard, and cheese scones were a once-a-week treat. Not a vape or muesli bar in sight. Men were men and hard hats were tin!

Haydon Miller

Don't get me wrong, but when I see some of the old stuff, that was all good until it became just another tractor operator death in the papers. I actually start to see benefits in H&S legislation.

Bob Scott

I remember Neale discing on the Jenkins block in the Malvern Hills, in inland Caterbury, back in the 1970s. I went for a ride on the flatter ground but wasn't game on the steep stuff. Neale always said "These things will go anywhere sideways but be very careful going up and down. One of his drivers found that out! I believe Neale now resides in Queensland, Australia."

Jim Robinson

Can you imagine doing that now? Trying to turn some useless ground into usable ground, you'd have wildflower and insect lovers running around with placards 🌻🐝

Gordon Wallis

Keep its nose uphill (to lengthen the wheelbase and keep the weight of the motor up), have your heel on the diff lock and keep the throttle wide open. In its day, nothing could beat a County on steep country.

Keryn Rowe

I remember the time they came to Nelson NZ and had their demo at what was the TNL farm in Redwoods Valley. To this day I've always been impressed by Countys and where they could go. Now they're a collector's tractor with a huge history. Love seeing them being restored and running.

Mel McCormack

At least they both have caps on for protection!

Graeme Eggers

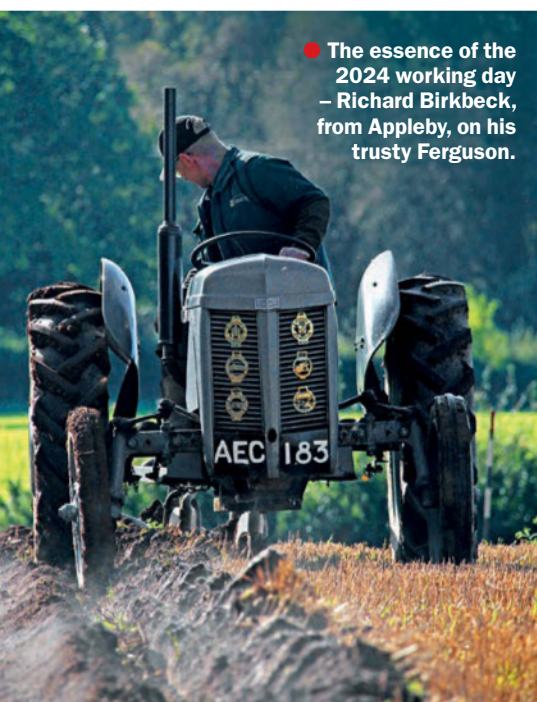
They're fine! They had the 'safety lean' sorted... not their first rodeo!

facebook.com/TractorAndMachinery

50 not out!

David Wallace reports on a milestone for the Dumfries & Galloway Vintage Machinery Club, which goes from strength to strengths

TRACTOR CLUB NEWS



● The essence of the 2024 working day – Richard Birkbeck, from Appleby, on his trusty Ferguson.

It was in the year of that long, hot, summer back in 1976 when a group of vintage vehicle enthusiasts first got together in the Southwest of Scotland, to form the Dumfries & Galloway Vintage Machinery Club.

A year later, they ran their first vintage rally in the town from which the club took its name, and things have gone from strength to strength since. Only Foot & Mouth and Covid have caused the club to cancel rallies since 1977, and things have really blossomed in the past decade.

New blood – encouraged by some senior members – has brought new vigour, although the club maintains a strong connection with vintage tractors. It's also become renowned for its annual working day, that's held every autumn at locations around the Dumfries & Galloway area.

With the drive to grow the vintage rally over the past few years, the 2026 event saw a remarkable entry of 46 stationary engines, with the exhibition line stretching the full length of the rally field. The grass roots of the club – vintage

tractors – attracted 90 machines, with entries coming from well into Scotland as well as Northern England.

The sun beat down, the crowds rolled in and the club's 50th year truly was celebrated in style. Many tractors were exhibited with fascinating information sheets telling the stories their working lives, often spent many miles from the show field and their current homes. One Cumberland-registered MF 165, for example, had spent its working life on the high fells in the Shap area. It was kept by its first owner for two years, before being sold to another farm in the same area where it worked on lighter duties until it passed into preservation.

Another interesting exhibit was a Ferguson TE-F 20, supplied new by Stirling Tractors in February 1956 to Archie McColl in Dunblane. It was used on his farm until, eventually, it got parked and was left to stand outside for 10 years. Fortunately, Archie's grandson, Duncan McColl, took a liking to the tractor. He set about restoring the machine, completing the job in 2024.



● The beautiful 1956 Ferguson TE-F 20, that was so beautifully restored by Duncan McColl. The tractor used to belong to his grandfather.

Highlights of the October issue...

ON SALE
**SEPT
18th**



● Underrated all-rounder

We spotlight the International Harvester 434 – a 1960s classic with a well-earned reputation for dogged reliability



● Easy lifting

Potato harvesters have grown in complexity over the years. We explain the fascinating ins and outs of their development story



● 80th celebrations

TractorFest at Newby Hall saw one of the best-ever displays of Zetor tractors. We were there to admire the spectacle

Features listed are provisional and may be altered prior to publication.



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Globetrotter XL
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1977 Volvo F88
4x2 Tractor Unit



1994 Scania R143.450 V8
Topline Streamline
4x2 Tractor Unit



1982 Bedford TL 860
4x2 Box Van



1989 Volvo F16
Globetrotter
4x2 Tractor Unit



1977 Volvo F86
4x2 Tractor Unit



1990 Renault 50 Series
4x2 Chassis Cab



1975 Volvo F89
4x2 Chassis Cab



1996 Scania P93.220
4x2 Beavertail



1979 Bedford TK
4x2 Flatbed



1975 Ford D 1210
4x2 Flatbed



1988 Ford Cargo
4x2 Flatbed



1982 Bedford TL 750
4x2 Flatbed



1977 Volvo F89
4x2 Tractor Unit



2017 Dennison
13.60m Tri-Axle
Tractor Carrier Extendable
with Lifting Deck



1942 Ford GPW
4x4 Jeep
20,879 Miles



1942 Willys MB
4x4 Jeep
7,859 Miles



1973 Leyland 253
2wd Tractor
2,897 Hours



1976 Zetor 6718
2wd Tractor
799 Hours



1954 Willys MB
4x4 Jeep
2,644 Miles



1967 Willys MB
4x4 Jeep
51,094 Miles

2014 Dennison
Tri-Axle Tractor Carrier
Extendable

Check the website for more details, plus a special entry! - www.cva-auctions.co.uk/auction/131

For further information on this auction please call Jonathan Earp on 07745 716007



COMMERCIAL VEHICLE AUCTIONS LTD

The CVA End of Season Autumn Vintage Auction Saturday 26th September

to be held at

The Kelsall Steam Rally Site,
Churches View Farm, Ashton Lane,
Cheshire, CH3 8AA

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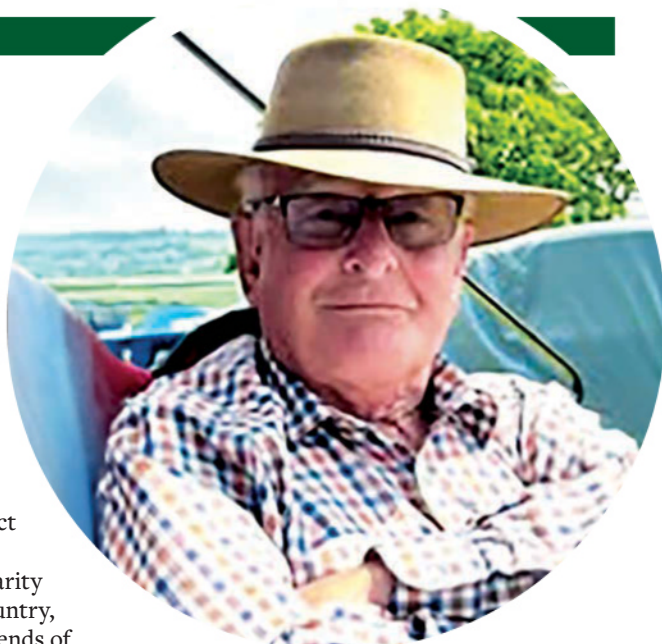
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JOHN WAKEHAM

1943 - 2026



It's with deep regret that we report the death of John Wakeham, on 21st July, 2026, who I'd been friends with over the past four decades.

John retired in 2008, from a senior position at Kivells Estate Agents & Auctioneers, in Exeter, and had been instrumental in the company's growth. A representative from Kivells said: "It's with great sadness that we learned of the death of our former senior partner, John Wakeham. Although he retired from Kivells many years ago, his legacy remains an important part of the firm's history.

"He was a driving force behind Kivells' growth, was deeply respected by colleagues and earned the trust and loyalty of generations of clients through his professionalism, integrity and dedication. Our thoughts are with John's family, friends and all who had the

privilege of knowing and working with him. He will be remembered with great respect and gratitude."

John did a great deal for charity organisations in the West Country, particularly the League of Friends of Launceston Hospital & Community, first becoming involved in the mid-1990s when he joined a sub-committee to fight for the hospital's survival. That fight was won, and the hospital remains open today, a legacy he was rightly proud of. Following this campaign, John was invited to become president of the charity, a role he accepted with real enthusiasm.

For many years, John was one of the most active and dedicated supporters. Regulars at the annual fete will remember him arriving with a trailer full of tables and chairs, ready to help however he

could. In 2019 major work at the hospital meant the League of Friends couldn't hold the fete in the grounds of the hospital for the first time ever so, in typically generous style, John stepped in and opened his own garden to host an afternoon tea party, complete with brass band.

Tractor & Machinery sends its deepest condolences to his wife, Rosemary, and the rest of John's family at this sad and difficult time. Rest in peace, John, and thank you for everything.

Peter Love



CYRIL CREASEY

1928 - 2026

It's with great sadness that I must report the death of my long-standing friend, Cyril Creasey, who died in mid-July at the age of 98. We were both born in 1928, and had been friends for over 80 years.

Cyril started his ploughing life under

his mentor, Fred Sheppard, of Mynydd Herbert Farm at Stormy Down, near Bridgend, in South Wales. He won his first trophy before he was 14 and, in later years, he was a well-known judge in the heavy horse ploughing classes across Wales and into England.

Cyril started ploughing with tractors in 1948, but his first love remained horses and, as recently as 2011, he was still casting his eye over the horse ploughing classes as a senior judge.

Anyone who knew Cyril will vouch for the fact that he was a first-class gentleman. I considered it a pleasure and a privilege to have counted him as my friend over a lifetime, and my thoughts are with Sian and the family for their loss.

Basil George

• This year's Annual Ploughing Match, staged by the Vale of Glamorgan Ploughing & Hedging Society on 13th September, will be The Cyril Creasey Memorial Match, in his honour.



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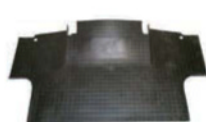


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Time to downsize

Peter Love previews the sale of Dave Adkins tractor collection, that's to be handled by HJ Pugh both online and in person at Boddington, in Oxfordshire

3RD SEPTEMBER, 2026



● The Kleber-tyred Doe is fully operational and should polish up well for its new owner.

I have plenty of time for Dave Adkins; he's what you might call a 'proper' enthusiast, and he still loves the game, even today. He operated PSVs and coaches for many years and is a very skilled and fast driver.

The sale is scheduled to feature just over 250 lots covering a fascinating range of vehicles, engines and equipment. So far, the list I've seen includes engines ranging from a Caterpillar generating set

to units from a Fordson E1A and an AEC. There are some fine ploughs included, too, such as implements from Lister-Cockshutt, Ransomes (5), Fisher Humphries, John Deere (2), Bamford, Dowdeswell (2) and others.

You'll also be able to bid for various winches and a raft of trailers of various sorts, including a Massey-Harris-Ferguson dung spreader that's been kept inside. There's also an MF mower,



"I cut the ribbon on the box then described what was happening as the sizable crowd looked on"



● The 1950 MAN AS 325A Ackerdiesel four-wheel drive is a complete tractor, albeit rather dusty.

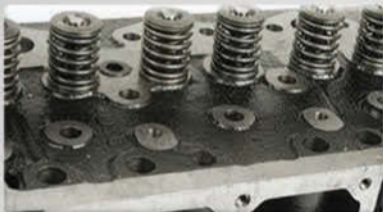


● This Field Marshall Series 2 Contractor Mk2 looks good and is very well booted.

Dave Adkins with his Doe Fordson New Performance Super Major (No. D352) with its matching engines and numbers. The machine runs and goes well.



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The famous, ex-Ron Hill Automower Allis-Chalmers WF is an absolute gem of a tractor.

plus plenty else of interest in that department.

As for the tractors being sold, they'll start with an original John Deere BW, followed by a fine collection of Allis-Chalmers (from B and U to a WF Automower Perkins diesel conversion by Ron Hill, boasting every goodie on it you can think of).

You'll also be able to go for an Oliver 90, a Case DEX in grade 4 condition and an original-style Case LA. These will be followed by a Field Marshall Series 1 and a Series 2 (No. 5939), then a Contractor Mk2 with lights and a winch. The latter also features original-style front tyres and, although dusty, is in good, grade 4 condition. It'll certainly clean up well and has good rear tyres.

Elsewhere in the catalogue there are some fine and interesting continental tractors, starting with a French, single-

cylinder 1952 SFV 302 and a 201. There's also a Swedish, original-condition, 1957 Bolinder-Munktel 230 Viktor (one of 15,905 units made) while, from Switzerland, there's a powerful 1964 Hurlimann DP90SSP (No. 1680) diesel which is UK-registered and runs well.

In the German camp there's a 1950 MAN AS 325A Ackerdiesel four-wheel drive, which looks complete albeit rather dusty. I also spotted a Porsche Super three-cylinder among the machines needing work, but still worth lots. If you fancy something larger, how about one of the two, mighty Hungarian Dutra DK4 four-wheel drives? This is a highly respected make that sold in good numbers from its Brandon, Norfolk, base.

As you might expect, the sale will also include a raft of Fordson Standard Ns, one with a Henderson trencher on the back. There's also a Loddon conversion, a

Chaseside crane version and a WW2 Muir-Hill Standard N dumper. Sticking with Fordson, a selection of E1As is to be sold, and you'll also be able to bid on Dave's Doe Fordson New Performance Super Major (No. D352, with matching engines and numbers). The machine runs and drives well.

Among the newer blue machines, buyers can choose from a Dexta, Force 2000, Pre-Force 3000, Force 4000, a rare County Forward Control 4000, a 4600 and a County-made Ford 8100 2WD. If you prefer your machines in yellow, how about a Muir-Hill 101, 121 or 121? There's even a Bray E1A loader in the 'project' section.

Massey-Harris enthusiasts could go for a 744D, a 44 and a 1938 good-looking, styled Pacemaker and, to finish this section, a Pony with mid-mounted mower. If you favour something smaller, there's a Ferguson TE-20 with a Continental engine, or a TE-D 20. Ripe for restoration is a Massey Ferguson 35 diesel, an MF 65 Mk2 Multi-Power, a Nuffield 10/60, a clean, Lambourn-cabbed 1968 3/45 and a Leyland 154 with loader.

Those who favour an International Harvester could try for the W4, the W9, the WD9 or the B450. The sale includes a raft of other IH family tractors, including a pair of stripped 10-20s. There are also a lot of David Browns up for grabs, plus a pair of Minneapolis-Molines, including an original UTS.

The crawler line-up includes the following; an Allis-Chalmers K with lever steering, a David Brown 50ED, a very nice County FC Perkins E27N (grade 5), a County P50 (original) and a Track-Marshall. There are lorries, too, plus cars and coaches including a lovely AEC Reliance with Burlingham Seagull bodywork that's an ongoing restoration project.

All-in-all this one's going to be a cracking sale; I can just tell!



● A Henderson trencher is fitted to this very original Fordson Standard N.



● This County FC Perkins P6 looks to be in superb, grade 5 condition.



● Another well-booted machine is this County-made Ford 8100 Dual Power two-wheel drive.

Upcoming sales

All auctions are in the UK unless flagged otherwise

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.

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August

22nd-23rd August

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24th August-2nd September

Timed Online Auction of Tractor, Combine Harvester, Trailers etc.
Essex
Cheffins
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25th August-1st September

Timed Online Auction of Vintage & Classic Tractors, Combines, Implements etc.
Norfolk
Cheffins
cheffins.co.uk

26th August

South Devon Collective Machinery Sale
Wrangaton, Ivybridge TQ10 9HB
Greenslade Taylor Hunt
gth.net

26th August

Thrapston Collective Machinery Sale
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High Street, Thrapston, Northants.
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Bletsoes
bletsoes.co.uk

26th August-2nd September

Online Auction of Tractors, Farm Machinery etc.
Thimbleby & Shorland
tsauction.co.uk

28th-29th August

Auction.
Dromore, Northern Ireland
Euro Auctions
euroauctions.com

29th August

Collective Machinery Sale
The Beech, Little Hereford,
Shrops. SY8 4BG
McCartneys
mccartneys.co.uk

September

2nd September

Auction of Nature's Art Village Tractors, Steam Engines etc.
Online bidding
Aumann Auctions
aumannvintagepower.com

2nd-3rd September

Online Machinery Sale
Harrison & Hetherington
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2nd-3rd September

Online Machinery Sale
Lanark Mart, Hyndford Road,
Lanark
Lawrie & Symington
lawrieandsymington.com

3rd September

Dispersal of 90 Tractors, Implements and Spares
Banbury
HJ Pugh & Co
hjpuhgh.com

3rd-11th September

Online Auction of low-hours Massey Ferguson Tractors, Combine, Implements etc.
Hertfordshire
Cheffins
cheffins.co.uk

4th-9th September

Timed Online Auction
York Auction Centre
yhc.co.uk

5th September

Live and Online Machinery Sale
Sales Yard, Holsworthy Market
Kivells
kivells.com

7th September

Online Collective Timed Auction of Tractors, Machinery etc.
Greenslade Taylor Hunt
gth.net

7th-8th September

Cambridge Machinery Sale
Machinery Saleground,
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Cheffins
cheffins.co.uk

8th September

Auction of the Hudson's Rusty Lugs & Tracks Museum Tractor Collection
Online bidding
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aumannvintagepower.com

10th-24th September

A Post-Harvest Multi-Site Timed Online Auction of Agricultural Implements & Machinery
Cheffins
cheffins.co.uk

11th September

Collective Machinery Sale
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11th September

Machinery Sale
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14th September

(USA FLAG HERE) Auction of the Kistler Tractor & Engine Collection
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aumannvintagepower.com

14th-22nd September

Timed Online Auction of Combine Harvester, Tractors, Implements etc.
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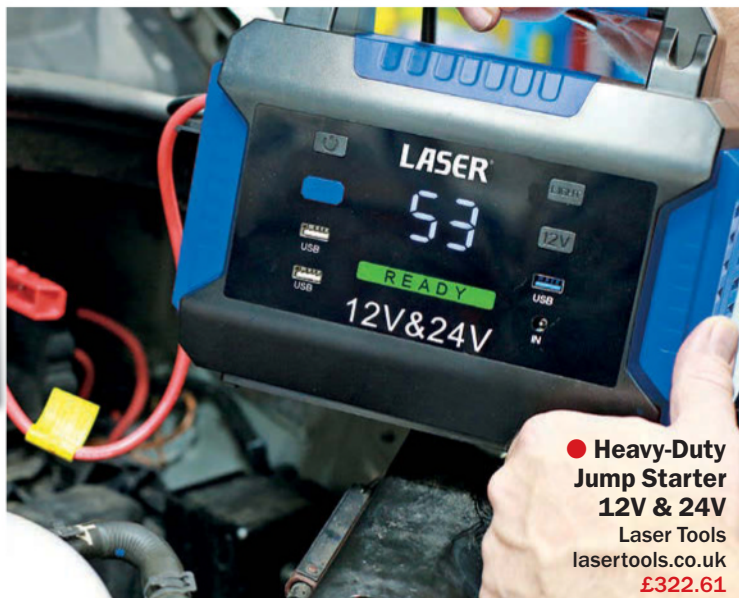
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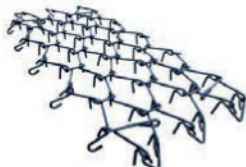
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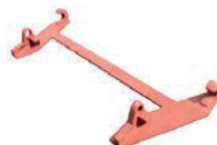
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New models

Here's another interesting new release for the collector

SCALE MODEL NEWS



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For the many Valtra enthusiasts out there using one of these machines as a primary farm tractor, you might be interested in a new release from Universal Hobbies. It's a limited edition, Ultra Green 1/32 version of the Valtra N175 (also available in Metallic Black) that's restricted to 750 pieces, and we gather that the model has been built using completely new tooling.

While the biggest appeal of this version is likely to be its striking metallic colour, it also features all the usual detail touches that we've come to expect from UH models. Highlights include foldable mirrors, clear light lenses, soft roof antenna, accurate, tampoprinted badging, cab steps and roof-mounted sat nav added as separate parts and soft PVC tyres.

The model is built from 147 pieces, weighs 442g and we've seen it advertised for sale at £64.95.



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!

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A matter of colour

Jonathan Whiltam reflects on the life and times of the New Holland 60 Series/M Series tractors which are celebrating their 30th anniversary this year

The 1990s was a time of huge turmoil in the farm machinery manufacturing industry, with mergers and takeovers coming thick and fast. The impact of those corporate changes resulted in combinations and features that would have been unthinkable just the decade earlier. What's more, those seismic shifts ran hand-in-hand with the widespread adoption of electronic control systems in the agricultural market, introducing a level of sophistication that would set the standards for decades to come.

One of the most significant mergers to occur at that time saw the Ford and Fiatagri brands combined, that would result in the creation of the New Holland brand. This was a big change indeed, and the first all-new ranges to emerge under the new regime were introduced in 1996. In the blue corner this was the 60 Series while, for the terracotta-coloured machines, it was the M Series.

REASONS FOR CHANGE

During the latter half of the 1980s, the Ford Motor Company had been planning to sell off its tractor division to concentrate on its core range of motor vehicles. As part of this scheme, it negotiated a couple of major acquisitions in an attempt to make the tractor division more attractive to prospective purchasers. The first of these was New Holland, which produced a very extensive range of combine harvesters and forage equipment, and was bought from Sperry Rand.

This led to the birth of the 'Ford New Holland' name, and made the business a 'full-liner' operation so that, similar to the likes of John Deere, it could offer customers a range of agricultural equipment, rather than just tractors. This

move was cemented soon afterwards by the acquisition of Versatile, a company based in Winnipeg, Canada, that was most notable for its well-respected line of articulated 4WD monster tractors!

Ford also invested in the tractor range, and was working on a major revamp of the Series 10 machines during the 1980s. The results of this came to market in 1991, as the Series 40. The company was also actively developing a new high-horsepower range of tractors intended to replace the Series 30 models introduced in 1989. All this made Ford New Holland a tasty morsel for prospective purchasers and, during 1990, Fiat began talks that resulted in the formal merger of Ford New Holland and Fiatagri in 1991. While press releases announced a 'merger', the event was really a takeover by Fiat, after which the Ford name was only retained for a limited period.

TRACTOR CHOICES

At that time, the Ford tractor range included the compact Series 20, the smaller Series 30 three- and four-cylinder models, the six-cylinder Series 30, the new Series 40 and the big Versatile tractors then being sold in Ford colours. Fiatagri, meanwhile, was also offering a comprehensive range of tractor models covering all sectors, but topped by the newly-introduced Winner six-cylinder models. These were quite advanced for the time, and sold alongside the remaining models in the very popular 90 Series, as well as the new 94 Series models plus various smaller, specialist machines, including crawlers.

Both the blue and terracotta ranges were sold alongside each other but,

A new look and new features. When the New Holland 60 Series – and its terracotta-coloured M Series sisters – were launched early in 1996, they were ultra-modern looking tractors packed with innovative features.

eventually, the two brands would be fully merged together to create a single, comprehensive

range of tractors, although this took several years to achieve.

As the early 1990s unfolded, the Ford New Holland and Fiatagri ranges remained resolutely separate, despite many dealers in the UK stocking both brands. Behind the scenes, though, the two companies were integrating administratively, and Fiat had been brought onboard with the development of the new high-horsepower tractor range





that Ford had instigated in the late-'80s. That tractor range proved to be the first to be launched following the merger, being introduced in 1994 as the Ford Series 70 and the Fiatagri G Series.

COMPLETELY NEW

These were totally new tractors from the ground-up and featured the latest technology, including three computers to control all major operational functions. There was also full powershift transmission and new, radically different styling with a sleek, sloping bonnet and an exhaust stack mounted to the side of the cab pillar. In addition the new models could be specified with something called SuperSteer; an

optional extra that allowed the front axle to deliver a class-leading 65° turning angle. As far as power was concerned, all were fitted with new, six-cylinder Ford engines, ranging in output from 180 to 240hp across four models.

If that wasn't enough, these new models were also the first to be produced in both blue as a Ford product, or terracotta as a Fiatagri tractor. In all other respects the tractor ranges were identical. So, in practice, the range replaced not only the Ford Series 30, but also the higher-powered Fiatagri 90 Series models, effectively updating both ageing ranges in one fell swoop.

With the new Series 70/G Series

proving very popular right from the off in 1994, it only took a couple of years before the next new range of tractors made an appearance, and the look of these larger tractors set the template for what was to come next.

In 1996, New Holland – as the merged company was becoming known, with the 'Ford' and 'Fiatagri' names being relegated to secondary importance on the bonnet sides – launched two new tractor ranges to join the big, six-cylinder machines in a gradual upgrading of the tractor line-up. The launch took place at an extravagant convention in Orlando, Florida, in January 1996.

The smaller of these models were

RANGE SPOTLIGHT NH 60/M SERIES

Built in Basildon, Essex, this new range was of a very high specification and set many industry standards for tractors of this size



The terracotta version of the 8160 was the M100 which, apart from the colour and decals, was identical to its blue sister.

(Photo: Sascha Jussen)

actually makeovers of the existing Fiatagri 94 Series. That range, and the smaller Ford Series 30 tractors, were replaced by the five-model Ford Series 35 and the Fiatagri L Series, once again in their respective blue and terracotta liveries. Taking their design cues from the big six-cylinder range, the new tractors featured a steeply-sloping bonnet and a modern-looking new cab that was similar to what was fitted to the Ford Series 40 models.

APPEALINGLY STRAIGHTFORWARD

But these remained mechanically-controlled tractors with a minimum of electronics, making them an appealing option for livestock farmers and smaller, mixed holdings that didn't require lots of power or sophistication. The range was powered by Iveco three- and four-cylinder engines (65-95hp), that were mainly built in Jesi, Italy, and soon became accepted members of the range in many countries.

The other range launched at the same time was another six-cylinder line-up designed to replace the existing Fiatagri Winner, as well as the six-cylinder Ford Series 40 models. With styling that mirrored the larger range, the new models were again available in either blue, as the Ford Series 60, or in terracotta as the Fiatagri M Series, with the New Holland name now being the

most prominent on the sides of the sleek bonnets. Built in Basildon, Essex, this new range was of a very high specification and set many industry standards for tractors of this size.

Conceived with the codename 'GMA' (standing for Gamma Media Alta or, in plain English, medium-high range), the first prototypes appeared early in 1993 and, when introduced, the new Series 60/M Series consisted of four models with power outputs ranging from 100 to 160hp. They relied on new, six-cylinder engines derived from the unit used in the Series 70, providing a neat bridge between the largest of the four-cylinder 35/L models (the 7635 and L95), and the smallest of the 70/G Series, the 170hp 8670. This usefully



The power shuttle control lever, mounted beneath the steering wheel, allowed for forward, neutral and reverse changes.

filled a gap in the range, especially in the Ford line-up, where many dealers were selling the terracotta Winner F140 as a filler between the old 125hp 8340 and the 8670.

STATE-OF-THE-ART TECH

With a single-piece, sloping bonnet covering the engine, a choice of sophisticated transmissions, electronic rear linkage control plus a state-of-the-art performance monitor with digital readouts, tractor graphic and fault warning lights, the new 60/M Series provided an amalgamation of the best features of both the Ford Series 40 and the Fiatagri Winner ranges, together with a hint of Series 70/G Series. The cabs used were modified Series 40 units, although the internal layout was new. Four-wheel drive came as standard, but 2WD was available as an option in some markets, most notably in North America.

With its very modern appearance, and impressive array of new features for a tractor range of this size – including a cab pillar-mounted exhaust stack – the 60/M Series were good sellers from the outset. Offering plenty of power and advanced features, the range was very much the right type of tractor at the right time.

The tractors were all built at Basildon, in Essex, with the transmission and the rest of the driveline being imported from

either Modena, in Italy, or Antwerp in Belgium. The power units used were 7.5-litre, six-cylinder PowerStar engines built to meet the latest and future emission standards.

The two smallest 8160/M100 and 8260/M115 models (100 and 115hp, respectively) were naturally-aspirated machines, in contrast to the larger two models – the 135hp 8360/M135 and the 160hp 8560/M160 – which both had turbochargers. The flagship of the range, the 8560, was a model that initially found itself in ‘big tractor’ territory but, as time passed and the quest for power continued, it quickly fell back into the mid-sized category.

TRANSMISSION OPTIONS

Customers were coming to expect plenty of choice when specifying tractors by this stage, and the new range certainly didn’t disappoint. There were three transmission options available on the 60/M Series, starting with the 16x16 Shuttle Command synchromesh gearbox



A publicity photograph showing the layout inside the 60/M Series cab. Note the controls for the top spec Range Command transmission to the right of the seat.



The 115hp 8260 replaced the 8240 from the Series 40 range. The cab was taken from the Series 40 tractors and was built around a frame supplied by Sekura.

RANGE SPOTLIGHT NH 60/M SERIES



Nineteen-ninety-six was a big launch year for New Holland, with the smaller 35/L Series tractors being unveiled as well as the 60/M Series. Here a top-of-the-range, 95hp 7635 is seen working a potato harvester in 1997, with a member of the old guard – a Ford 7840 – on the trailer. This illustrates the differences and similarities between these two early- and mid-1990s ranges.

which, at that point, was still quite new – having been introduced on the Fiatagri Winner in 1990.

Dual Command saw the ratios increased to 24x12, with four gears available in three ranges, plus an electro-hydraulically-operated splitter in each gear. A forward and reverse shuttle was also included, controlled by a lever mounted on the left, beneath the steering wheel. This had a neutral position, and was an early example of the sort of technology that was set to become a standard feature on most tractors by the turn of the century.

The top transmission option was Range Command, which was an advanced, semi-powershift set-up with six speeds in three ranges and a power shuttle. It provided 18 forward and six reverse gears, and was available with either 40kph top speed or creeper options, as were the other synchromesh transmissions. This was a very sophisticated and easy-to-use transmission that represented a step-up from most of the competition in this power

bracket, and it went on to become a big selling point for the range.

As far as hydraulics were concerned, the new range offered a choice of either a Fiat-sourced mechanical, or a Ford Series 40-derived, fully-electronic, draft-sensing system. There was also the option of a factory-fitted front linkage. In similar vein, customers could also choose between a fully analogue or fully electronic instrumentation package, offering many new features including the automatic control of differential locks and 4WD engagement, thanks to the new TerraLock system.

MODEL ADOPTION

A unique bi-directional tractor had been produced by Versatile, in Canada, and was then adopted by Ford. However, in 1998 it was given a major makeover, including the addition of several Series 60 components, and the result was the TV140. This machine really was a separate entity but, with the similar bonnet design and the six-cylinder



The gently sloping bonnet of the 60/M Series could be hinged rearwards to provide excellent access to the engine for routine maintenance. This design was brought across from the 70/G Series in many respects, making it one of the first tractor designs in this power class to have this useful feature.

Powerstar engine from the 8360 de-rated to 115hp, it could have been seen as an extension of the 60/M Series.

To test sales outside North America, several were sold in the UK during 1999, but without much success. It seems that the concept simply proved to be too different for farmers to adopt on this side of the Atlantic, despite being reasonably successful in its native North America.

The 60/M Series itself was upgraded with a new hydraulic package early in 1998, with the top 8360 and 8560 models getting a second assister ram, followed by improvement modifications to the Range Command, front tombstone and front linkage late that same year.

In the end, the 60/M Series actually had quite a short lifespan in production, being replaced in 1999 by the TM range. This was primarily due to the ever-growing unification of the New Holland tractor range during the latter half of the 1990s, combined with the increased pace of tractor developments generally.

BLUE IS THE COLOUR

By the end of the decade, both the 'Ford' and 'Fiatagri' names had disappeared and,

NEW HOLLAND 60/M SERIES

	8160/M100	8260/M115	8360/M135	8560/TM150
Engine	PowerStar 7.5-litre	PowerStar 7.5-litre	PowerStar 7.5-litre turbo	PowerStar 7.5-litre turbo
Power	100hp	115hp	135hp	160hp
Cylinders	6	6	6	6
Transmission	Shuttle Command, 16x16 Dual Command, 23x12 Range Command, 18x6	Shuttle Command, 16x16 Dual Command, 23x12 Range Command, 18x6	Shuttle Command, 16x16 Dual Command, 23x12 Range Command, 18x6	Shuttle Command, 16x16 Dual Command, 23x12 Range Command, 18x6
Rear lift capacity	5,570kg	5,570kg	5,570kg	5,570kg
Weight	5,718kg	5,718kg	5,917kg	6,167kg

increasingly, the on-going New Holland tractor brand was represented by mostly blue-painted machines, with the terracotta versions continuing in just a few markets.

Back in 1997, the four-cylinder Series 40, now branded as 'New Holland', had been replaced by the TS range – similar models but with radically shorter, sloping bonnets. This marked the arrival of letters to denote differing ranges, instead of numbers inherited from the Ford line (the 'T' stood for 'Tractor'). Then, by 1999, the TS115 joined the range, with its six-cylinder engine making it the replacement for the last of the Series 40 models, the long-serving 7840.

This paved the way for the replacement of the 60/M Series in 1999, with the TM range. These were very similar machines to the originals, and were clearly an evolution as they shared the same bonnet, cab and many other items. But they also boasted many new features, including both front axle suspension and cab suspension options.

The TM range built on the popularity of its predecessor, and proved to be a huge success well into the 21st century,



A contractor's New Holland 8160 taking a pause from silage carting in East Sussex, showing the modern curves of the range.

While press releases announced a 'merger', the event was really a takeover by Fiat, after which the Ford name was only retained for a limited period



New Holland power in action at Grassland '96, with an FX375 forage harvester picking up grass and loading a trailer hauled by an 8360.

becoming a consistently good seller for New Holland. Two larger models then arrived, pushing power outputs for the range above 165hp for the first time – the TM175 delivered 175hp, while the TM190 produced 190.

Eventually, the TM range itself bowed-out in favour of the all-new T7000 tractor line-up, featuring bold new styling and the very spacious Horizon cab that was packed with even more sophistication and the latest tractor technology.

FAITHFUL SERVANTS

As time and agriculture moved on, the old 60/M Series continued to serve farmers well, with examples remaining as mainline tractors on many farms for a long while. They also went on to sell well on the secondhand market, especially as their high level of sophistication came without the excessive levels of computer integration and control that could make later models so hard to live with.

The 60/M Series were landmark machines in many ways; they represented the first truly post-merger integrated tractors produced by New Holland, and also introduced features such as sloping bonnets, the cab-mounted exhaust stack and ease-of-operation levels that would become standard for most tractors going

forwards. They were also pivotal in the success of

The M135 was the Fiatagri version of the 8360. This one is seen with the optional, factory-fitted front linkage.
(Photo: Sascha Jussen)



The flagship of the range was the 8560, a 160hp tractor that firmly pushed the range into the traditional territory of larger models. It was only 10hp shy of the smallest model in the 70/G Series. This trend of increased power has continued since 1996 and, today, a 260hp machine is seen as a medium-sized tractor!

The old 60/M Series continued to serve farmers well, with examples remaining as mainline tractors on many farms for a long while

the New Holland brand during the late 1990s and beyond and, if you regard the even more successful TM range as a 60/M Series Mk.2, then the importance and significance of these tractors to farming around the globe can't be overstated.

Now, 30 years after the New Holland

Ford 60 Series/Fiatagri M Series ranges were launched, the fact that plenty of examples can still be found working on farms everywhere is testament to the success and quality of the original design, spawned from the Ford Series 40 and the Fiatagri Winner – a true marriage made in heaven, perhaps?



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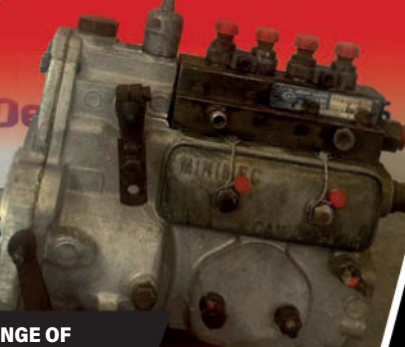
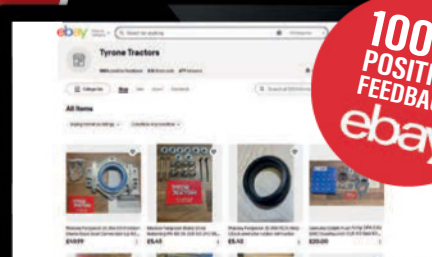
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example



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Power 7500 hrs
really nice example



2001 new Holland
TS 100 Sle 4 spools
6200 hrs, air con
lovely example



1989 Mercedes
mbtrac 1600 turbo
55kph gearbox 5100
hrs new tyres lovely
collectors item



1988 Ford 8210
super Q 4wd
6800 hrs
carraro axle in very
nice condition



1968 Ford 2000
2wd in excellent
original condition
only 3500 hrs



1985 Massey 675
4wd. Nice tidy
example with good
cab.



1984 Ford 8210 q cab
only 1300 hrs and in
immaculate original
condition still on its
original Michelin tyres



1994 Massey
Ferguson 352 3
cylinder turbo only
3600 hrs in very
nice condition



1996 Massey
Ferguson 362 Lo
profile + cab 18 speed
gearbox only 2900 hrs
immaculate condition



2002 New Holland
8970A 4wd 6900
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condition with front
linkage



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excellent 8500 hrs



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original condition



1983 Ford TW 25
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condition.



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Nearly there!

Massey Ferguson enthusiast Ray McAvoy is working his way towards a full set of 1970s MF 500 Series tractors. Chris Graham reports on a new addition to the collection



Ray is a Massey man at heart and, out of his nine-tractor collection, only one machine isn't red or grey.

Not content with owning one, two or perhaps three examples from the classic Massey Ferguson 500 Series range, Ray McAvoy has set himself the target of collecting the entire five-model range and, following his latest couple of acquisitions, he's nearly there.

But Ray isn't one to rush out and simply throw money at the problem. In many respects, that would just be too easy. Instead, he prefers to slowly but surely locate down-at-heel examples that are typically sitting, neglected on farms within easy striking distance of his East Sussex home. Patience is a virtue with this approach, as it is with the methodical way in which he pulls his tractors back from the brink, returning them to reliable, working condition once again.

ENVIABLE ABILITY

Working from his self-built workshop, Ray has the enviable ability to turn his hand to most things and, if he comes across a

particular job that he's not utterly confident about tackling, then he has small group of trusted friends who he knows will help him out.

The new arrival I visited to see recently was the 1978 MF 565 that Ray tracked down and bought just over a year ago. "I'm always on the lookout for interesting tractors, and came across the MF 565 in an advert online," he explained. "The seller was in Lingfield, Surrey, and the photographs included in the ad showed a tractor that had seen better days. Nevertheless, I thought it was worth a closer look and, although I found a machine that was certainly quite beaten-up, I decided that I'd be able to do something with it, so did a deal and bought it there and then."

Although a fan of the 500 Series range generally, Ray had been after an MF 565 for some time, essentially for sentimental reasons. "That was the model that I used during my days working on a farm near Lewes, in East Sussex, about 43 years

ago," he told me. "I have very fond memories of that machine, so nostalgia was a big part of the purchase decision." However, the tired and scruffy old tractor that Ray found was still a good runner which was encouraging, and it was sold with a selection of spare parts that included a cab door!

"I could tell that the tractor was in decent mechanical condition," he explained, "but I still took my time with all the usual pre-purchase checks. I drove it around the field so that I could test all the gears, the brakes and the hydraulics. I also inspected the condition of the oil, making sure that it wasn't milky in either the engine or the back end. Mechanically, everything seemed very positive. Bodily, though, well, that was a different story."

Ray's 500 Series collection. All he needs now is a 575 to complete the set, and he's on the lookout...



GENTLE START

"I'd had the tractor back at my place for about a week before I did anything," he recalled. "It was already clear to me that most of my effort would need to focus on the tinwork and, in particular, the cab. So, one day, I simply picked up my sander and decided to get cracking. With a couple of 500 Series models already in the fleet, Ray was well aware that the cabs on these tractors have a reputation for rust-related trouble. "I remember, years later, returning to the farm where I used to work and seeing the old 565 again," he told me. "Looking inside the cab, I was shocked by the corrosion. Honestly, it had rotted so badly that you could have put your foot through the floor. Fortunately, things weren't nearly that bad with this one."

Nevertheless, there was corrosion to be dealt with. The dreaded tinworm had really taken a hold in the metal across the top of the windscreen but, thankfully, the rest of the corrosion was pretty much limited to surface rusting. Clearly, though, the area above the screen was going to require some careful attention. Elsewhere, there was also a very obvious hole on the right-hand side of the bonnet, that had been deliberately cut.

"Unfortunately, I wasn't able to learn much about the tractor's working life from the seller," Ray told me, "although he did explain that the hole in the bonnet had been cut by a previous owner who, for some unknown reason, wanted to fit a side exhaust. He initially thought that doing this required the removal of a section of the bonnet, to provide the

clearance for the pipe. But, as far as I can tell, the elbow would have cleared the bonnet anyway." Perhaps the cut was made before the exhaust was bought, but the upshot was that Ray was left with an unnecessary hole to deal with.

DOUBLE-DENIM DAVE!

"Fortunately, I have a friend – 'double-denim' Dave – who worked in a Ford bodyshop back in the day, and is an absolute wizard with panel and respray work," he said. "He wasn't fazed by the prospect of fabricating and welding-in a repair section, and made an absolutely brilliant job of it. I then spent a lot of time rubbing-down the bonnet before spraying it with primer and then applying several coats of colour.

That started the whole process which, inevitably, led Ray to do much more restoration on the tractor than he'd been anticipating. "It's happened to me before, of course," he said. "The moment you apply any new paint to an old tractor, that instantly highlights how bad the rest of it looks. So, you end up having to do the whole lot!"

The rear wheels have an interesting story to them, as the ones that came with the 565 are sitting, unused, in Ray's yard. So I asked him to explain. "Completely by chance a few years ago, I came across the MF 565 that I used on the farm near Lewes. It was in a scrapyards and, by that stage, the cab had gone and plenty of ancillaries had been stripped off. However, it was instantly recognisable to me. Back in the 1980s, when Red Nose

Day was still a new thing, people used to buy those plastic red 'noses' and put them on the front of their cars.

Well, my 565 had one headlight missing, so I filled that hole with a red nose, securely fixing it with a couple of cable ties. Lo and behold, when I went to the front of this tractor, the remains of the shattered red nose were still there, held in place by the cable ties I'd attached 40 years earlier! I also spotted the remnants of the 'Culverwells' decals on the side, plus I recognised the old toolbox.

"Although most of the tractor looked beyond saving," he continued, "the rear wheels were still OK, so I decided to buy those on a 'just in case' basis, and am very glad now that I did. I also bought the exhaust stack, and that – together with the rear wheels – are fitted to my 'new' 565. So, parts of the old girl live on with me, which I'm very pleased about."

CAB REPAIRS

Returning to the cab, all the repairs were made with the structure sitting in place on the tractor. "Double-Denim Dave fabricated and fitted a full-width repair section for me, that ran right across above the windscreen. The cab door was in a bad way, too, being quite badly buckled, so I opted to use the spare that had been supplied with the machine. That was in slightly better nick, but still wasn't perfect. But I did the best I could with a skim of filler here and there, then painted and fitted it."

Ray continued: "With everything



ME AND MY TRACTORS 1970s MF 500 SERIES TRACTORS



Left: The dash panel has been re-painted, and the dials are all original. The hours total currently stands at a genuine 3,044.

The headlights, indicators and hazard lights don't work, and nor does the heater blower. On the plus side, though, the windscreen wiper is fully functional!

stripped out of the cab interior, I set to work on the missing rear lower window. Although this originally would have been glass, I opted to replace it with Perspex, which I cut myself. The interior was then re-trimmed with new cladding from Agriline, which I found was a perfect fit and simple to install. The original seat was in a terrible state, so I scrapped that and found a secondhand replacement. This was very grubby but repeated applications of upholstery cleaner brought the fabric covering back to decent condition, so I'm happy with that."

As the engine was running so well, and all other mechanical aspects were good, Ray opted to leave that side of things well alone, although he did change all the fluids and filters before starting to repaint the skid unit. "Painting this was obviously made more difficult with the cab in place, but I did my best to reach into all the nooks and crannies with fresh paint.

"On the electrical side," he continued, "the tractor was – and still is – suffering with a few gremlins. Currently the headlights, indicators and hazard lights don't work, and nor does the heater blower. On the plus side, though, the windscreen wiper is fully functional! If it turns out that a new blower motor is required, then

Ray McAvoy's 1978 Massey Ferguson 565 has joined his slowly growing collection and is set to play a genuinely useful role in his contracting business.



that can wait a while as its not essential. In the meantime, I've fitted a small fan inside the cab, to help keep me comfortable."

FULL-TIME APPROACH

Overall, the work Ray has done so far on the 565 took him about three months to complete. "For the bulk of it I was working more or less every day, so it wasn't a weekend job," he explained. "There are still a few mechanical details to sort out, such as the steering which has too much free play. I fitted some new track rods, but that didn't cure the problem, so I'm guessing that there's wear in the main shaft. 'I'm entrusting that work to another friend and have already bought all the parts necessary.'"

As soon as the tractor was back together, Ray had it out and running. "I used it for a bit of field rolling, then it made its show debut at the Cuckoo Spring Fayre, at Laughton, near Lewes, in late May," he remembered. Then, once the steering has been sorted out, the plan is that I'll start using to help with the contracting work I do."

Happily, Ray has been delighted with all aspects of the 565 so far. "I'm really pleased with the way things have turned out, and getting behind the wheel of the model again after all these years certainly rekindled some fond memories. It's definitely lived up to all my expectations, which is fantastic."

"Now the tractor will join my growing Massey Ferguson 500 Series collection, which currently consists of a 550, a 590 and a 595 4WD Mk.2. The last of these is another new arrival that I also bought last year. I'd spotted it on a local farm a couple of years ago, and went to have a look at it then. Although the engine started (the water pump failed immediately!), I wasn't in a position to do anything about it then. I know the farmer and knew that he was keen to sell, but the time simply wasn't right for me. However, the tractor was certainly 'one to be rescued' as it was abandoned and deteriorating fast."

WHAT'S IT WORTH?

Then, about a year later, Ray got an out-of-the-blue call from the 595's owner asking if he was still interested? "I wasn't particularly keen at that stage," he told me, "given the tractor's dilapidated state, but then he asked me what I thought it was worth. I suggested £1,500 and, surprisingly, he said he would be happy to let it go for that. In my view that was a great price for what was a straight and original machine, albeit in a bit of a state. I've not done much to it since, apart from give it a clean and repairing the Multi-Power."

"That was stuck in 'Hi' due to nothing



The cab door was badly distorted when the tractor arrived but now sits square and operates perfectly. More improvisation sees lengths of bicycle inner tube used as a door seal.



It was the tractor's cab that demanded the most attention during the restoration. The interior was re-clad, and the original, broken seat was replaced with a 'new' secondhand one.



Sitting the battery up front, behind the removable grille panel, ensures easy access and adds a little more weight over the front wheels.



Ray loves to improvise with his restorations. He couldn't find the correct sealing ring to cover the gap between the air intake pipe and the bonnet, so found a rubber doughnut at Wickes to do the job.

more than an actuation problem with the lever. Somebody had messed about with the mechanism, which was fouling on a piece of trim and so not operating through the full extent of its travel. Putting it right involved removing the cab floor to get at the obstruction but, after I'd fabricated a replacement part for the mechanism, it all started to work perfectly."

However, the broken water pump proved to be more of an issue. "I could buy a

I decided that I'd be able to do something with it, so did a deal and bought it there and then

replacement easily enough," Ray said, "but it would be supplied without the drive pulley, and I couldn't get the original off the old pump. Then, while watching a tractor YouTube video, somebody mentioned Neills Vintage Tractor Parts & Exports in Cookstown, Northern Ireland, so I gave them a call. Thankfully they had a pump complete with pulley in stock, posted it to me and it's been running, right as rain, ever since."

Rather like the 565, the 595's cab was in a



The 565's 3.9-litre Perkins A4-236, four-cylinder diesel engine continues to perform faultlessly and, apart from an oil and filter change, has required no work.

bit of a state when it arrived, but Ray's only tackled the basics so far. "The tractor arrived with a very poor cab door – twisted and with no catch – so I substituted it for the spare from the 565. It didn't have any glass, though, so I resorted to Perspex again," he said. "This time I re-purposed a section that had come from a bus shelter for the upper window, but there wasn't enough of that sheet to do the lower section as well. So, as a temporary measure, I used a piece of dark green Perspex that I cut to shape, fitted and then painted red! That tractor remains a 'work in progress', but I will get around to it in time, and plan to get it looking smart once again."

Ray is a great believer in using his classic tractors and, as well as being

involved in local shows and tractor road runs, his 500 Series machines are used in his contracting business. "I do this on a very causal basis and, to be honest, I never have to go out looking for business – the jobs just tend to find me. They're all local jobs that I can drive to and from in the tractors, as I don't have trailer."

Ray's tractor collection has been built purely out of the passion he has for the machinery he loves. As I mentioned at the start, he's not interested in big-budget restorations, and much prefers to bring the tractors he finds back to life with a combination of clever use of resources, practical improvisation and a keen eye for a bargain. It's an enviable approach that certainly delivers results, and long may it continue.

The MF 595 4WD is a work in progress and remains pretty much in 'as bought' condition. Note the temporarily 'filled in' and painted lower door section.





TEA 20



MF 135



MF 390T



MF 4255



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**NEW
REGULAR
FEATURE**

MODERN OF THE MONTH: **LAMBORGHINI RACING 165**

With one eye on the future, we spotlight another interesting, newer tractor that could well have classic potential

In 1992 the Italian SLH Group replaced its largest model, introducing a new model to be sold across its three brands – SAME, Lamborghini and Hurlimann. All had different names, with the Lamborghini version being called ‘Racing’. The SAME model was labelled ‘Titan’, while the Hurlimann was assigned ‘Master’. It’s the Racing I’m focussing on here, but it’s worth pointing out that, apart from liveries, all three models are identical.

RACING AHEAD

In 1989, a new range of Formula models was introduced to the Lamborghini tractor line-up, making good use of the brand’s association with fast cars. There were two six-cylinder models and a single, four-pot machine included, with the larger machines sharing new styling and a reworked version of the cab already in use on the tractors being replaced.

The theme was taken a stage further in 1992 with the launch of the Racing 165,

which kept the new version of the cab and a similar bonnet to the Formula models, but featured a slightly revised colour scheme. The new model was then quickly followed by the smaller Racing 150 and a larger Racing 190.

HIGH-TECH MACHINE

With 165hp available from its six-cylinder engine, the Racing 165 was certainly a powerful member of the new range but, more notably, it featured a much higher

● The distinctive lines of the Lamborghini Racing 165 denote a tractor that bristled with early 1990s electronic sophistication. Front mudguards were standard, but the front linkage was optional. The front mudguard-mounted lights were fitted by the owner and this particular tractor pulled like a train, and could handle a seven-furrow plough in heavy clay soil with ease.





● **Left:** A mixture of dials, switches and lights characterised the Racing 165's comprehensive dashboard which, despite not having the touch screens of today's machines, was very advanced back in the early 1990s. **Right:** An advanced, joystick-type lever controlled the 165's transmission, with a button to select the nine powershift speeds and others to operate the rear linkage settings.

LAMBORGHINI RACING 165

Production	1992-1998
Engine	SLH 1000.6, 6-litre, turbocharged
Power	165hp
Cylinders	6
Transmission	27x27 nine-speed powershift
Rear lift capacity	8,601kg
Weight	5,830kg

level of electronic sophistication. A full computer monitoring system was built in, providing electronic control of the hydraulic system and the engine itself. It also offered a new, full powershift, electronically controlled transmission, operated by a single lever next to the driving seat. This system was developed inhouse by SLH.

The transmission was advanced for its time, offering 27 forward and 27 reverse ratios, from the nine-speed powershift gearbox, and SLH went on to recoupe some of the development cost by selling the system to Deutz-Fahr and Renault for use on their largest models. So, the Racing

165 was, without doubt, the most advanced Lamborghini tractor built at that stage, and was a market leader in many respects, especially regarding the transmission.

The Racing line remained in production until 1998, when it was replaced by the Champion range, itself based on the Deutz-Fahr Agrottron platform. This followed the acquisition of Deutz-Fahr by SLH, and the formation of SAME-Deutz-Fahr.

PROS AND CONS

The Lamborghini Racing 165 was always going to be something of an unknown quantity in longevity terms as it included a host of new features. However, the engine itself was a definite highlight, delivering excellent traction for a tractor of this size and making it ideally suited to heavy-draft work. Another notably good feature was the automatic, four-wheel braking, delivering a high level of safety. The PTO department was strong, too, and was available with a choice of speeds. What's more, the distinctive styling and

colour scheme ensured that the Racing 165 always stood out in a crowd!

On the downside, the new transmission wasn't as intuitive to use as other powershift gearboxes, and users often likened using it to 'stirring porridge'. The cab ergonomics were also criticised, with

the layout appearing rather dated and not being the easiest to master.

Unfortunately, assorted electrical gremlins can afflict the model, and can be a major issue. Engine

Engine reliability might also be affected by the use of inferior gaskets, which is a shame as, overall, it's such a good unit

reliability might also be affected by the use of inferior gaskets, which is a shame as, overall, it's such a good unit. Also, sourcing spare parts can also be both tricky and expensive for a model that wasn't seen that much in the UK.

As a result of all this, the Racing 165 can be found for between £15,000 and £20,000, which is pretty good value for money considering the power available. However, buyers should be wary of well worked examples, and should always take the time to view and test any prospective purchase before signing on the dotted line.

EVENTS

Diary dates

August

22nd-23rd August

MARSTON STEAM & VINTAGE SHOW

Marston Trussell,
Market Harborough
LE16 9TU
marstonsteam.co.uk

23rd August

CAMROSE VINTAGE WORKING DAY

Folly Fields,
Camrose,
Pembrokeshire
SA62 6JA
camrosecommunity.co.uk

28th-30th August

FORDINGBRIDGE STEAM & VINTAGE FEST

Fryern Court Road,
Fordingbridge,
Hants.
SP6 1ND
steamandvintagefest.co.uk

29th-30th August

FESTIVAL OF TRANSPORT

Broad Farm, Hellingly,
E Sussex
BN27 4DS
Organised by:
Eastbourne Historic Vehicle Club
ehvc.biz

29th-30th August

EGHAM ROYAL SHOW

Caddey's Field,
Whitehall Lane, Egham
TW20 9NW
eghamroyalshow.org.uk

29th-30th August

DAUNTSEY FESTIVAL OF TRANSPORT & COUNTRY SHOW

Good Mondays Farm Showground,
Lyneham,
Dauntsey, Wiltshire
SN15 4HL
dauntseyfot.co.uk

29th-30th August

WADEBRIDGE CLASSIC & VINTAGE VEHICLE SHOW

Wadebridge Showground,
Wadebridge,
Cornwall
PL27 7JE
Tel: 07487 273753

29th-31st August

BELVOIR CASTLE STEAM & COUNTRY SHOW

Belvoir Castle, Grantham
NG32 1PA
outdoorshows.co.uk

29th-31st August

HARVESTING THE OLD-FASHIONED WAY

Oldwick Farm,
West Stoke, Chichester
PO18 9AA
harvesting.1900s.org.uk

30th August

CANONBIE VINTAGE CLUB – PLOUGHING MATCH

Dumfriesshire
ploughmen.co.uk

30th-31st August

HONITON HILL RALLY

(Auction 10am Monday)
Smeatharpe Airfield,
Devon EX14 9RF
honitonhillrally.co.uk

30th-31st August

SHREWSBURY STEAM RALLY

Onslow Park,
Shrewsbury
SY3 5EE
Organised by The County of Salop
Steam Engine Society Ltd
shrewsburysteamrally.co.uk

30th-31st August

WHITE HORSE SHOW

Uffington White Horse,
Faringdon, Oxon.
OX12 9QJ
whitehorshow.co.uk

30th-31st August

EDENBRIDGE & OXTED AGRICULTURAL SHOW

Ardenrun Showground,
Tandridge Lane,
Lingfield RH7 6LL
edenbridge-show.co.uk

September

5th September

PLOUGHING MATCH, PANDY

Pandy, Abergavenny
Organised by Pandy &
Monnowside Ploughing Society
ploughmen.co.uk

5th September

PLOUGHING MATCH

Cruwys Morchard, Tiverton, Devon
Organised by: Cruwys Morchard,
Withleigh & District Ploughing
Assoc.
ploughmen.co.uk

5th September

PLOUGHING MATCH

Organised by Staffordshire &
Birmingham Agricultural Society –
Burton District
Dunstall Crossroads,
Dunstall, Burton-on-Trent
DE13 8BL
ploughmen.co.uk

5th September

FLINTSHIRE VINTAGE & CLASSIC TRACTOR SOCIETY WORKING DAY & SALE

Northop, Flintshire, N Wales
fofh.co.uk

5th September

THE ORSETT SHOW

Orsett Showground,
Rectory Road, Orsett, RM16 3JU
orsettshow.co.uk

5th-6th September

WOLSHINGHAM SHOW

Wolsingham Showground, Scotch
Isle Park, Durham Road,
Wolsingham, Co. Durham
DL13 3JG
wolsinghamshow.co.uk

5th-6th September

NVTEC-EA WORKING WEEKEND

Ploughing Match on Sunday
Organised by NVTEC
Hall Farm, Fincham
PE33 9DQ
nvtec-ea.org.uk



5th-6th September

VINTAGE TRACTORS WEEKEND

Amberley Museum, New Barn Road, Amberley, W. Sussex BN18 9LT
amberleymuseum.co.uk

5th-6th September

NORTH COTSWOLD STEAM & VINTAGE SHOW

A436, Notgrove GL54 3BS
northcotswoldsteamshow.co.uk

6th September

MEATH VINTAGE GROUP VINTAGE PLOUGHING

(Weather and harvest permitting)
Co Meath
iveta.ie

6th September

VINTAGE TRACTOR RUN & THRESHING

Borris in Ossory,
Co Laois
iveta.ie

6th September

NORTH CUMBRIA TRACTOR CLUB – PLOUGHING MATCH

Wigton, Cumbria
Includes National Vintage Area Finals
ploughmen.co.uk

6th September

ROMNEY MARSH PLOUGHING & CULTIVATION SOCIETY – PLOUGHING MATCH

Shingle Hall Farm, St Mary's Road,
St Mary in the Marsh,
Kent TN29 0BS
ploughmen.co.uk

6th September

WYTHALL YOUNG FARMERS CLUB – PLOUGHING MATCH

Warwickshire &
Northamptonshire
ploughmen.co.uk

6th September

KEGWORTH PLOUGHING ASSOCIATION – PLOUGHING MATCH

Marston on Dove, Derbyshire
ploughmen.co.uk

6th September

PRIORY FEST – VINTAGE VEHICLE & POWER PLOUGHING DAY

Church Road,
Little Waldingfield,
Essex CO10 0SW

6th September

TRACTOR & AGRICULTURAL STEAM EVENT DAY

Bredgar & Wormshill Light Railway, The Warren, Bredgar,
Kent ME9 8AT
bwlr.co.uk

8th September

SOUTH BERKS AGRICULTURAL ASSOCIATION – PLOUGHING MATCH

Englefield Estate,
South Berks
ploughmen.co.uk

11th-13th September

THE LONGSTOCK RALLY

Old Stockbridge Road,
Stockbridge, Hants. SO20 6JP
longstockrally.co.uk

12th September

PLOUGHING MATCH

Organised by East Grinstead &
Three Counties Agricultural &
Ploughing Assoc, Saint Hill Farm,
West Hoathly Road, East
Grinstead RH19 4NG
ploughmen.co.uk

12th September

PLOUGHING MATCH

Sussex & Kent
wkpma.co.uk

12th September

PLOUGHING MATCH

Organised by Bradworthy &
District Ploughing Association
Venue TBC, Devon
ploughmen.co.uk

12th September

PLOUGHING MATCH

Organised by Staffordshire &
Birmingham Agricultural Society
– Uttoxeter District. Lower Loxley
Farm, Lower Loxley, Uttoxeter,
Staffs. ST14 8RU
uttoxeteragriculturalsoc.org.uk

12th-13th September

KNOCK VINTAGE CLUB ROAD RUN & THRESHING FESTIVAL

Spink, Co Laois, Ireland
iveta.ie

12th-13th September

SANDRINGHAM GAME & COUNTRY FAIR

Sandringham Estate,
Norfolk PE35 6EN
livingheritagecountrysows.com

12th-13th September

LAUGHTON AUTUMN SHOW

Laughton Showground, Lewes
Road, Laughton, E. Sussex
BN8 6BN
laughtonshowground.co.uk

12th-13th September

51st HADDENHAM STEAM RALLY

A1421, Sutton Road, Haddenham,
Cambs. CB6 3PT
haddenhamsteamrally.co.uk

12th-13th September

AGRICULTURAL WEEKEND

Alford Manor House, West Street,
Alford, Lincs. LN13 9HT
alfordmanorhouse.co.uk

12th-13th September

MALPAS YESTERYEAR RALLY

Rally Field, Hampton, Malpas,
Cheshire SY14 8JN
Organised by Malpas Vintage
Machinery Association
malpas-yesteryear-rally.co.uk

12th-13th September

FOREST VINTAGE SHOW

The Speech House, Speech House
Road, Coleford, Glos. GL16 7EL
fvvmc.co.uk



12th-13th September

FARMING YESTERYEAR & VINTAGE RALLY

Scone Palace, Parklands,
Perthshire, Scotland
PH2 6BD
Organised by Scottish Vintage
Tractor & Engine Club
svtec.org

12th-13th September

LANLIVERY VINTAGE RALLY & COUNTRY FAIR

East Lanescot Farm,
Lostwithiel, Cornwall
lanliveryvintagerally.co.uk

13th September

MAKERFIELD PLOUGHING SOCIETY – PLOUGHING MATCH

Moss Side Farm, Rixton,
Cheshire WA3 6DU
ploughmen.co.uk

13th September

SIDMOUTH JUNCTION PLOUGHING MATCH

Broadhembury,
Honiton, Devon
Organised by Sidmouth Junction
& District Ploughing Assoc.
ploughmen.co.uk

13th September

VALE OF GLAMORGAN PLOUGHING & HEDGING SOCIETY – PLOUGHING MATCH

Great House Farm,
Llanmaes, Llantwit Major
CF61 2XR
ploughmen.co.uk

13th September

NATIONAL VINTAGE TRACTOR & ENGINE CLUB – THAMES VALLEY GROUP PLOUGHING MATCH

Vicarage Lane, Mattingley, Hook,
Hants. RG27 8LI
ploughmen.co.uk

13th September

PLOUGHING MATCH

Organised by Staffordshire &
Birmingham Agricultural Society -
Lichfield District
Walsall Road, Lichfield, Staffs.
WS13 8JW
ploughmen.co.uk

13th September

MORVILLE HEATH VINTAGE PLOUGHING MATCH

Morville Heath, Bridgnorth,
Shropshire
ploughmen.co.uk

13th September

TRACTOR RALLY

Hollycombe Steam in the Country,
Iron Hill, Liphook, Hants.
GU30 7LP
hollycombe.co.uk

14th September

NORTH NOTTS PLOUGHING MATCH

Bawtry, Notts.
nnpm.co.uk

15th-17th September

NATIONAL PLOUGHING CHAMPIONSHIPS

Scraggan, Tullamore, Co Offaly,
Ireland
npa.ie

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

Farmhand was one of the first manufacturers to sell a round baler in the UK, with a machine produced in North America by Vermeer. Belts were used to form the bale, with springs to increase bale tension.



Circular logic!

Jonathan Whitlam tells the story of the round baler, that changed the look of the British harvest for ever

There was once a time when the harvest landscape in Great Britain was characterised by the appearance of small, rectangular bales dotted, randomly across the nation's hay fields. Produced – not surprisingly – by square balers (later to become known as ‘conventional’ balers), the neat, tightly-packed bales were either left strewn across the fields or, more often, collected by sleds and accumulators on the back of the baler and then deposited in groups to make mechanised handling easier later.

The bales, although heavy when densely packed, were reasonably easy to lift and move by hand, making them ideal for the many low buildings that most livestock

farms utilised during the 20th century. However, as time passed, many began thinking about ways of reducing the level of manual graft required when handling those rectangular bales, even given the assistance provided by elevators and flat eight grabs.

Eventually, labour-saving progress led to farmer inventions such as the Howard Big Baler, and also a new type of baler that turned its back on square bales altogether in favour of something completely different – barrel-shaped bales. The round baler had arrived. But the new idea wasn't an immediate success and, in fact, it took a long while before there was widespread acceptance of this new technology.

THE ROTO-BALER

The conventional square baler was still itself quite a new idea when the first round balers made their appearance, thanks to the Allis-Chalmers Roto-Baler. Originally produced only in its native North America, the Roto-Baler was built in Essendine, Rutland, from 1947, and was able to turn hay or straw into neat, round packages that were three feet wide and 14-22in in diameter.

It produced these bales with two belts, then wrapped them with twine, and was claimed to be able to bale eight tons of hay per hour. With the twine cut and tucked into the bale, there was no need for a complicated knotter, as with conventional balers, which helped make the machine



Left: A New Holland 835 baler at work behind a Marshall 802. Its chain and slot bale chamber meant that only one size of bale could be produced. Right: New Holland was a round baler pioneer and this early example is seen in the 1970s, at a farm show in the south of England where it no doubt attracted plenty of interest from farmers. Photo: Kim Parks

easy to use and reliable. Its only drawback was that the whole outfit had to stop for the wrapping process.

The Roto-Baler could be powered by the pulling tractor's PTO shaft or by its own Allis-Chalmers engine, and one of the claimed benefits of the cylindrical-shaped bales produced was that they encouraged water run-off, preventing rain damage to the crop. At the same time they were easy to unroll for bedding or when feeding livestock.

Production of the Roto-Baler continued into the 1960s, but it failed to rival the new square balers which became the most widely-used at the time. It would certainly take a few more years before a new type of round baler appeared that would begin to turn the popularity tide.

GOING BIG!

As tractors continued to increase in size and power output, so the prospect of

enlarging bale size to move more straw at a time, became a reality. In Britain, the first attempt to achieve this came with the introduction of the Howard Big Baler, in 1972. This machine produced rather rough-looking, rectangular bales that were eight feet long, and Howard also supplied an attachment for front loaders to help with loading these larger-than-normal bales.

However, despite the obvious benefits, the Howard Big Baler was dogged with reliability issues and, consequently, was soon overtaken by a new wave of round balers that started being imported from North America in 1974. Among the first of these were the Hesston 5600 and the Farmhand Vermeer, which both used flat belts to form the bale in much the same way as had been seen on the old Roto-Baler.

The first UK demonstrations of these early machines generated a great deal of

interest within the farming community. Not only were the larger bales a more efficient way of collecting and storing the straw or hay, but their shape proved ideal for withstanding the effects of rain showers. Although unrolling them in the confines of the typical livestock shed wasn't as easy as it had been with the Roto-Baler's much smaller bales, this wasn't enough to detract from the practical and efficiency benefits.

BELTS OR ROLLERS?

By the end of the 1970s several round baler manufacturers had appeared here in the UK. Many, such as those sold by John Deere, Hesston, Massey Ferguson, Vicon and Welger, still relied on flat belts to form the bales, once a pick-up reel had fed the swath of straw or hay, up into the bale chamber where the material was rolled into the finished bale.

A different system was used by others

Round balers began to replace conventional, square balers during the 1970s and, by the 1990s, they'd become the dominant type used in the UK.



IMPLEMENTS *ROUND BALERS*

such as the machines produced by New Holland, Krone and Claas. The Rollant baler, made by Claas, used dimpled steel rollers to form the bale chamber instead of belts, while New Holland's 840 and 850 models featured a bale chamber with chains and slats. These systems were beneficial in that the steel rollers or chains were less prone to damage and wear than belts but, on the downside, they could only produce bales of a fixed diameter. Belt-based machines could vary the size of the bales being produced, with diameters ranging from five to six feet, depending on the requirement.

But whichever type was used, the operation of the machine was basically the same. The tractor pulled the baler which took its power from the PTO shaft. The combination straddled the swath and, once the bale chamber was full, everything would stop. The tractor then had to reverse slightly to allow for the end of the wrapping process, and for the bale to be ejected through the rear opening door. The tractor would then

move forward to clear the bale before the door closed and baling could then recommence.

In a thick crop this could mean a lot of stopping, even along a single row, whereas the old, conventional square balers could work non-stop. However, the benefit of the larger bales was usually seen as significant enough to outweigh this practical issue.

UNIVERSALLY ACCEPTED

As the 1980s arrived, more and more round balers started appearing, but the traditional square balers still had a foothold in the market during this decade. Many farms split the operation, using a new round baler for the straw work, but preferring to stick with a conventional square baler for their hay.

In the hay fields it was still mostly beneficial to stick to conventional bales to support the increasing demand from horse owners who require smaller, lighter bales that are easy to move by hand and convenient to store in small barns or

Silage clamps were increasingly replaced by round bales that were wrapped in plastic film and stacked in the yard

sheds. However, silage baling provided another opportunity for round balers.

As the 1980s progressed, silage clamps were increasingly replaced by round bales that were wrapped in plastic film and stacked in the yard, allowing the grass inside gradually to be turned into sweet-smelling silage, ready for livestock feeding during the winter. This development also led to the arrival of round balers fitted with special chopping units to improve silage quality. The idea of these was to mirror how forage harvesters and self-loading forage wagons chopped the grass as it was collected. The use of round bale silage grew from then on and, by the mid-1990s, it had become the method of choice for most small-scale livestock farmers.

As the conventional square baler was pushed increasingly to the fringes during the 1990s, an alternative baling method was growing in popularity. Despite the Howard Big Baler not being a huge success in the UK, other manufacturers had also been investigating the idea of a machine that could produce large, square bales.

From 1978, the first Hesston 4800 big square balers arrived in the UK, producing massive bales that were up to eight feet long. This was a game-changer in many respects as, unlike the Howard bales, these were full, high-density bales that were easy to stack and were immediately of interest to contractors. The professional operations who were looking to clear thousands of acres of grass and straw every year saw a real



Claas adopted a different approach with its fixed-chamber balers, the first of which were the Rollant machines from 1977. This Rollant 44 was a very popular model during the late 1970s and early '80s in the UK. Note the two metal ramps at the rear that helped to roll the bale further away from the rear door when it opened.



Twin axles carried the weight of the Krone Vario Pack round baler, that also included the option of the RotoCut chopping cylinder to produce a fine cut for silage-making.

Photo: Sascha Jussen



Left: Deutz-Fahr also built a range of fixed-chamber balers, including the GP 2.30 model that produced quite small-sized bales. Right: Rubber belts also formed the basis of the Vermeer round balers that were rebadged as part of the Massey Ferguson range. Here the belts on a 1450 model can clearly be seen as it ejects a finished bale. Photo: Kim Parks

opportunity here.

In 1984, the Vicon HP1600 arrived, which was another large machine, although operating it demanded plenty of horsepower and it produced bales that were six feet long. But other manufacturers were soon selling their own large square balers with, among others, Claas, New Holland, Krone, Massey Ferguson and Welger all producing various sizes of such machines in the 1980s and 1990s. All were battling for sales with the round and conventional square balers but, ultimately, the looser turned out to be the square baler, and the overall winner proved to be the round baler.

THE MODERN BALER

Today there are many manufacturers producing round balers, from the established full-liners, such as John Deere, New Holland, Claas and Massey Ferguson, to more specialist implement manufacturers such as Lely, Krone and McHale. The basic principles of how these machines work remains the same, but the big difference lies in the way in which they are controlled. This has evolved to include electronic monitoring via a box in the tractor's cab giving precise information about bale formation and the running of the machine. This has become further integrated over the years and now makes using these modern machines much easier than ever before. The latest technology also makes today's balers faster than ever, as well as offering options such as chopper units and net wrap instead of twine.

The balers used for silage have also evolved into machines that produce round bales, then wrap them in plastic, turning what had previously been two jobs involving two tractors and operators into a single one. Machines like this are now often favoured by contractors, especially as the popularity of haylage has increased

in recent years.

The round baler remains the most popular choice, albeit with the big, square balers in a close second, for those who need lots of straw or silage baled. They're also often used for supplying vegetable growers, factories or power stations with plenty of straw every season. However, conventional balers continue to be built and sold, although the numbers are very small

by comparison.

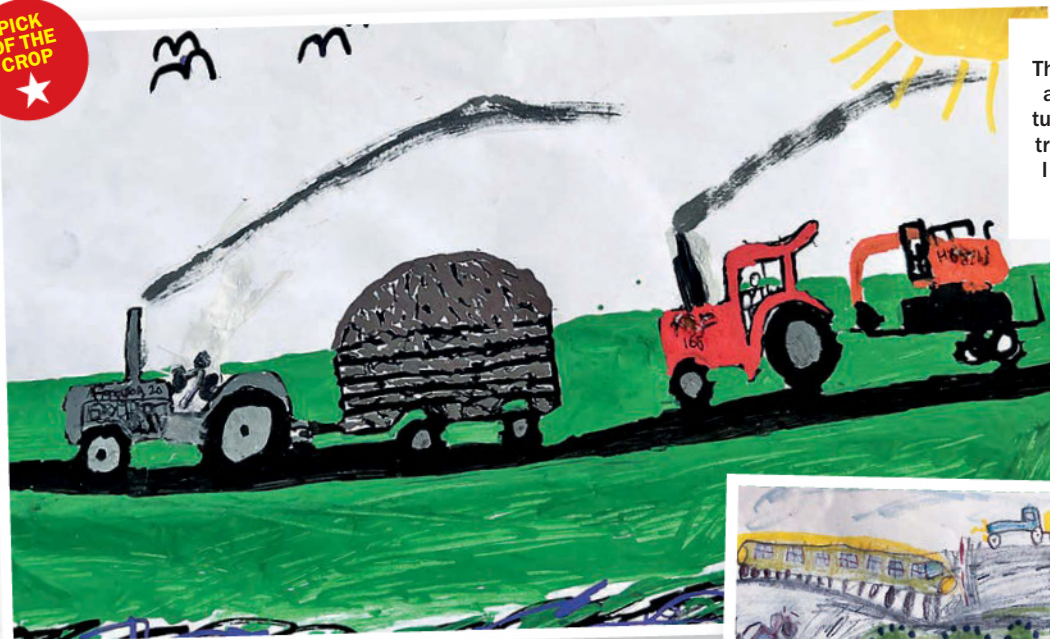
But it's the round baler that reigns supreme, continuing to dominate the market. I always remember that, when I was little in the late 1970s, my mum used to call the new round bales that had just started appearing in the countryside every harvest, 'sausage rolls'. But they've certainly stood the test of time, and I can't see anything on the horizon that's likely to change that situation.



The belts that formed the bale can be seen inside this New Holland 654 round baler. Note the small ramp that made sure the bales rolled away to clear the door.

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

PICK
OF THE
CROP
★



● Homeward bound

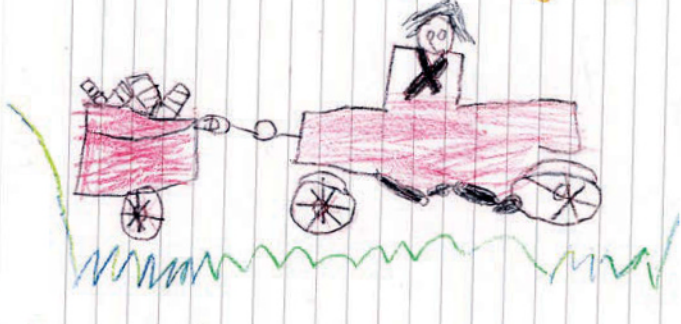
This is my picture of a Ferguson TE-20 and a Massey Ferguson 165, taking turf home from the bog. These are my tractors that I inherited from my Dad. I maintain them every summer with help from my uncle Peter.
Oisín Gallagher, via email

● A busy farm!

I love the magazine and like looking at all the different types of tractors. Here's a picture I drew.
Benji Watson (5), via email



Maddox age 5



● Pretty in pink

I love all sorts of agricultural machinery and I drew this picture for the magazine. I hope everyone likes it.
Maddox Ainsworth (5), Cardiff, Wales



● A JD working hard

This is my dad's John Deere 6155R pulling an Abbey tanker with dribble bar. I love helping my daddy on the farm.
Rory Lyttle (6), via email

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PRIZE



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BRITAINS

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* Actually, it's going to be a scale model from Britains, not a real one!

Quiz answer: The mystery machine on p25 is an MF 1080

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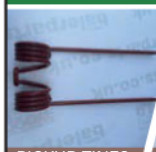
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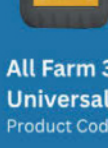
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Colour correction

Having now had time to catch up on reading my *T&M* magazines, I note that Ben Phillips is again repeating the mistake of painting an MF 35X tractor in the incorrect shade of red. This is in reference to the *A bonny new bonnet* article, which appeared in the Workshop section of June's issue.

Attached is the correct paint chart detailing paint colours relative to different eras and models of Ferguson and MF tractors. The correct colour for an MF 35X – or any UK and French MF red and grey 35 and 65 model – is Vintage Red. Massey Ferguson Super Red for any Coventry or Beauvais product didn't come into production until the launch of the Massey Ferguson 100 Series models, in 1964.

When I display my own tractors at shows (my MF 65 Mark 1 tractor at Tractor World in Malvern this year featured in this magazine, in a photo by Peter Love), the discussion of paint colours often enters conversations with interested visitors. Too many quote the advice of 'professionals' such as Ben Phillips, as if they're the source of correct information. Sadly they are not, I'm afraid.

Perhaps you could kindly point out to Ben that his colour selection for these products is incorrect, which will then save DIY restorers from painting their beloved classic tractors in the wrong colour.

J Chris Clack
(ex-MF employee, Coventry and Stoneleigh),
Leamington Spa, Warks.

Chris replies

Having put Chris' comments to Ben, here is his response.

I thank Mr Clack for his information regarding MF paint colours, and will adopt his advice as

I'd often wondered if Super Red was, in fact, correct for the pre-100 Series tractors.

Looking at my Vapormatic paint chart, I see the company doesn't supply the two different reds. However, what is offered isn't a million miles away, and my customers and I have always been pleased with the results achieved. I may well do some shade comparisons in due

course, to check on the real-world differences, just out of interest.

This is why *T&M* is an important publication. Stimulating this kind of debate is always useful for educating us younger generation. I'm always interested when readers comment on my articles and think it's essential to get the information out there for all to see. *Ben Phillips*



MF Paint Spec #	Years Used	Color Descriptions Countries of Origin / Models Used On	Agriline Products (UK) Stock #	BASF/ R-M Stock #	DuPont Stock Code #	Esbjerg Paints (Denmark) Stock #	Herschel/ Valu-Bilt Part #
M-1000	1939-48	FORD DARK GRAY US: Ford-Ferguson 9N/2N, Ferguson Implements	P-41	12088	N7940	12088	
M-1001	1946-58	FERGUSON GRAY (aka TE20 Gray, Vintage Gray) US: TO-20/30 from 1948-54, Ferguson implements from 1947-1954 UK: Ferguson-Brown (Type A), TE-20, TEA-20, TED-20, TEF-20, Ferguson implements from 1946-56 FR: TE-20, FF30	P-24	01520 or 76806	652	01520	952001 962001 972001
M-1011	1956-58	FERGUSON LIGHT GRAY US: TO-35, Ferguson implements after 1954 UK: FE-35 (Mk I) from SN 1001 - 74655		FM1011A or 93153	N9650	93153	952004 962004 972004
M-1013	1955-56	DARK METALLIC GREEN US: TO-35 and a few F-40		23502	B9533		
	1957-65	MF 35 RED (aka Old MF Red or Vintage Red) UK: FE-35 (Mk II & III) from SN 74656 - 171470, MF 35 from SN 171471 - 388382, MF 65 (Mk I & II) FR: FF30, MF 835/865		75004	RS904	75004	
M-1025	1956-65	FLINT METALLIC GRAY US: TO-35, F-40, MF 35 ¹ UK: FE-35 (Mk II) from SN 74656 - 166595, MF 65 (Mk I)		M-1025 or 19243	L7949	99171	952003 962003 972003
M-1026	1958-65	FLINT GRAY US: Fender braces, welded battery platform, fan shroud, swinging drawbar & PTO shield (used on tractors with Flint Metallic Gray Chassis)		8169	LS112	03088	
M-1027	1956-57	BAMBOO BEIGE US: TO-35, F-40		12613	L8071		
M-1029	1956-57	BRONZE (aka Engine Gold) UK: FE-35 (Mk I) from SN 1001 - 74655	P-26	9397	45197	0003	
M-1031	1957-83	STONELEIGH GRAY UK: FE-35 (Mk III) from SN 166595 - 171470, MF 35 from 171471 - 388882, MF 65 (Mk II) FR: MF 835/865	P-19	10267	DS100	10267	
M-1037		SILVER MIST GRAY ² Rear rims on TO-20/30/35, MF 35(US only), F-40; Control Quadrant on TO/FE/MF 35, F-40, MF 65	P-20	13083	4656	13083	
M-1041	1956-08	RED (aka MF Red, Super Red) US: F-40 Grill Panels, TO-35, MF 35 ¹	P-21	84036	7505	84036	952002 962002 972002

Massey Ferguson and Ferguson paint chart with associated product code numbers.



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)



WIN!

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

More care needed

I totally agree with Thomas Jackson's comments published in the July issue (*Dangerous photo*, Letters).

We exhibited at a well-known show in May, which is a good rally that attracts lots of vehicles. The number of tractors on show is good, but I was very concerned to see in the main parking area, plenty of clearly under-aged youngsters driving around on tractors, some with an adult, others not.

I spoke to a woman who was part of the organising team, and explained what was going on. Her reaction was to say: "Thanks for letting me know, I'll look into it." I told her about the NVTEC Code of Conduct, even showing her a copy of the magazine!

However, later on when the tractor parade started, nothing had been done as I still saw plenty of youngsters standing on drawbars or sitting on mudguards as tractors queued for the ring parade.

One adult was asked if it was safe to carry children like that, and he replied: "He's holding on tight and I'm a responsible parent." Of course, it wouldn't have taken much for an accident to occur, and I couldn't help thinking about how much trouble would be caused – quite apart from individual injuries – if things were reported and HSE



● Youngsters of all ages are drawn to tractors but the law is clear. Nobody under the age of 13 is allowed to ride on or drive agricultural machinery of any sort. So parents, owners and show officials must all work to enforce that requirement.

got involved. That would inevitably create even more issues for event organisers.

Yes, it's nice to see, but I think everyone needs to make more of an effort to keep the hobby as safe as possible. Sorry if this has been a bit of a rant, but I fear that, one day, something nasty is going to happen and that steps need to be taken before it does.

Bill Flint, via email

Chris replies

Hopefully, Bill, letters like this one will help ensure that people become more aware about the very real dangers that youngsters can face riding on tractors. But show stewards need to be stronger, too, refusing to let machinery parade if under-aged youngsters are involved.

ASW 164C – ring any bells?

I picked up the July issue of *T&M* from my local Tesco and found it very interesting. I'm eighty years old and have seen many tractors of different kinds over the years.

What drew my attention was the letter from Alec Pullen (*Keep those rare wheels!*, Letters). It reminded me that, as a 10-year-old, I clearly remember a Fordson dealer in Angus (Whitlock Brothers Ltd) – our local county town – demonstrating a Major Diesel fitted with a Dinkum Digger to a local building contractor. A large group of onlookers had gathered as this was something very new.

The Dinkum was working very well, its hydraulics prising out boulders and, to everyone used to Ruston Bucyrus 10-RBs, this was simply magic! In addition, the machine was able to move from site to site quickly, which was another practical bonus.

Anyway, the builder bought the tractor and it was delivered complete with a Whitlock front loader – hydraulic, of course – a Winsam cab and chunky rear

wheels that were the heavy-duty, pressed steel type. The whole outfit really looked the business and, thinking back to 1956, it was harbinger of things to come.

My working life was in horticulture and estate forestry, and I came across many of today's classic tractors in their working clothes and, now and then, operated them.

Those machines included TE-20s, FE 35s, Fordson Major Diesels and, on one very special occasion in 1965, I was allowed to drive a brand new MF 135. It was one of the Red Giants and a lovely machine. I still remember its registration, which was ASW 164C – does anybody know if it's still around?

Edward Valentine, Marykirk, Aberdeenshire

Chris replies

Many thanks for your recollections, Edward. That MF 135 must have made a real impression for you to still recall its registration after 61 years! Hopefully the machine made it into preservation and one of our readers will have some useful information.

Inflation tip

With regard to the article I read a while ago where Ben Phillips was changing a tyre, I always blow a little air into the tube to make sure that it's fitted the right way around. Valve to valve hole and the marked band to the other side of the tyre.

In the past I've come across some inner tubes that have been marked on the wrong side of the tube, so always make sure that you check first.

Dave Thompson, Gt Barford, Bedford



High Weald Steam Working Weekend, 2026

Peter Love reports from what turned out to be a fantastic weekend of heritage celebrations in West Sussex

13TH-14TH JUNE, 2026

● The Field Marshall parade gets underway with a Series 3 on the right and a Series 1 (fitted with Series 2 wheels) on the left, complete with the early air cleaner.





● Left: The marquee was packed with lovely, Marshall-related gems, thanks to Richard Freeman's hard work. Right: This Marshall 804 4WD is still in very original condition.

As far as I'm concerned, the High Weald Steam Working Weekend has to be one of the biggest successes of the 2026 rally season so far. Staged at Scaynes Hill, near Haywards Heath in West Sussex in the middle of June, the event's special feature this year focussed on Marshall.

With help from the Kemp and Tompsett families, together with the Haddenham rally's Richard Freeman, Ian Langley and Dave Manisi and their many friends were instrumental in organising a superb display. The show is now settled at it's new venue, which benefits from having the Bluebell Railway running alongside, so the added spectacle of full-size steam engines passing by throughout the weekend, adds a fantastic extra dimension to an already excellent event.

The tractors at the show were managed jointly by the Chailey Classic & Vintage



The Mansi's Field Marshall Series 1 Contractor Mk.2A is certainly a proper threshing tractor!



● Left: It was great to see the former Tim Matthews' ex-RNLI Fowler at the show. Right: Here's a great-looking David Brown Cropmaster. This was a popular tractor in this part of Sussex, with Harper & Eede being local agents during the 1940s.

This 1940 Caterpillar D8 8R is a local, Sussex machine and was a treat to see and hear in the parade ring.



● Representing the 1980s at the show, this Trantor Mk.2 purred around the parade ring.



● A rare and very original 1942 Ford Ferguson 2N.

Tractor Club and the South Eastern Vintage Agricultural Club (SEVAC). The two organisations did an excellent job, ensuring that there was an interesting mix of exhibits with many highlights, including the ex-Cheffins Matthews Fowler RNLI T57 crawler.

With regard to the special display celebrating Marshall, Sons & Co., there was a great selection of Field-Marshall Series 1, 2, 3 and 3A on display for enthusiasts to enjoy, and these were paraded around the ring each day accompanied by a number of Marshall traction engines and steam portables.

There was also a marquee housing a fascinating photographic display depicting evocative scenes from the

Marshall works. Overall, the show attracted almost 50 Marshall tractors and steamers, which took their place beside 130 other interesting tractors from different manufacturers and 65 steamers. These impressive numbers must, I'm sure, make this the biggest event of its kind to be held in the south-east of England this year.

Congratulations must go to everyone involved in the planning, organisation and running of the High Weald Steam

Working Weekend. It's an event that continues to develop and, if you missed it this time, my advice would be to make sure that you're there to drink-in the experience in June 2027!

My advice would be to make sure that you're there to drink-in the experience in June 2027!



This Marshall MP6 has a lovely Sussex history and is seen here with the amazing Marshall works sign recreated by members of the organising team.

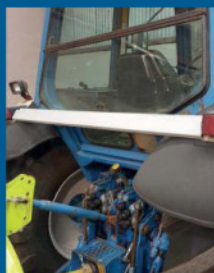


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● Left: Miss J Furniss returns from the show ring with her 1963 Massey Ferguson 35X. I gather that she'd flown in from the Cayman Islands especially to attend the show. Middle: The sheer size of M Ward's 1977 Ford FW-30 certainly didn't go unnoticed by other drivers in the show ring! Right: Hubert Farmer with his 1965 International B414 enters the ring. By chance I met Hubert's grandson, Callum, looking proudly on. He was over for the show from Australia, and was delighted to see his grandfather still active with his B414.

Ashby Magna Vintage Rally, 2026

Chris Graham serves up a pictorial record of this superb, NVTEC Midlands-organised event in Leicestershire

20TH-21ST JUNE, 2026



Northrops are few and far between these days, so it was great to see B Butlin's fine-looking 1966 5004T which, of course, is a conversion based on the Ford 5000. This one's obviously been painstakingly restored.

It was my first visit to this event, which is always exciting. Quite naturally, there's a tendency for the same machinery to attend the same shows, so taking in a new one in a different area of the country never fails to present a fresh and interesting display of 'new' machinery.

Evidently, I picked a good year to visit as 2026 is the event's 50th anniversary year, and the organisers had gathered 170+ tractors of all sorts for everyone to enjoy. And, with three ring parades arranged on both days, there was plenty of chance for visitors to see and hear the majority of those present fired into life.

Here's a selection of photographs to give you just a taste of the mechanical marvels I found at this well-run and very enjoyable event.



● Left: Crawlers always add another dimension to ring parades and the beautiful summer weather ensured that the ground was firm enough to take P Marshall's 1949 Marshall Fowler machine. Middle: J Tunncliffe had four Fordsons entered at the show, and this was his very presentable 1963 Super Major. Right: This is T Brown's original 1978 Zetor 8045 – one of only a couple of the Czech-made machines seen at the show.



● One of the oldest machines in the tractor section was A Flavell's 1940 International T6 crawler.



● There were two or three front-loader-equipped tractors at the show. This is the newest of I Brooks' exhibits, a 1978 Leyland 154.



● This John Deere 4020 cut quite a dash in the show ring and made a great sound, too. It was entered by S Kirk, and was one of two JDs he had at the event.

Evidently I picked a good year to visit as 2026 is the event's 50th anniversary year



B Atkinson's 1960 Lanz Bulldog was yet another very well-presented tractor to be seen at this rally.



● With cab doors flung wide to help keep the interior bearable, this 'working clothes' 1974 Leyland 255 was one of five machines entered by I Brooks.



● A cheery thumbs-up from N Headley as he returns to the parking area after a spin around the ring with his 1963 Massey Ferguson 35 Deluxe.

Down memory lane

Jonathan Whitlam laments the plight of so many small farms in his native Suffolk, and more widely across the British countryside



Jonathan Whitlam has fond memories of farming in Suffolk.

Back in 1985 there were several small farms around the north-east of Suffolk, and several of them grew a diverse range of crops as well as being dairy operations. The Wrights were just such farmers who'd scaled back quite a bit from growing a large range of vegetables – as well as cereals and root crops – to concentrate on barley, wheat, potatoes and sugar beet. They also continued milking a 100-strong herd of cattle.

All the farm work was undertaken by three tractors and, for the field work, these were driven by two main workers and John Wright himself. Consequently, the autumn was always a very busy time. One year I remember a large field of potatoes was being harvested and, when I visited, the pickers who manned the Grimme RowOver harvester were having a well-deserved day off. But the farm team were still in action, turning over the cleared part of the field and sowing the following winter's wheat crop.

The first stage of that process involved the plough; in this case a four-furrow reversible on the back of a Ford 7610 which, at 103hp, was the largest tractor on the farm. Although this field had some very extensive patches of heavy clay, the fine and dry weather made it an easy task, and the plough was only just managing to keep ahead of the second part of the operation – a 62hp Ford 4610 pulling a

Dutch harrow. This tool, despite being simple and unpowered, was breaking down the freshly ploughed soil into a perfect tilth, ready for drilling.

The planting itself was handled by the farmer with his second Ford 4610 operating a Ransomes Nordsten drill. This type of machine was hugely popular in this area during the 1970s and '80s, with virtually every farm making use of one for all cereal-sowing work (as well as peas and beans). Ransomes, based in Ipswich, was the importer of these drills that, for many years in Suffolk, gave the Massey Ferguson 30 a good run for its money in the popularity stakes. The Nordsten was fully mounted on the tractor, which was a great advantage when working in small or oddly shaped fields. This was its main selling point, with the drill even being dubbed the 'Lift-O-Matic' by the Danish manufacturer.

With the patch of cleared ground drilled, it would then be back to potato harvesting to get the rest of the field cleared, and then the team would return to complete the ploughing and drilling of the field, such was the relentless activity on small farms during the 1980s.

Today there are a few small farms left

dotted around, but the rest have been subsumed into massive operations that are worked by powerful tractors and huge machinery. This particular farm was sold after the A12 trunk road was improved, taking swaths of its land and placing it under concrete. These changes made what was left too small and awkward to be viable, so the remaining fields were sold to a much larger, neighbouring farm. Much larger tractors replaced the small Fords

and potatoes were deleted from the rotation.

Ploughing is still undertaken, but now it's done with large, multi-furrow implements pulled by John Deere tracked machines. Eight-metre-

wide cultivator drills are then used for planting the cereal crops, and this is handled by a contractor. So, the days of small tractors, small farms and small, close-knit teams of workers are almost behind us. The same, sad story is being played out across increasingly large swathes of the British countryside, and that decline looks set to continue at an increasing rate. For me, this makes those memories of the way things used to be done – and the sense of nostalgia I have for them – all the more precious.

Today there are a few small farms left dotted around, but the rest have been subsumed into massive operations that are worked by powerful tractors and huge machinery



● Ford 7610 and Ransomes plough passes a Ford 4610 and Dutch harrow as potato land is turned over ready for drilling. The following day the 7610 will once again be on the Grimme potato harvester that's just visible in the background.

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Prairie gold remembered

Peter Love marks Europe's biggest gathering of Minneapolis-Moline tractors with a detailed look at the company's fascinating back story

24TH-25TH MAY, 2026

In many respects, Minneapolis-Moline is a forgotten make of tractor. It fought hard to gain a foothold in the UK between the late 1930s and the early 1950s, but without great success. But it was a revered marque in its American homeland, right up until production came to an end in 1974.

However, a good number of MM tractors have been imported into the UK in more recent times, by preservation enthusiasts and these, combined with the examples that came to the UK originally and those that, for a brief while after WW2, were manufactured here, have cemented themselves into the hearts of a dedicated band of Minneapolis-Moline owners on this side of the pond.

FIRST GATHERING

It was Brian Smith, of the Mid-Shropshire Tractor Club who, in 1990, organised at a group of 36 Minneapolis-Moline tractors at the club's annual summer rally, and that total had never been beaten until this year at the Carrington Show.

Darren Creasey and Dan Gilman were

the organisers behind this year's spectacular event at the 65th Carrington Steam & Heritage Show back in May, which included a superb ring display of about 50 assorted Minneapolis-Molines. The stand at the show was wonderful, too, being packed with machinery, information and enthusiasts including Loren Book and his daughter, Sara, who'd travelled over from Iowa, USA, where he runs a Minneapolis museum.

Minneapolis-Moline was created on 18th April, 1929, following the necessary merger of three agricultural companies to ensure their combined survival. The first of these was the Moline Plow Company, which dates back to 1852, when Henry W Candee and Robert K Swan started building fan mills to clean harvested grain. Thirteen years later they introduced a very successful line of ploughs, thanks to Andrew Friberg's specialist knowledge. He'd been with Deere & Co, but became a partner in the Moline Plow Company, bringing with him a much needed cash injection of \$75,000.

● They're coming to get you! Wow, what an amazing display of Minneapolis-Moline tractors at Carrington.



● The Bolter's 1967 Minneapolis-Moline 112 was actually made by Jacobsen, in Racine, Wisconsin, and provided the grass care line for MM between 1962 and '69.

But extra funds were required so George W Stephens supplied more when he became company president and, from then on, the operation never looked back. By 1913 the Moline Plow Company had an impressive turnover of \$15 million dollars and, following the purchase of the Universal Tractor Manufacturing Co from Columbus, Ohio, it started producing tractors.

PRODUCTION EXPANSION

Production was moved to a 5.5-acre site at Moline, Illinois, on the banks of the Mississippi River, which became one of the largest agricultural works of its era. The first Universal tractor rolled off the line on 1st July, 1916 and, with its two-cylinder opposed engine made by the Reliable Engine Co of Portsmouth, Ohio, it proved a very successful machine. There was one of these tractors on the MM stand at Carrington. It's a famous, 1917 C 10-12 example that's been in the UK since taking part in the 1917 Scottish Tractor Trials. It's now owned by Gordon Carson and it was certainly a real treat for everyone to be able to see it at the event.

The company's on-going success attracted many potential buyers, one of which was Frank G Allen, of Willys-Overland fame. He obtained a 51% share in the business, became the president and went on to hold 81% of the stock. He was also responsible for introducing lighting and a starter motor to the Universal D; a model that became famous for the huge, cast concrete weights mounted in the front spoked wheels.

But, by 1922, the company was in trouble. There was no replacement for the successful C and D models, president George Peek was gone, tractor production halted and the factory was even put up for sale. But, as the business had built such a good reputation for the implements it produced, it survived the financial storm.



DESIGN POTENTIAL

The Minneapolis Threshing Machine Co was the second company in the trio that would eventually become part of Minneapolis-Moline. John S McDonald had invested in the Fond du Lac Threshing Machinery Co in 1874, based in Fond du Lac, Wisconsin. It only lasted two years but he thought its designs had potential and, with fresh investment, he kick-started the business into life in 1877.

Ten years later the operation moved to Hopkins, in west Minneapolis, at a time when the Twin Cities were the capital of the northern USA grain industry. The company's Victory Separator (threshing drum) was a success and, in 1890, MTMC started making steam portables and traction engines. Much of the workforce came from Scandinavia and central Europe and the engines they built were simple and reliable. This continued until the 1920s, by which time they'd produced 7,981 machines.

However, the company was early into internal combustion-engined tractors, with the Walter J McVicker-designed 25-50, being built between 1911 and 1914. It was originally made by the Northwest Thresher Co in Stillwater, MN, and used a four-cylinder, cross-mounted engine. The MTMC also sold the Universal Tractor Company's centre-crank 20-40; a machine that was also sold by Advance-Rumely as the GasPull. This had been designed by OE Espe while he was working for McVicker.

With the vast tracts of land being ploughed-up in the northern USA and on the Canadian prairies, the Minneapolis Threshing Machinery Co introduced the 40-80 model, which sold in decent numbers. It's first engine wasn't the best, but was replaced by the 35-70 OHV unit in 1919. This represented a better prospect for prairie farmers, and continued in production until 1927.

SMALLER OPTIONS

There was also the smaller 20-40 that, later on, became the 22-44 after testing in Nebraska. The company also made smaller tractors like the 15-30, the 12-25, the 17-30, the 17-30A and the B Crossmount. There was a very late 17-30B at the show, entered by B Eyres.

The MTMC went on to weather the Fordson F onslaught by offering a more reliable product but there was trouble ahead. A new tractor line was desperately needed and, with the company having built-up a \$2,000,000 debt with the bank, it was time to seek amalgamation with others to survive.

The 'big one' of the trio of companies was the Minneapolis Steel & Machinery Co. This operation was started in 1902 by JL Record, who had built grain elevators



Nick Kitchen gives a 1961 Minneapolis-Moline M5 LP gas from the Ducksbury collection a spin around the ring. The model could be ordered with petrol, LP or diesel power, and 7,813 were built between 1960 and '63.

alongside the railway tracks. He was joined by OP Briggs and EA Merrill from the Twin City Iron Works, where they made the power plants for lighting rigs, grain mills and even the elevators. Others involved in the new company included brothers LS and RP Gillette. They'd come from the successful Gillette-Herzog Steel Company, having fabricated many of the famous structures in and around Minneapolis.

In fact it was this company that built the first two tractors – to a Joy-McVicker design – for the Joy-Wilson Sales Co of Denver. These giants were completed in 1911, and it's possible that five were built, with two going to South America. Next the company developed its own 40-65 vertical four-cylinder, followed by the mighty 60-90 six-cylinder and the smaller 25-45.

POWERFUL 'DINOSAURS'

These were all successful 'dinosaur',

prairie-style tractors, with the 60-90 perhaps being the most powerful of its

era. Its radiator required 116 gallons of water and the fuel tank held 95 gallons, with the engine burning a gallon a minute! These models were relatively reliable compared to other makes available at the time and sold under the Twin-City line.

In the smaller line the 12-20 (1919-26), with its 16-valve crossflow cylinder head, was the most advanced engine being used successfully in any tractor at that time. A few examples came to the UK after WW1, and a few more have been imported here in more recent times. Then, after the prairie line had dried up, the company continued to develop and design some solid tractors during the 1920s.

By the late 1920s, farming and tractor sales had become tough, but all three



F Lambert's 1951 Minneapolis-Moline UTS, which hadn't run for more than a decade before this event.



● Possibly the oldest Minneapolis-Moline UTS in the country, this very original 1939 example was entered by K Read, from Lancaster.

companies had got through the post-WW1 recession but, even before the Wall Street Crash, the banks had installed Warren C MacFarlane as MSMC vice-president and general manager and, by that stage, bank-related debts stood at \$1,181,000.

Thankfully, MacFarlane was a success, turned the company around and became president in 1928. He needed to expand the business as Twin-City only made tractors and sold Oliver Plows and other tillage equipment. It was time to merge.

The idea of merging MIC (Moline Implement Co) with MSCM was a good one, as it gave Twin-City a line of implements designed especially for its tractors and, as for MTM (Minneapolis Threshing Machine Co), it too saw the writing on the wall and wanted to join in. Once everything was signed on 18th April, 1929, the company was listed with \$24,000,000-worth of assets and an income of \$20,000,000.

CORPORATE RESHUFFLE

Much of MSMC's top management got the top jobs in the new organisation, with MacFarlane as CEO and president. The HQ was at the Hopkins site while the engines were made at Lake Street, Minneapolis, and the implements in Moline (closed in 1957). As for the harvesting machinery, that was mostly built at Hopkins, including a trailed combine.

The tractor designs adopted the Twin-City line with 'MM' cast into the radiator header tank, and retained the dull, TC grey livery. Looking at the sales figures, I can't say things were terribly spectacular, but the 1929-34 farming market was in turmoil thanks to the Depression. However, the TC 31-32FT was

a good seller and 4,073 had been made by 1934. The big TC 27-44 saw 839 sales while the smaller TC KT attracted 2,055 buyers.

Minneapolis-Moline suddenly woke up to everything that was happening around it in 1938, when styling was introduced that included the now famous yellow and red Prairie Gold livery across the range, including the notable UDLX Comfortactor. This machine used the KED 4.6-litre engine and was capable of 50mph! The idea was to use it on the farm as a workhorse, but also on the road as an automobile. As was the way with MM tractors, it was well engineered with helical gears. The cab featured safety glass, a heater, a radio and even a cigarette lighter. But only 150 were built and just half of those have survived.

However, we have a couple here in the UK today.

JF Hilsdon's 1946 Minneapolis-Moline R 'V' front row-crop, complete with original-style rear tyres



INITIAL UK SHOWING

It was a different case with the smaller, R type and the UTS (Universal Tractor) model that was made between 1938 and 1957. These tractors were imported to the UK by Sale, Tilney & Co, and it first showed MM tractors at the Smithfield Show in December, 1938. These KEC-F solid-block, 39-42hp machines were good tractors. Then, in 1947, the 283A-4 engine arrived, and was known as the 'split block' (cast in pairs). It operated with coil ignition instead of a magneto. Looking back, the best-selling MM tractor in the late '30s was the smaller ZTU, with 7,154 being produced between 1936 and 1940.

Row-crop tractors represented a big market for Minneapolis-Moline, but it was the GT and then the GTA that were the main imports into the UK during the 1940s. A good threshing standard tractor, the GT came in under Lease-Lend in some numbers, at first on steel wheels and without a starter. Later, though, pneumatics and starter motors were retrofitted in many cases.

The GT was powered by a 6.7-litre, 55hp (47dbhp) engine that had its roots in the FTA 21-32, that was mated to a four-speed transmission. In 1942 the upgraded GTA model arrived with the LE engine, and you can tell the difference between the two as the GTA doesn't have the chassis girder frame connecting the bell housing to the front axle. The model was phased out in 1947.

In late 1946, Minneapolis-Moline (England) Ltd was formed by Robert A Tilney and GR Greene (sales manager at Sale, Tilney). The objective was to manufacture Prairie Gold tractors here, and production facilities were established in Winnersh (Berkshire), Alton, (Hampshire) and at the Eastern Farm Implements site at Essendine, in Lincolnshire, that later became Allis-Chalmers UK. For a time the MM company also had a site at Epping.

AHEAD OF THE GAME

The British company made the UDS in various versions using the British Meadows gas engine. They also fitted Dorman and Meadows diesel engines and, in this, were ahead of MM's own diesel engine which didn't arrive on farms until 1953. However, the tractor was much too expensive, costing £1,100-£1,250, which compared very unfavourably to a Perkins P6-engined Fordson E27N at £595 and the similarly-priced Massey-Harris 744PD. So not many were sold and it was all over by 1950. However, the British company carried on until 1955, selling implements and the G8 harvester, and a small number of these survive in preservation.

Later in the 1950s, the big number for the company was the GB-D (1955-1959), powered by the D425-6 Lanova head (indirect injection) diesel engine producing 62hp (55dbhp), and paired with a five-speed transmission. Owing to a massive plant fire, Massey Ferguson was



● This 1927 Twin-City 21-32 comes from the Crowder collection. It was a good tractor in its day and this one is due for restoration soon.

short of a large-engined tractor to sell in the North American market, and so a deal was done that saw 1,100 GB-Ds sold to MF, and a number survive here in the UK today. That wasn't the last time that MF went back to MM as, between 1962 and '65

some 3,663 of the MM G705/6 were supplied, being marketed as the Massey Ferguson 97 in 2WD and four-wheel assist. Ultimately, more were supplied to MF than were actually made for MM itself.

PLAIN BUT STRONG

The MM Jet Star series ran between 1959 and '62 and, although looking plain and basic, they were very strong machines. Various series appeared, albeit not in a set sequence. For instance, the Jet Star 3 was built between 1965 and '70, while the MM 4 Star appeared earlier, from 1959 to 1963. The livery was slightly changed as time passed, to Energy Yellow with Dyna Brown-coloured frame, but other variations on the yellow theme were also offered.

The Jet Star tractors were available with gas- or diesel-powered engines of 3.6-litre capacity. These produced 48hp (44dbhp) and featured Ampli-Torc (another name

● Right: Key players on the MM UK Group's stand, with Darren Creasey and Dan Gilman on the left and right, respectively. Below: This photo of the superb MM UK Group's stand was taken at 8.30am on Sunday morning. What a selection of amazing machinery.



OUT & ABOUT M-M CELEBRATION



● The oldest tractor in the MM line-up was this incredible, 1917 Moline Plow Co. Universal C 10-12. It's been here in the UK from new.

for a torque amplifier that IHC promoted first), and could also be specified with the Tel-O-Flo three-point hydraulic system. The Jet Star 3 Super, petrol or with LP gas (in which MM was a leader), saw 3,351 (1965-70) made – the largest number of any Jet Star produced.

However, Minneapolis-Moline was best known for its larger tractors, such as the M504 and G704 4WD models. But the underperforming MM got into politics during 1961. The management wanted to diversify into products other than agricultural machinery, and established a subsidiary company called Motec Industries. It was decided to make it the major shareholder in the company group, and that MM would be just a division of Motec, together with five others. Sadly, and still controversial in 1963, the White Motor Corporation gulped-up Motec Industries for \$42 million. By then White, the famous truck builder, had already bought the Oliver Corporation (in 1960) and the Canadian Cockshutt Co (in 1962).

It wasn't long before there was unification with Oliver, and both makes found themselves on a road to destruction as the truck division was short of cash. It's always said that Oliver was the one making

the money, and that both tractor manufactures were gradually dragged down as the 1960s went on.

DESIGN STYLE RETAINED

The tractor range retained a similar design style from the mid-1960s to the bitter end (1974), albeit with different grille styles. The U302 replaced the ugly-looking 4 Star tractors, and was basically a 55hp model with hydraulics and Ampli-Torc 10-speed transmission. The big one, though, was the 100hp G705 and G706 (with front wheel assist). Then more power was extracted from the diesel and LP engines when the G707 and G708 came along, but just for one year, in 1965.

The power outputs of these tractors was ahead of what Ford, MF and IH were offering in the UK. The famous G1000 and the Wheatland and Rice versions came along in 1966-69, and a cab option was being offered and even 564 gas engine versions were made. There were to be 2,050 diesel G1000s produced, together with 722 LP versions.

But Minneapolis-Moline didn't develop a range to replace the U302, and brought in Fiat tractors between 1971 and 1975 that were also sold in Oliver green. Things were

going decidedly downhill by then, though, and the yellow three-cylinder G350 and four-cylinder 450 weren't great sellers.

It was turning into a 'badge engineering' exercise as the six-cylinder G550 and G750 were really Oliver products made at the Charles City works. The G950 was made at the Minneapolis works and sold as the Oliver 1865, while the larger G1050 was made at Lake Street Minneapolis and also sold as an Oliver 2055.

BEGINNING OF THE END

The situation then became something of a blur as the 'big brother' White Motor Corporation amalgamated Oliver and MM into one operation. The G1355 was a typical example of the hotch-potch then being produced. It featured an MM engine with Oliver drivetrain and the famous Hydraul-Shift 'up and over' 18-speed transmission. It was also sold in Canada as a White, finished in a red livery.

In 1972, White phased-out the Minneapolis plants where everything had started back in 1929, and transferred what was left of MM to the Oliver plant at Charles City, Iowa, and the make was all but finished by February, 1974. Then, in 1976, the production of Oliver-branded tractors ended when White Motor Corporation phased-out the brand name to focus on White Field Boss tractors instead. The Oliver plant finally closed in July 1993, and has since been demolished.

As for the biggest ever display of Minneapolis-Molines seen in the UK, it was an real treat and a genuine credit to the efforts of everyone involved. The MM UK Group's show stand was superb and far superior to so many seen at shows these days. I'm sure that the whole occasion will be remembered for years to come as it was pure 'Prairie Gold!'



● Left: The Martin-owned 1948 Minneapolis-Moline UTS. This tractor just looks so good! Right: The Creasey's 1942 Minneapolis-Moline ZTU 'V' front looked a treat. This model was very successful and shows the early styling. It started, un-styled, in 1936 and ran to 1948.

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A Downland delight

Paul Holmes reports on this year's very successful Arlington Tractor Run that, once again, raised more essential funds of local organisations

JULY 18TH, 2026



The Arlington Tractor Run route took participants up onto the South Downs for the first time this year. Here's the convoy snaking across farmland as the first climb awaits.

The fourth Arlington Tractor Run was blessed twice – once by the local vicar before the participants set off, and once by the weather.

The event was originally conceived by Wendy and Paul Holmes as a fun way to raise money for the village hall, museum and church in the East Sussex village of Arlington, near Hailsham. One of the main requirements for the event has

always been the provision of a large, passenger-carrying trailer, the intention of which is to enable villagers of all ages to get directly involved with the event, experience the local countryside at a leisurely pace and visit areas that are generally well away from footpaths and not regularly accessible to the public.

A bacon butty and tea or coffee provided the essential start to the day



● Brian Wise's very nice JD 6200 follows Peter Richardson's working clothes MF 3080 along the South Downs Way.

then, following the blessing, the convoy set off from the field next to Arlington village hall and headed south along leafy lanes towards the A27. Marshals provided traffic management at the busy roundabout then it was back into the peaceful countryside of the South Downs National Park.

The tractors took the Old Coach Road right up onto the Downs where they then followed a stretch of the famous South Downs Way (which extends from Eastbourne to Winchester). A series of picturesque Downland tracks led eventually to the Rathfinney Wine Estate, where drivers and passengers enjoyed a refreshing coffee or wine-tasting break.

Afterwards the tractors returned to Arlington via the quintessential downland village of Alfriston then, once back at the village hall, a Ploughman's lunch and further refreshments awaited the weary travellers.

Happily, a very enjoyable day was had by all, and the tractors behaved themselves, too. There was just one breakdown among the 30 invited machines taking part, and the event raised more funds for the continued support of the local infrastructure.



● Roy Richardsons McCormick MTX 140; one of the largest machines on the run.



● John Richardson's working clothes David Brown 1210.



● Mike Akehurst captures a moment for posterity aboard his recently restored Pre-Force Ford 3000.



● Roy Steven's wonderful and very original Fordson E1A Major arrives at the Rathfinney Wine Estate.



● Vina Silva enjoying life with her lovely MF 165.



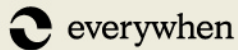
● Event founder Paul Holmes at the controls of his immaculate Ford 4000. DIY restorations don't get much better than this one.



● Peter Appleton leads the run up Bo Peep Bostal onto the South Downs, pulling the run's large trailer. Road space was a little tight in places!



● Union and Sussex county flags flying proudly from Colin Martins' Nuffield 10/6



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Smooth operator

Chris Graham visits independent lubricant manufacturer Witham Group to explore the world of lubricants and greases, and how best to use them

Lubricants, such as engine, gear, transmission and hydraulic oils are products that far too many tractor enthusiasts take for granted. Worse than that, they're something that often gets skimmed on, neglected and abused. Yet, despite all that, everyone still expects them to continue doing their jobs effectively, regardless of the ridiculous odds so often stacked against them.

During the restoration of my 1959 Fordson Power Major, the rear axle casing was found to contain a liquid that looked more like watery cappuccino than oil. It probably hadn't been changed for decades and is sadly typical of what's found so often in old tractors nowadays.

DESIGNED TO SURVIVE

The fact that so many examples of classic tractors have survived has more to do with the quality of their design than how they've been looked after. Despite relentless penny-pinching down the years and an almost criminal lack of attention regarding oil management, these old trojans soldiered on.

We have the fact that they emanate from an age of over-engineering to thank for that. Those uncomplaining icons of mechanical productivity that toiled on farms across the nation during the post-war years – and their successors built in the 1960s and '70 – were machines designed to last. And last they most certainly did, often despite the best efforts of their owners!

We know better in these enlightened times, though, right? We appreciate the importance of good maintenance, and we cherish our machines as they gleam at shows or get nursed along on tractor road runs. Well, sadly, not universally, it would seem. After spending a fascinating couple of hours with managing director at Lincoln-based Witham Group, Nigel Bottom, I came away feeling there's still plenty of work to be done. So, the purpose of this feature is to cover the lubricant-related basics, as far as they relate to classic tractors. Hopefully, it'll provide food for thought, trigger some positive action and build general awareness about tractor lubrication, and the importance of getting it right.

A COMPLEX PRODUCT

The first point that Nigel made was that there's a lot more to oil than most people imagine. "There's a misconception that's still widely held among consumers that oil is just oil when, in reality, there are many different types that all meet different and exacting specifications," he told me. "Whatever engine, transmission or back axle you might be dealing with, there will be an officially recommended oil that's designed to be run with it. What's more, that requirement will remain, regardless of the age of the machine."

So, just because your MF 135's Perkins diesel engine is 60 years old and has 9,000 hours on the clock, that doesn't mean its oil requirements are any different



Oil is the lifeblood of an engine, so settling for any kind of compromise in terms of lubricant specification and service life, is a mistake.

from the day it left the factory. “All engines were designed to run optimally on a lubricant of a certain specification, and that simply doesn’t change as the years roll by,” Nigel added. “Unfortunately, though, there are plenty of owners who imagine that because they’re dealing with

an old tractor, it’ll be fine with the cheapest engine oil available. But that couldn’t be further from the truth.

“Failure to follow the recommendations is likely to increase internal wear rates and hasten mechanical failure. Using the wrong engine oil will also have the

potential to affect other important factors, such as cold weather running performance and the management of problematic contaminants within the engine.”

Nigel added: “Similarly, it’s important to adhere to the recommended oil change interval. Pushing beyond that will take the

● The Witham Group carries out its own, in-house quality testing across its lubricant product range, so quality of performance is guaranteed.



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ENVIRONMENTAL AWARENESS

The Witham Group's oil blending process is now carbon-neutral, and Nigel Bottom believes the company is unique in the industry in this respect.

This has been achieved largely thanks to a revolutionary change to the way in which the base oils are mixed with the additives. Traditionally this process involves heating using gas, electricity or steam, then mixing with a powered stirrer to ensure complete additive dispersal. But Witham has developed an ultrasound device that does the same job much more efficiently, and runs from a 13A plug.

To make a 10-ton blend using the old method consumed 1,962kW of power, which is a lot. According to Google, it's enough to power 245 average homes. Now though, using the latest version of the ultrasound unit, blending the same quantity of oil consumes just 1.5kW – the sort of level required to operate a single air fryer!

What's more, the process is faster. Instead of taking 2-4 hours, the blending time has been cut to just 20-40 minutes.

Determine the original manufacturer's oil specification recommendations for your tractor and to stick to them

lubricant beyond its ability to protect effectively. The performance of oil starts to deteriorate from day one. It has a finite working life beyond which it's unwise to push it," he warned. So why would any owner these days knowingly do any of that?

QUALITY MATTERS

Another point that Nigel made concerned the perception of performance differences. "Don't imagine that you'll get better results by using an oil that's better than you need," he told me. "While modern lubricants always possess a degree of backward compatibility, there are limits, and this differs from product to product." So, it's wrong to assume that just because your owner's handbook specifies the use of Shell Tractor Oil Universal for your 1950s classic, that a modern, high-specification Shell engine oil will automatically provide superior mechanical protection.

"Modern lubricants only have backward compatibility that extends so far," he continued, "so it's important that you do your research to make sure that the product you're considering offers the necessary performance. I'd always advise sticking rigidly to the original specification, or its equivalent." Spending more money on a high-tech modern alternative can be detrimental under some circumstances. For example, if your tractor isn't worked hard on a regular basis – which most classics aren't these days – then it's possible that an over-specified lubricant may lead to undesirable conditions such as cylinder bore glazing. This, in turn, can promote a loss of compression and oil dilution among several other problems.

UNIVERSAL DEVELOPMENT

Nigel went on to explain that, for decades,

most in the agricultural sector simply opted for the 'universal' oil supplied by their favourite producers. However, when turbochargers started becoming popular on tractors during the 1970s, the increased loads placed on engines, gearboxes and rear axles heralded a rapid development phase for lubricant producers. "The demands imposed by the new, more powerful engines started outstripping what the traditional, universal oils could reliably cope with," he said, "The same applied at the back end of tractors. As designers started incorporating much more powerful hydraulics as well as wet brakes and clutches, the demand arose for more specialised, targeted lubricants. The bigger tractor manufacturers saw marketing opportunities, and began introducing their own, dedicated oil ranges."

Initially, some makers started bolstering revenues by insisting that customers use only their lubricants to maintain the tractor warranty. Thankfully, this practice was quickly stamped out, and the wording of the

OEM requirements was changed so that customers were required to use lubricants of the 'correct specification', rather than products being marketed by their tractor producer.

Back in the 1950s, most of the large lubricant producers had their own laboratories in which the formulations for their products were developed. Engine producers, like Perkins, Ford or Caterpillar, would present new units to the lubricant manufacturers, so that new and well-matched oil formulations could be researched and then brought to market.

But, after a while, the oil companies realised that they were duplicating the research work needlessly, and decided that it would make more sense to operate with a few external research establishments. These would undertake the formulation research and development, then simply sell the results to the oil companies each time a new engine appeared.

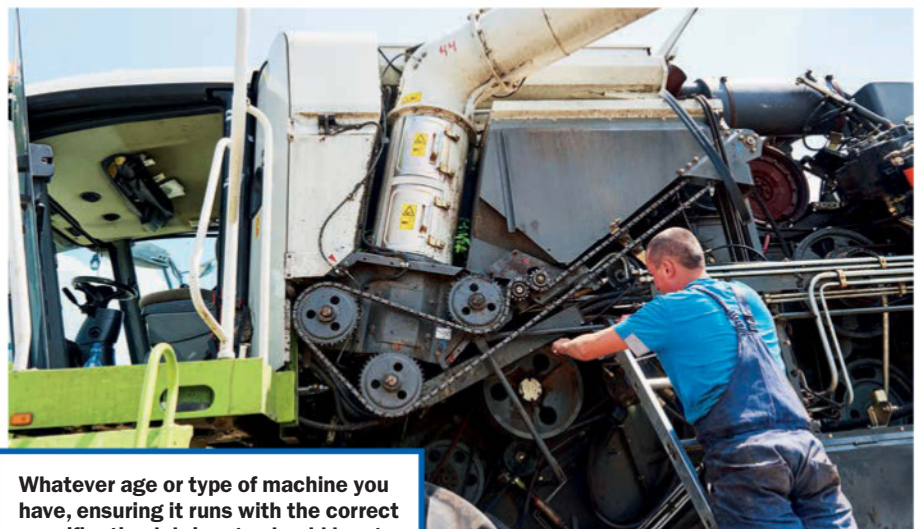
An important knock-on effect of that change was that it opened the door to independent lubricant producers, such as Witham Group, who could also buy access to the same formulation research. This enabled them to blend their own product ranges to the same standards as the major producers, thus guaranteeing official tractor manufacturer approval.

OIL TYPES

Mineral: Made directly from natural crude oil; best for older vehicles with basic engine designs

Semi-synthetic: A mix of natural mineral oil and man-made synthetic oil; offers medium protection and value

Fully synthetic: Created entirely in a laboratory using chemical compounds; handles extreme heat and cold well



Whatever age or type of machine you have, ensuring it runs with the correct specification lubricants should be at the core of your servicing routine.

BASIC OIL TERMINOLOGY

Multigrade (eg 5W-30): The number before the 'W' (Winter) shows how well the oil flows in cold weather. The second number shows viscosity at normal engine working temperatures

API (American Petroleum Institute): Uses letters like 'S' for petrol engines and 'C' for diesel engines, followed by a performance rank letter

ACEA (European Automobile Manufacturers' Association): Uses categories like A/B for petrol/diesel cars, C for cars with exhaust filters, and E for heavy trucks

SPECIFICATION DATA

Although Witham Group produces an extensive range of products, including all manner of lubricants, paints and coatings, environmentally sensitive cleaners, coolant solutions, rust prevention products, antifreeze, de-icers, protective wear and much else besides, oil remains at the core of the business. With this in mind, one important service the company offers is a constantly updated electronic database listing the lubrication requirements of all tractors and agricultural machinery dating back to the early 1980s. This is available on the company's website. For older models, Witham has created WELD – the Witham Electronic Lubricant Database. This provides a rather more specialised service that isn't available on the website, but can be accessed by customers making enquiries via the phone or email.

"We also offer this service to owners clubs, providing them with a technical lubrication survey that details every tractor relevant to the organisation," Nigel added. "We have official data extending back at least 120 years, and present it to clubs as an A4 booklet with a page dedicated to each machine requested."

The information provided details the lubricants officially recommended for the engine, transmission and back axle, plus data for greases and coolant etc."

Overall, then, your takeaway messages from all this should be to determine the original manufacturer's oil specification recommendations for your tractor and to stick to them. There's no need to 'over-specify' with lubricant. Buying a more expensive oil product won't provide any greater level of mechanical protection and may, in some cases, prove detrimental.

Finally, be methodical about your lubricant-changing routine. Nigel's advice is to change engine oil on an annual basis, regardless of how much use the tractor is given. Oil shouldn't be left, unused in engines for prolonged periods as it will gradually become diluted due to condensation absorption.

"The cost of the oil is next to nothing in the grand scheme of things, especially in the case of cherished tractors," Nigel explained. "While it may appear over cautious to change it when a tractor might only run for 25 hours a year, the £50 it'll typically cost is worth paying for the peace of mind alone."

● **Qualube Super Tractor HD 10W-30** is Witham Group's high viscosity index, premium quality lubricant – it's a modern version of the traditional 'Universal' oil that was used for so many decades.



The demands imposed by the new, more powerful engines started outstripping what the traditional, universal oils could reliably cope with

THE FUNCTION OF OIL

The primary job of any lubricant is to separate moving metal components, preventing direct metal-to-metal contact that causes wear. However, modern oils perform a whole host of additional functions simultaneously.

A quality lubricant will:

- Reduce friction and wear between moving components
- Remove heat from heavily loaded parts
- Keep engines and transmissions clean by suspending contaminants
- Protect against rust and corrosion
- Neutralise harmful acids formed during combustion
- Seal piston rings against cylinder walls for improved efficiency
- Prevent foaming and maintain consistent oil pressure
- Provide hydraulic power where required

FIND OUT MORE

The Witham Group has been trading since 1921 and is now one of the UK's leading independent manufacturers of a whole range of commercial and industrial lubricants and paints. It's headquartered in Lincoln but has a trade shop, decorating centre and distribution warehouse in Soham, Cambridgeshire.

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



Funny Flail Mower, suitable for tractors which are 12-30hp with CAT1 three-point hitch and manual side shift (Standard headstock on the 106).



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Disco Flail Mower, a perfect flail for low hp tractors. Available in 1.45 and 1.65 overall size with the option of a straight behind or offset head stock.



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DIY projects in this issue: Getting started on the Lamborghini 1R's tinwork • Fordson Power Major clutch, flywheel and PTO seals assessed and replaced as necessary • MF 35 dynamo issues sorted out



Easy
Straightforward
Moderate
Challenging
Nigh on impossible



**PART
II**

Lamborghini 1R

Ben Phillips gets to grips with the Lamborghini's tinwork, preparing and painting the bonnet, front cowl and grille this time

I'd reached the stage in this project when it was time to tackle the tractor's tinwork, and I decided to start with the easiest bits first. That's unusual for me, as I normally like to get the difficult parts sorted first.

The easy section among the Lambo's panels was the bonnet, as this didn't require any repairs and was in extremely good, straight condition. Its main and best features are the large name plates that dominate both sides, with the very attractive font spelling out 'Lamborghini'; I think it's absolutely superb. Fortunately, both plates were in great condition and



were fine to be reused without further attention.

Each nameplate is held in place by five self-tapping screws, and I'm pleased to report that all undid with ease. Something else that needed to be removed from the bonnet before the refinishing process could start was the chrome centre strip that runs down the centre, from front to back. We were lucky again as this was still in decent condition, so I had no hesitation in re-sing that too. It's secured by a series of 8mm nuts

accessed from the underside of the panel and, once again, these all came undone with surprising ease.

Beneath the chrome strip the paintwork was grimy, as the strip itself was hollow and so a good trap for dust. This left the bonnet bare of its furniture, but there were also a couple of stickers, one of which depicted a girl holding a poppy. I tried to peel this off carefully but, once it was off, I knew it wouldn't be re-usable. However, I put it in my toolbox drawer as it was clearly connected to the annual poppy appeal. The second sticker wasn't familiar to me but, after some research, I discovered that it related to the Parachute Regiment.

As I said, there wasn't much work needed on the bonnet panel so, after a thorough clean and de-grease I applied a

The easy section among the Lambo's panels was the bonnet, as this didn't require any repairs and was in extremely good, straight condition

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



layer of undercoat, followed by the first orange colour coat, then the second glossy one. Once this was completely dry the 'Lamborghini' plates were carefully screwed back into place, then I spent a little time touching-up the black lettering here and there. The main bonnet was then complete and could be put safely to one side while the rest of the tinwork was sorted.

Next, I tackled the front section, which required a lot of preparation work as there were several obvious dents to address. While these were only small, they were all in different areas, with the most troublesome being behind the grille. This was an awkward position and, as luck would have it, was also the most prominent of the three, so it absolutely had to be rectified.

First, I attempted to tap it out working between the holes in the grille, but this wasn't very successful as I couldn't get anything big or wide enough in there. So, I decided that better access was required and, to achieve that, I broke the welds on the grille which enabled me to peel it back just enough to get in behind the dented area. It was then relatively straightforward to start removing the dent using a variety of tools, and I soon had it somewhere near.

However, before I could apply any filler, I needed to weld the grille back into place. This was important because the heat from the welder might ignite the filler if I applied that first. I used my MIG welder for this job. I've always used an SIP one and, a few years ago, bought this new

machine which produces great results. Lots of care and attention was required as it would be all too easy to blow holes through the delicate mesh when trying to weld it. I secured the grille back into place with a clamp, then made a series of spot welds in various places to fix it into place.

Next, on the front, I applied a thin skim of filler to achieve the smoothness I wanted, then also added a skim to the other small areas on the two right-hand corners. Once I was happy that the shape looked right, I could begin the painting process. A grey undercoat was followed by the final coat of orange then, once that was completely dry, I had to mask it all completely.

As I was working on a finished, painted surface, I used some special, low-tack masking tape to minimise the risk of

damaging the new covering. The reason the new paint had to be covered was that the upper and lower grilles needed to be painted in a contrasting colour. When this Lamborghini arrived, the grille was silver, but I hadn't really thought about what colour it should be until the time came to actually do it.

After some research online and studying some photographs, my conclusion was that the grille should probably be finished in black. Once this had been done and the tape had been removed, I knew immediately that I'd made the correct colour choice. I was very pleased with the finished result and happy that the front end looked as good as it possibly could – important given that it's always the first part of the tractor that most people look at as they approach.



Stylish badging

1 The lovely name plates dominate both sides of the bonnet. You just can't fail to notice them... so stylish!



Surprisingly easy

2 Five self-tapping screws hold the nameplates in place and, thankfully, they all undid with ease.



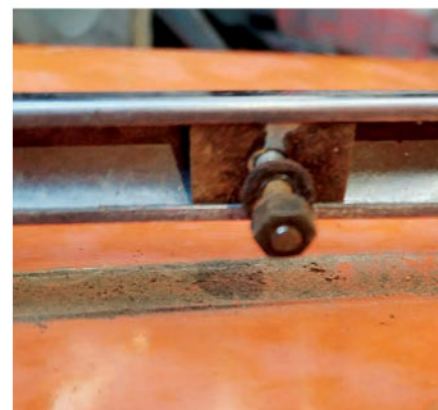
Good to go, again!

3 Once undone, I put all the self-tapping screws safely to one side as I intended to use them again for refitting.



Stylish adornment

4 The top of the bonnet features this decorative chrome strip that runs all the way from front to back.



Good nuts!

5 The chrome strip is secured with 8mm nuts accessed from underneath. All undid easily and were retained for reuse.



Hidden dirt

6 The paint hidden beneath the chrome trim strip was grubby with dirt having collected under the hollow finisher.



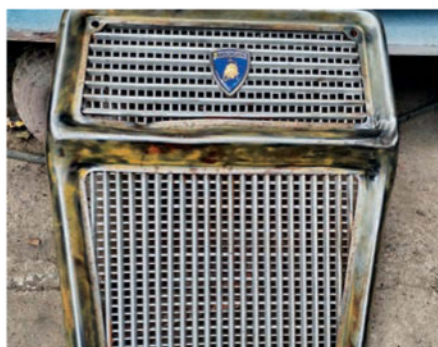
Paras honoured

7 This is a badge that I don't come across every day. I discovered it's for the Parachute Regiment.



Looking great

8 The finished bonnet looking great, with the lovely, smartened-up nameplates screwed back into place.



Damage revealed

9 The damaged front portion of the cowl, once all the old paint had been stripped off.



Tricky job

10 This damaged area was the trickiest to repair, but the dented section would have to be repaired, so has been taken back to bare metal.



Attention to detail

11 This corner section was also slightly dented and, even though the damage was minimal, it still needed addressing.



More attention to detail

12 If that previous damage was minimal, this defect at the bottom corner was even less prominent.



Grille badge off first

13 Before starting any of the dent removal work, I first removed the 'Lamborghini' grille badge.



Useful improvisation

14 An old valve can be great for knocking out small dents in fiddly places, like through these grille holes.



Careful peeling

15 Having decided I needed better access, the grille was peeled back, once the spot welds had been cut.



Access aplenty

16 I was able to bend the grille back enough to provide plenty of access, once enough spot welds had been cut.



Room to work

17 With a proper amount of space, I was able to get the damage straightened a lot more easily.



Multiple tools used

18 I used all manner of tools to get this section of tin straight, including these pliers.



Filler to finish?

19 Once the repair had reached this stage, I was confident that a skim of filler would finish the job.



Bump removal

20 Before the filler was applied, I ran an angle grinder along the section to smooth out any remaining bumps.



MIG spot welds

21 I planned to use my excellent SIP Weldmate MIG welder to replace the spot welds needed to secure the grille.



Gently does it

22 With the grille clamped into place, I began carefully making spot welds at the correct spacing.



Painting thoughts

23 Once the grille had been successfully secured, my thoughts turned to the paint-spraying process



Two-stage approach

24 As this front cowl needed to be finished in a couple of colours, the painting would have to be tackled in stages.



Low-tack masking

25 The cowl frame was painted orange first, then was carefully masked so that the grilles could be painted black.



Looking great!

26 With everything finished there's no sign of the dent damage, which was the objective. The whole lot looks great

In the next issue...

Ben does some serious measuring and gets to work on the section of cowl that sits between the bonnet and the front grille section.

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With the clutch removed we got access to the very heavy flywheel. Take care when removing this component and have help on hand if you need it.



**PART
6**

A Major project

Work progresses on the 1959 Power Major, with the boys continuing to extract and replace bearings relating to the flywheel, clutch and PTO, as Chris Graham reports

Having split the Major it was clear to see that oil was leaking possibly from both the rear main oil seal on the engine, and the input shafts on the transmission. As a result, the bell housing was misted with a decent amount of oil and, as we've already covered, the clutch was suffering with a degree of contamination. However, on the plus side, nothing looked catastrophic and, as Hadlow College's senior lecturer Steve Pike, succinctly put it: "It's all doable."

Second year Land Based Technology students Leo Hilton and Chase Baker

continued to be involved at the sharp end, with Steve overseeing and advising when necessary. The boys have been juggling with the renovation on a few fronts, as the timings of my visits and the availability of spare parts inevitably mean that the point of focus has had to jump around a bit. Not being able to work progressively through single tasks at a time inevitably results in somewhat disjointed progress but, then again, that's also how lots of people undertaking this kind of project on a DIY basis end up working.

Few jobs ever run completely to plan

and there tend to be hold-ups and frustrations waiting around every corner. As this project was never intended to be a complete, nut-and-bolt restoration, there's an inevitable degree of 'make do and mend' involved. This involves a lot more careful cleaning and rebuilding of components than would have happened in a more comprehensive project, where they'd have simply been removed, scrapped and replaced with new.

However, my gut feeling all along has been to retain as much of the original tractor as possible and, with that in mind, only parts that have been found to



Restricted access

1 Tackling the oil leak from the back first, there was a lot to remove before we could get at the input shafts – the most likely cause of the leak.



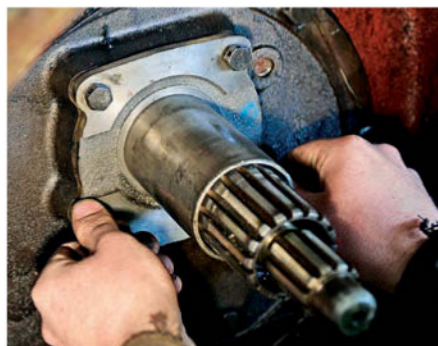
Shaft removal

2 To remove the clutch actuation fork assembly, the first job was to drive out the clutch release shaft.



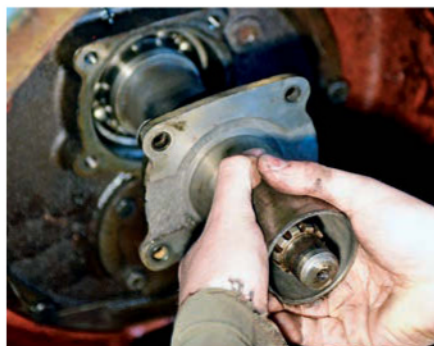
Fork off!

3 The shaft was simple to remove and the actuation fork and return spring slid off with ease, thanks to all the oil!



Retainer release

4 This then gave us access to the four bolts securing the transmission input drive shaft bearing retainer...



Simply pull!

5 ... and, once released, this was easy to slide off the end of the transmission input drive shaft.



Drain hole visible

6 Looking inside the retainer, the hole seen here is there to allow the escape of any oil that gets past the seal.



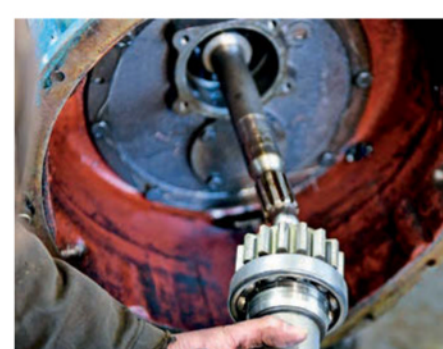
Suitable puller

7 To get at the transmission shaft bearing we had to remove the drive shaft, which required the services of a puller.



Ideal extraction

8 Luckily, the college has one that's adapted to take a slide hammer, which proved ideal for this extraction job.



Shaft removed

9 After some concerted pulling, the shaft gave up the struggle and came out with the bearing attached.

My gut feeling all along has been to retain as much of the original tractor as possible and, with that in mind, only parts that have been found to be defective or appreciably worn, have ended up in the scrap bin

be defective or appreciably worn, have ended up in the scrap bin. If original components have been found clearly to have plenty of life in them, then they've been given the chance to soldier on.

Of course, the sources of oil leaks have been dealt with as a priority, as the primary aim of the whole exercise has been to create a reliable, usable machine. So, lots of time has been devoted to the inspection of bearings and seals, and their subsequent replacement if that's been deemed necessary. And that continuing process is what's at the heart of the coverage in this episode.



Age-related cracking

10 Closer inspection of the PTO input shaft seal in the back of the bearing retainer showed some age-related cracking. A replacement was needed.



Bolt security

11 The flywheel is secured by three pairs of bolts which, themselves, are kept tight with semi-circular tab washers.



Tab bashing

12 The simplest way to flatten the tab washers is to provide encouragement from a carefully aimed and suitably large screwdriver.



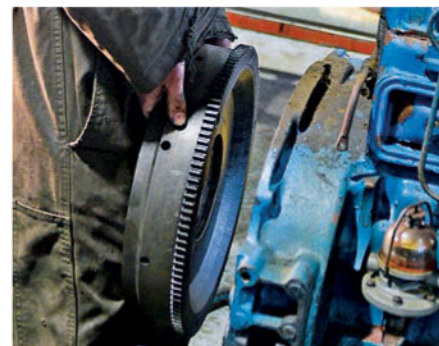
Rotation control

13 Of course, you can't undo the flywheel bolts – which are very tight – without 'locking' the wheel to stop it rotating.



Watch your feet!

14 With the bolts released, the flywheel required a little careful prising. Care is needed to avoid it crashing to the ground.



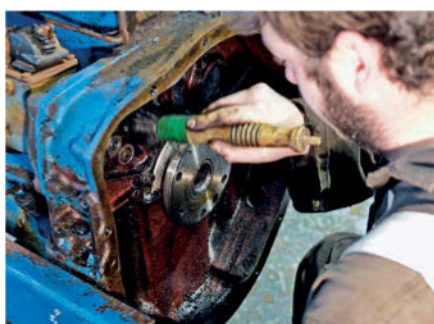
Heavy unit

15 The flywheel, complete with ring gear, is a heavy unit so take care as you manoeuvre it to somewhere safe.



More oil residue

16 With the flywheel removed, there was quite a lot of oil spatter to be seen, raising doubts over the condition of the two-part crankshaft seal



Clean-up job

17 Brake cleaner and a stiff brush were used to tackle the mucky mess while a decision was made about the crank seal.



More of the same

18 The interior of the bell housing got the same treatment.



Get it out!

19 Attention then turned to the damaged PTO input shaft seal in the bearing retainer. Removal wasn't pretty...



Not for re-use

20 ... but the screwdriver-and-hammer method was effective. Clearly a new replacement would be required!



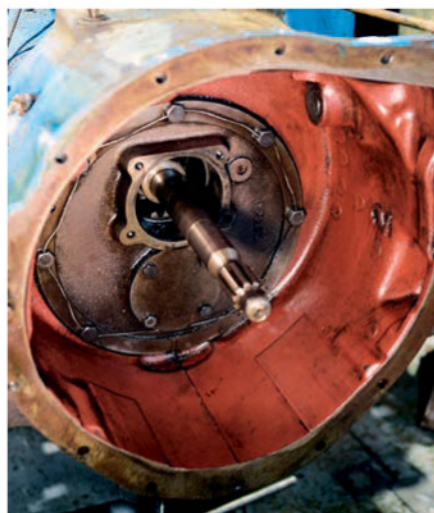
Good housekeeping

21 Before fitting the replacement PTO input shaft seal, the inner fact of the housing was 'tidied' with some wet and dry paper.



Clutch plate contamination cause

22 This oil seal, between the PTO input shaft and the primary input shaft, had failed, and was leaking oil.



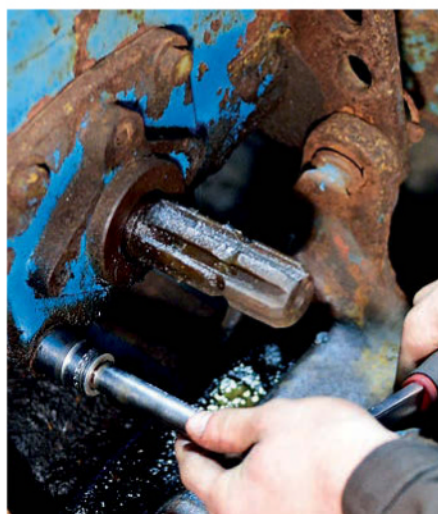
A clean housing

23 With the bell housing interior spick and span, thoughts could start turning to eventual reassembly.



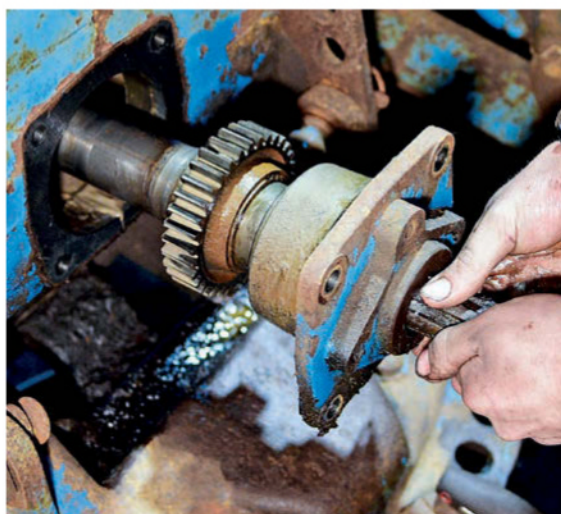
Bearing check

24 The flywheel's rough-running pilot bearing was removed, cleaned, re-greased and then re-fitted.



What lies beneath?

25 There was lots of oil leaking from the PTO shaft cover, so the state of the seal within required investigation.



Cappuccino anyone?

26 It was clearly quite a while since the PTO assembly had enjoyed any kind of TLC from a decent quality lubricant doing its important job!

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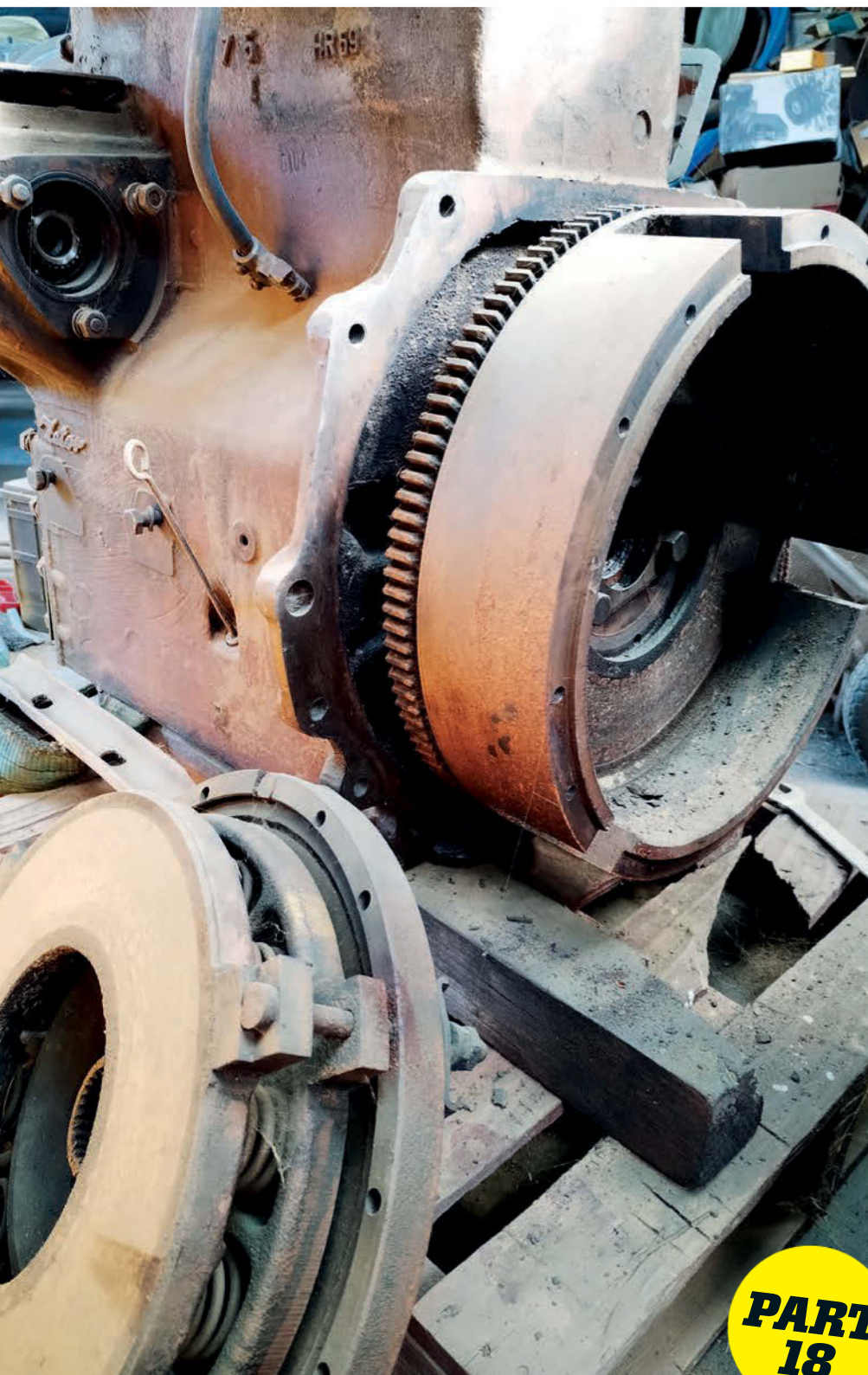
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After removing the engine and unbolting the clutch assembly last time, I was greeted by a worn clutch plate and a grimy, rusty flywheel. So, the next job was to remove the latter so that it could be properly refurbished, and I could then get access to the oil seal behind.

The flywheel is secured by three bolts which, themselves, are held tight by a triangular tab washer that folds across all three. The first job was to prise back the tabs so that I could get at the bolts to loosen them, and this was achieved by driving a flat-headed screwdriver into the gap between each bolt and folded corner. Having bent this back enough for access, tapping a socket onto the bolt head then flattened the washer the rest of the way.

However, attempting to undo the bolts with things as they were would simply result in the flywheel rotating. Luckily, though, it features three, wide grooves into which the clutch assembly locates, so I was able to use a tyre lever in one of the grooves to effectively 'lock' the engine, allowing the bolts to be loosened. The pallet on which the engine was standing proved extremely useful as the end of the tyre lever was wedged against it.

Using a long bar for extra leverage, I began undoing the bolts and, as they loosened, I noticed oil starting to leak out from behind them. The condition of the seal behind the whole assembly was obviously quite bad. Then, with all three bolts removed and put aside safely with the tab washer, I could think about removing the flywheel. But, before I did this, I marked its position as, if you remember, this helped with the timing of the engine – aligning 'T/C' with the groove on the casting.

Levering off the flywheel needed to be done gently to avoid damaging anything on the engine side, that I was levering against. However, I quickly discovered that it wasn't going to come off without a struggle and, while I regrouped to consider how best to deal with this stubborn component, my eye was caught by the inside of the clutch bell housing and, in particular, the thrust bearing.

As this needed to be removed anyway, I switched my attention to doing that. It was a simple job as there were a couple of return springs that held the carrier on the shaft, and a pair of pliers simply unclipped those. The bearing/carrier assembly could then be withdrawn from the input shaft with ease. But, as it came clear and more visible, I could see what looked like an oiling pad on top of the carrier. A quick look underneath revealed a small hole, and I suppose the idea was for it to be soaked with oil so that it could then

**PART
18**

Zetor 3045

Ben Phillips gets ever closer to the source of the oil leak on this Zetor, although the flywheel continues resisting his efforts

Looking at the bearing for the first time it was plastered with oil and grease – an all-too-common sight on so many tractors I work on, sadly

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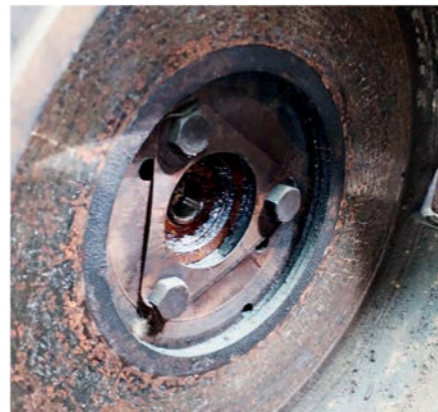


drip-feed the shaft below on which the carrier slides up and down. Then I remembered the small the small tube fitted to that square plate mentioned earlier in the series, which obviously provided the supply line for the oil.

Looking at the bearing for the first time it was plastered with oil and grease – an all-too-common sight on so many tractors I work on, sadly. The bearing was also worn so I was hoping that new replacements were available. Having removed the bearing/carrier assembly I got a clear view to the back of the clutch bell housing, and had my first proper look at the forks and shaft. These might also need to be removed to provide the

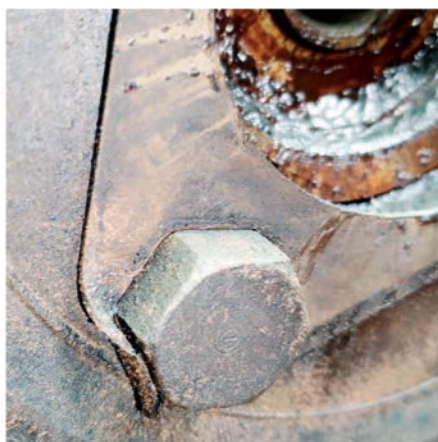
necessary access to the bolts at the back, holding the input shaft tube in place. However, my hope was that, with the forks out of the way, I'd be able to clean the rod, inspect the bushes and then undo the bolts to remove the tube with the two, splined clutch shafts as well.

Removing this tube would then allow me sufficient access to replace the seals that surround the double shafts, as these could be accounting for some of the oil that I'd found plastered everywhere. To clean off the oily residue I used paint thinners and a scraper, all the while hoping that all this time and effort would be enough to cure the oil leaks and leave the whole area clean for future use.



Easier said than done

1 We left things last time with the flywheel exposed, in all its rusty and dirty glory. Now it needed to be removed.



Flywheel security

2 Looking closely, there were three bolts holding the flywheel on, and these were secured by a single, triangular tab washer.



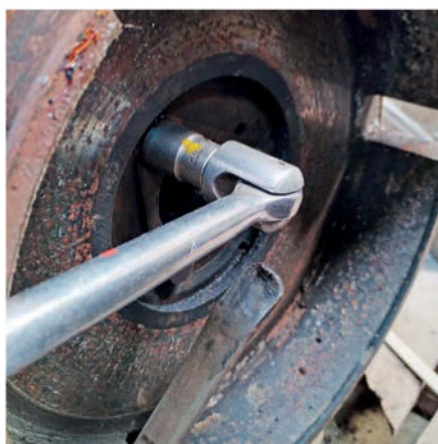
First things first

3 Inserting a flat-headed screwdriver in to bend the tabs back was the first job.



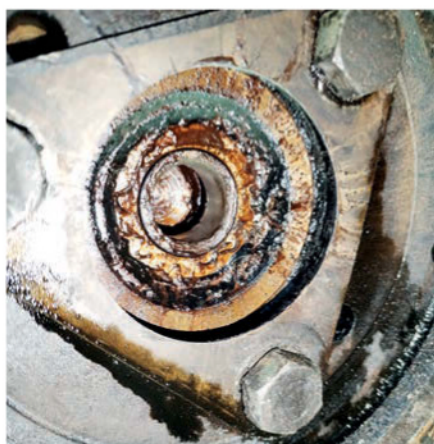
Rotational lock

4 With the tabs bent back, I wedged a tyre lever in one of the gaps in the flywheel, to prevent it moving.



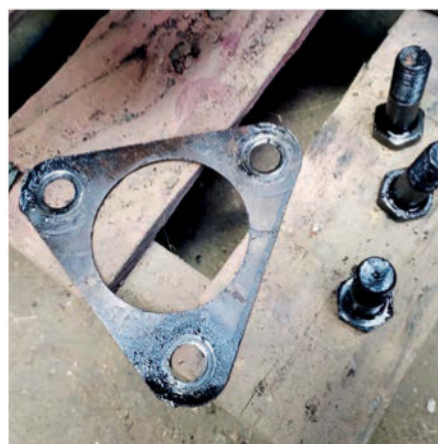
Enhanced leverage

5 Wedging the flywheel meant I could use a long bar to maximise leverage while undoing the flywheel bolts.



More oil leaking

6 As these bolts started to loosen, oil started to run out from behind them. There was a fair bit of grease around, too.



Ready to clean

7 Once removed, the three bolts and triangular tab washer were set aside safely, ready for cleaning.



Careful marking

8 I didn't know at this stage if the flywheel could be fitted in multiple ways, so I marked its position before removal.



Initial reluctance

9 My initial, gentle prising to remove the flywheel had no effect, so a new approach was required.



Visual distraction

10 While I was thinking about the stubborn flywheel, my eyes settled on this thrust bearing.



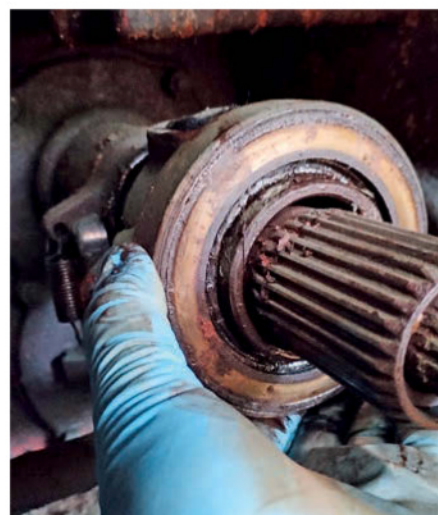
Springing into action

11 Pliers being used to unclip one of the springs so the thrust bearing and its carrier could be removed.



Possible removal

12 Here's the bottom section of the 'fingers' that I was thinking about removing afterwards.



Easy removal!

13 Now the bearing and carrier could be slid off the shaft. Thankfully it came off with ease.



Unusual feature

14 On the top I found this square section containing a piece of material. I presumed it should be soaked in oil.



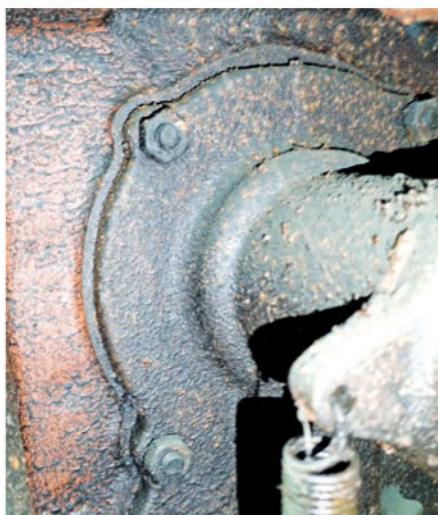
Drip feed

15 Looking underneath I spotted this hole, which must be designed to let the oil drip down onto the shaft.



Grime galore

16 With the bearing in my hand and in daylight, I could fully appreciate the extent of its grime.



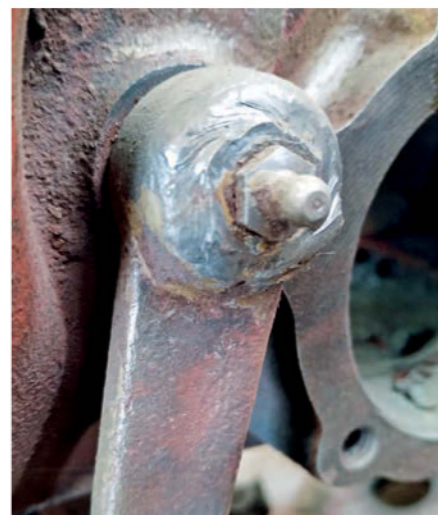
More bolts

17 Here's a view of the bolts securing the input shaft housing that I planned to remove if I possibly could.



Fork and rod assembly

18 Before I could remove the bolts, the 'fork and rod' assembly would need to be removed, if only to check the shaft and any bushes.



Original weld?

19 This lever is on the outside of the rod with the fork – hopefully it was meant to be welded



Simple fixing

20 The other end of the rod is secured with a circlip that, once removed, will allow the whole assembly to be removed.



Seal access

21 The reason I wanted all this removed was so that I could access the seals on the input shaft.



Sticky shaft?

22 Clearly this would require a good clean as, if you remember, the clutch had been stuck on this shaft.



More cleaning needed

23 This end, that locates into the spigot bearing, was also in need of a good clean.



Serious scraping

24 The state of the whole bell housing demanded some serious scraping and de-greasing.



Leak managemented

25 The lower part features these drain holes which, presumably, are intended to allow any leaks to drain away.



Pulling a sickie!

Ben Phillips explains how best to deal with a poorly set-up dynamo on a Massey Ferguson 35

Dynamo problems are something that I encounter on all sorts of old tractors, be the component faulty, beyond viable repair or simply missing. The MF 35 featured here came into my workshop already fitted with a fairly new dynamo, complete with what looked like the original pulley, although I wasn't completely sure about that.

However, what I was sure about was how close it was to the front mounting section of the dynamo case. Not only did it look close visually – and, at one point, touching – it was also clear to see that the belt wasn't correctly aligned with the fan or the front crank pulley.



Just a single nut was holding the pulley in place on the dynamo and, looking more closely when I went undo it, I noticed that the small Woodruff key was in an odd position. I could tell that it had jumped out slightly when the pulley had been fitted previously. In my experience, this is easily done as, in this case, the Woodruff key is loose which makes it prone to moving as the pulley slides on.

The pulley came off with ease and, in turn, revealed exactly what I was expecting – it had been rubbing on both the housing and the pulley. I'd seen a

more extreme instance of this once before, where the pulley had jammed itself and the belt had carried on turning, simply slipping around the stationary pulley.

To cure this issue of the pulley touching the rest of the dynamo, I decided that I'd need to fit a collar. Dynamos I've bought in the past are normally supplied with one and, luckily, after spending a few minutes rooting around in my 'spares department', I found a collar with the correct inside diameter needed to match the boss on

Once it was cut in half and had been ground level I tried it again and, happily, it was perfect

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the dynamo.

Slipping it on was easy but, as I offered the pulley up, I had a suspicion that it might be a little too wide. Sure enough, when I put the dynamo temporarily back onto its bracket, the pulley was clearly still sitting out of alignment. To correct the problem, I reckoned that the collar simply needed to be cut in half and, to set about this, I first gripped it with some mole grips and then cut it in half with the angle-grinder.

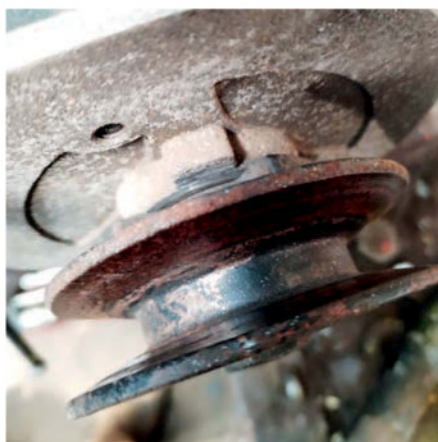
Once it was cut in half and had been ground level I tried it again and, happily, it was perfect. All three pulleys were now in perfect alignment, and the one on the dynamo wasn't catching the casing

anymore, either. Then, safe in the knowledge that all was well, I started making plans to spray the dynamo.

When these components are bought new, they're supplied in a black satin-type paint finish which isn't usually best suited to the rest of an elderly engine. In this case, it had simply been fitted without a thought for the suitability of its colour. As many of you will know, on the MF 35 and other Massey Ferguson tractors of the period, the starter motor and dynamo were painted in the colour of the tractor's skid unit. Basically, as the skid unit was completed on the factory production line, everything got a coat of paint, even the fan belt and hoses.

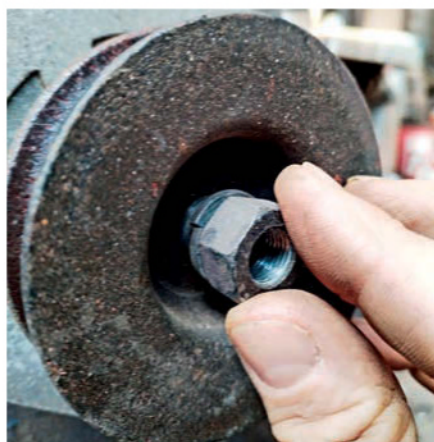
I tend to do something similar with my fully restored tractors, although I do include a bit of careful masking in my process. I always make sure to cover the fan belt and hoses, plus both ends of the dynamo body (with the pulley removed). So, once the dynamo was masked to my satisfaction, I gave the original black paint finish a light rub to create a key, then sprayed the whole component with a grey undercoat, and did the pulley separately.

Finishing the job was simply a case of applying the final coat, allowing it to dry then refitting it to the engine. I felt confident that the dynamo would now perform well, and run more freely due to the correct pulley alignment.



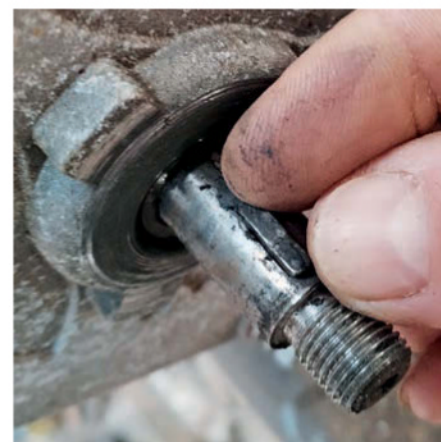
Rubbing suspicion

1 From the outset, I believed that this dynamo pulley was rubbing on the front end of the casing.



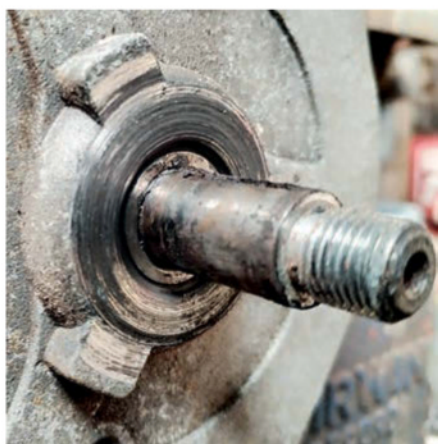
Gentle persuasion

2 To remove the pulley the single, central nut has to be removed. It wasn't tight and simply needed a good tap



Watch the Woodruff!

3 As I slid the pulley off, I was careful to make sure this small Woodruff key didn't drop out and get lost.



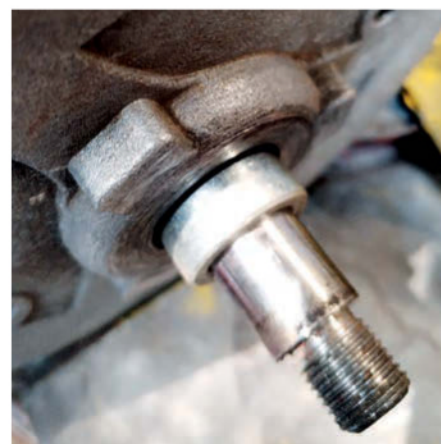
Rubbing marks

4 Now it's clear to see where the pulley had been rubbing against that aluminium housing.



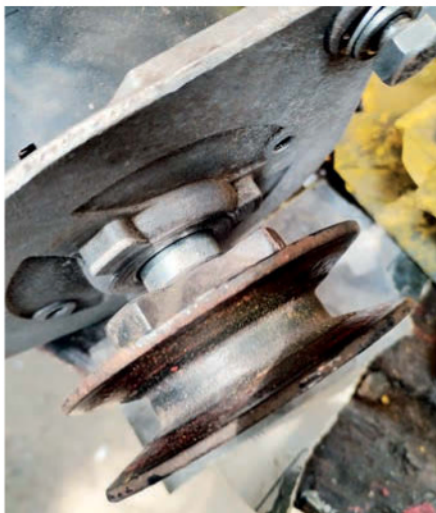
Back marks, too

5 It was the same on the back of the pulley, too, where I found the exact same imprint.



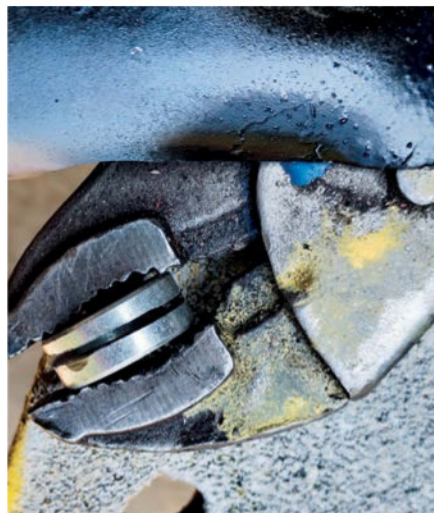
Convenient find

6 I found this collar, from a previous dynamo, after a good rummage through my spares.



A bit too wide

7 As you can see, the collar's slightly too wide, meaning that the pulley wasn't aligned with the fan and crank pulley.



Cut then grind

8 Gripping the collar, I cut it in half with the angle grinder. Once it was divided in two, I began to grind one piece level.



Recognisably perfect

9 Once I'd got it level, I slipped it onto the shaft and it looked perfect, even before the pulley had been fitted.



That's better!

10 Here you can see the pulley is just slightly away from the housing against which it had been rubbing before.



Great alignment

11 Importantly, the adjusted pulley was now aligned well to the two pulleys on the fan and crankshaft.



Colour needed

12 This replacement dynamo was supplied in satin black but, on this MF 35 application it needed to be painted.



Clean connections

13 The back of the dynamo includes the electrical connectors, that certainly shouldn't be coated in paint.



Fully masked

14 Here's the fully masked dynamo ready for painting. I didn't want to spray the silver-coloured ends.



Awaiting the topcoat

15 The dynamo sits in grey primer, awaiting the authentic, skid unit-coloured topcoat to complete the job.

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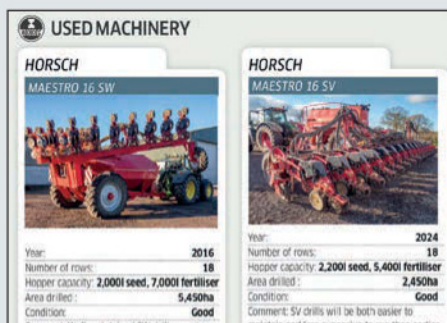
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Cheffins' mid-summer collective

Peter Love brings you news of the movers and shakers that went under the hammer at the recent Cheffins mid-term sale

17TH-18TH JULY, 2026



● A good, slogging six-cylinder Massey Ferguson 8130 4WD sold for £12,600 + VAT.

**PICK
OF THE
CROP**
1966 JOHN DEERE
SOLD FOR
£27K

Things got under way on Friday 17th with two, mint 1:16 scale Chad Valley Ferguson TE-20 toys. The first was slightly better than the second but, between them, they sold for £1,200, complete with excellent-condition original boxes. The pair had been produced in the early 1950s, and were the grey variants; Chad Valley also made a much rarer green and red version, which typically sell for about twice the price, when in mint condition.

As for the other tractor models, an oo scale Oxford Diecasts Ferguson TE-20 made £5, and would have made an ideal addition to any Hornby railway layout. A mint, boxed, 1:32 scale Britains MF 788 combine raised £30, while a boxed 1:32 scale Britains MF 362 found a new home for £40. Then things got a little larger, with a 1:16 scale Universal Hobbies Ferguson TE-D 40 dual tractor, which made £200. Other UH 1:16 models sold included a boxed, 1956 grey and gold 35 that went for £100, plus a pair of UH TE-20s that sold for £30 and £40 respectively.

The weather had become



● My pick of the tractors on sale was this 1966 John Deere 5010. It's been in the UK from new and carries an interesting cab. It sold for £27,000.

Edited by Peter Love

**MODELS
SOLD
FOR
£600
EACH!**



Two Chad Valley Ferguson TE-20 models sold for £600 each.

overcast for Saturday's main sale

which, if I'm honest, made things a bit more bearable. Lots of changes to the published catalogue became apparent as the sale progressed, with one notable additional lot being the Marshall M (No. 1124), sold with a winch and a flat tyre. All things considered, it sold well at £14,000.

The machine featured on the sale catalogue's front cover came next; a 1917 Avery 8-16 in original, patina-style condition that had been imported into the UK and rallied on and off here since the 1980s. One of the cylinder heads carried a frost repair and I also spotted a somewhat corroded chassis



● A previously restored International 10/20 was moved on for a top bid of £3,000.

**ONE FAMILY
FROM NEW
SOLD FOR
£8K**



● Left: Having been in the UK with one family from new, this 1966 John Deere-Lanz 710, complete with Duncan cab, sold for £8,000. Right: This 1917 Avery 8-16 could have been yours for £25,000, although one of the cylinder heads had a welded repair and there was corrosion visible on a chassis rail. Photo: Peter Love

In need of a full restoration, this 1937 Ferguson Brown A (No.85) sold for £15,000.



FULL RESTO
NEEDED
SOLD FOR
£15K!

rail. However, I understand that the engine had been professionally worked on in the past, although it was still producing oil and smoke.

Nevertheless, Avery 8-16s hardly ever came to the UK in working times and it was the larger, 12-25 that arrived in greater numbers during WW1. In fact, Love Brothers had one of these tractors, although

nobody had a good word to say about it, and it wasn't used from 1924 onwards, following the arrival of a Fordson F. It was then scrapped in 1938, during Churchill's first 'scrap drive'. But we digress, this 8-16 was in running condition, and sold bang on its market value at £25,000 (plus commission).

Another extra lot was the very clean Vikingstod 1980

Massey Ferguson 1250 artic, that had been imported back from Scandinavia. My impression is that the tractor had been resprayed during its working life, but I could be

wrong about that. However, despite Oliver Godfrey getting this machine up to a decent £70,000, it remained unsold.

There was more success with an early 1937 Ferguson-Brown A (No. 85), which had been with the same owner for 33 years and featured a side belt pulley, rear hitch and was on steel wheels. But this machine didn't really excite me and it certainly needed a lot of work (grade 2 condition) and, perhaps with that in mind, it was moved on for a top bid of £15,000.

Some £10,100 (+ VAT) was paid for a painted but not very inspiring, 1971 Massey Ferguson 165 Multi-Power, while a grade 5, 1962 Massey Ferguson 35 restoration went for £6,500 (+ VAT). The best Massey Ferguson price was achieved by a very clean, 1994 MF 390 4WD that made £32,000 (+ VAT). Carrying a 12/12 transmission and 3,400 hours, it included the original overalls and hat that went with the tractor.

Others that sold in this section included a 1995 MF 362 2WD in similar condition to the 390, but with only 2,900

A tractor that stood out for me was a 1966 John Deere 5010, which started life in East Sussex, before finishing its working days in Norfolk



WOW!
RE-IMPORTED
FROM CANADA
SOLD FOR
£17.4K
+VAT



● Left: Having been re-imported from Canada, this County Super-6 sold for £17,400 + VAT. Right: John Crowder bought this Roadless DG4 p/p, complete with Foster hedge cutter. It sold for £5,800 and John rallied it at Welland a week later.



● Falling victim to fashion, this Turner Yeoman of England V-4 only reached £5,000 on the day. Below: Something for the garden! This Massey Ferguson 10 (made between 1966 and '76) with mower deck found a new home for £2,300 + VAT.



hours recorded. This one had come from a flower farm, and went for a top bid of £20,500 (+ VAT). Also looking very original was a 1982, MF 2620 2WD, labelled 'P&B The Driving Force' on the side of

the bonnet, and this one sold for £11,800 (+ VAT).

Switching brands, a tractor that stood out for me was a 1966 John Deere 5010, which started life in East Sussex, before finishing its working



● Left: This Marshall M (No. 1124) was an extra lot. It was sold with a winch and flat tyre for £14,000. Right: Cheffins have done well out of this County test tractor, having offered it possibly seven times over the years, and it's been sold at least four times now. This time it went for £10,000.



TOP 30 SELLERS

1	1648	1994 MF 390 4WD, 12/12, f/w, 3,400h, clean	4	£32,000+
2	1644	1987 Ford TW-15 II 4WD, Super Q, 7,000h, surface rusting	4	£29,500+
3	1658	1966 John Deere 5010, 2,823h, Cab Craft cab, weights	5	£27,000*
4	1638	1917 Avery 8-16, original style, so-so, smokes	3	£25,000
5	1650	1995 MF 362 2WD, 18-speed, 2,900h, ex-flower farm	4	£20,500+
6	1646	1986 Ford 5610 I 4WD, 4,695h, Super Q cab, not bad	4	£18,500+
7	1653	1981 Ford 7600, Q cab, 2019 restoration, good condition	5	£18,000
8	1643	- County Super-6, No. 14705, fiddled with, ex-Canadian	4	£17,400+
9	1806	1992 MF 399 4WD	3	£16,500+
10	1639	1937 Ferguson Brown A, No. 85, side pulley, rough	2	£15,000
11	1798	1991 John Deere 2850 4WD, resprayed	2	£15,000+
12	1668	1994 Case-IH 856XL Plus 4WD, 5,776h, not too bad	3	£14,800+
13	1637	- Marshall M, No. 1124 with winch and flat tyre, so-so	2	£14,000
14	1679	- Ford 8210 4WD, Super Q cab, not bad	2	£13,500
15	1770	- MF 8130 4WD, working example	4	£12,600+
16	1664	1974 Roadless 94T, No. 6780, clean but original	4	£12,000
17	1665	1985 John Deere 4650 4WD, weighs, tired, working	2	£11,800+
18	1652	1982 MF 2620 2WD, 4,700 hours, good example	3	£11,800+
19	1807	1995 MF 362, 12/12 transmission	3	£11,600+
20	1685	1993 John Deere 2850 4WD, needs work	2	£11,500
21	1730	- MF 390 4WD, sold complete with front loader	2	£11,500
22	1793	- MF 362 4WD, 12/12, 1,644 hours, imported example	3	£11,500+
23	1794	1995 MF 382 4WD, 12/12, 1,354 hours, import example	3	£10,000+
24	1729	1977 Leyland 285, 4,949h, very original, Colchester estate	3	£9,200
25	1647	1986 Ford 5610 II 2WD DP, 6,400h, LP cab, clean, not bad	3	£10,500+
26	1661	1935 Lanz Bulldog D7500 NL, 1409h, well painted, best here	6	£10,500
27	1641	1971 MF 165, cosmetically restored	5	£10,100+
28	1666	1987 John Deere 4350 4WD, weights, tired example	3	£10,000+
29	1721	- County BSF research unit, runs but what do you do with it?	3	£10,000
30	1724	1980 Ford 6600 DP 2WD, Q cab	2	£10,000

(* = Record price, + = + VAT)

days in Norfolk. But with only 2,823 hours on the clock, this JD was restored some years ago and still looked good. It was sold with a rare cab variation fitted, and went for a top bid of £27,000. Another green machine that caught my eye was the 1966 John Deere-Lanz 710, which was the first type of tractor sold from the JD HQ at Langer. This one was still in its original working clothes and, fitted with a Duncan cab, it made £8,000.

Next, illustrating just how the market is changing, came a lovely 1926 Hart-Parr 18-36, being sold in original, clean

order. It was running and, with a magneto missing, it raised only £1,600, despite being in such straight, overall condition.

Then an older, restored but still looking good, grey-painted, 1932 International 10-20 (No. KC185629) sold for £3,000. It's worth remembering that the 10-20 was only just behind the Fordson Standard N in popularity terms during the 1930s, despite costing twice as much to buy. But, as they say, you get what you pay for!

Although this sale was hard going at times, just over half the stock found new owners, and I'm sure that the Cheffins Harrogate sale on 15th August will be a real cracker. The results from that one will be covered on the next issue.

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1916 KELLY SPRINGFIELD 8 TON ROLLER NO.3509 REG. NO. WC 1619



£40,000. Superb example of a beautifully restored very rare Kelly Springfield roller, completely stripped and restored, only been to Duncombe Park in 2025, oscillating V-twin engine that runs brilliantly, brand new vertical boiler engineered at North Bay Engineering in May 2024, full BES drawings available, two new injectors from Holroyds of Batley with increased working pressure to 150 psi and design pressure of 165 psi. All ready to go for this season, really needs to be viewed to be appreciated. Offers in the region of £40,000.00. Please call 07767 418805, South East

8322

1943 INTERNATIONAL 3 PLOUGH

£300. 1943 International 3 plough with the original instruction book, came off my friend who bought it new. Please call 07536 975561, Somerset

8155

3 PHASE TRACTOR DRIVEN PTO GENERATOR



2014, POA. Please call 07958 266468, South East

7937

A DORMAN DIESEL ENGINE TYPE 2DWD



POA. Please call 07815 561015, Bedfordshire

8160

ALLCHIN 8NHP ROAD LOCO



POA. Part exchange any vintage vehicle or miniature steam engine. Please call or text Ben for further info: 07308 685169, UK

ALLIS CHALMERS A



1938, £9,500. Very rare and in good running order. Please call 07768662419, Cramlington

8169

ALLIS CHALMERS ED40 BARN FIND



£3,950. Come off a local farm, we pulled it out and it started with a tow, original cab, be a shame to paint it, good road run or ploughing match tractor. V5 logbook present, good oil pressure. Please call 07939 325565, South East

7772

AIR COMPRESSOR AND TROLLEY JACK



£10-£50. Comes with tyre inflator HD hose, 240V Spray gun. Good condition. £50 and £10. Please call 07824 375233, Kent

7933

ARNOUX FRENCH VINEYARD TRACTOR

£2,450. 1960 new tyres 2 cylinder diesel runs well nice rally exhibit 3 speed Hi-Low. Berkhamsted. Please call 01442 873494, Buckinghamshire

7729

ATCO 24" MOWER & TRAILER SEAT

£150. Cylinder Mower. Please call 07767810920, Kent

7194

ALLETT 20" CYLINDER MOWER

£325. Cylinder mower. Please call 07767810920, Kent

7195

ARMSTRONG SIDDLEY SINGLE SYLANDER STATIONARY ENGINE



£450. Please email neil@tuckettbrothers.co.uk. Please call 07860 818818, UK

7283

BARFORD HDX1000 SKIP FILL DUMPER



2003, POA. 802 hours used. Unladen weight 1065Kgs Electric start diesel engine, folding roll bar and manual gearbox. Starts, runs and operates all ok. Please call 01406 330386, Peterborough

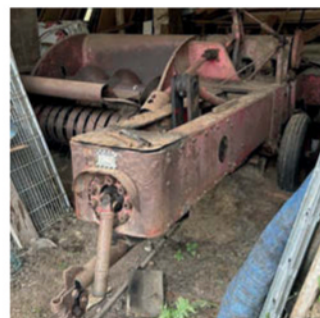
BARN STORED SUPER STAR SERIES 2 BALER



£1,000 + vat. In working order. Includes Long + Short towbar + 8 bale sledge and Operators handbook. Please email alun_muriaubach@yahoo.co.uk. Please call 07849 607991, Gwynedd

7970

BALER



1945, £150. International Baler knotter needs attention. Could be used for spares. Buyer collects. Please call 07890236306, East Sussex

8245

BENCH GRINDER



£25. Bench grinder single phase, two wheels cash on collection from Leicestershire. Please call 01455 888230 or 07860 381942, Leicestershire

8303

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We value your advertising in **Tractor & Machinery** and want to remind you be aware of scammers.

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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.

BTH MAGNETO

£15. Type J4 (Form T4). Postage extra or collect. Please call 07851 859619, Berkshire

8028

BAMFORD STATIONARY ENGINE WITH RICHMOND AND CHANDLER GRIND STONE

£150 for both. Please call 01746 718426, Shropshire

8084

BERTHOUD ORCHARD/VINYARD SPRAYER

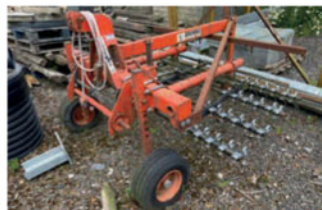
2024, £2,500. Berthoud Speedair Orchard/ Vineyard Sprayer. 1000L trailed tower model with RDS rate control. In good condition but not currently NTS tested. Complete with operators manual. Located West Kent. Price £2500 +VAT ono. Call for details. Please call 07745 061015, Kent

7916

BROWNS PTO DRIVEN SAWBENCH

£750. Ideal for ripping rails. Working order. Selling due to upgrade. Please call 07903 107151, South East

8042

BROWNS GRASS MASTER

£950. 2m Browns grass master. On farm near Alton. Please call 07402 031199, Alton

8071

BOXFORD LATHE

£500. Can be seen running. Sold as seen. Please call 01621788239, Essex

8192

BROOKMAN DOVE TAILER 15 PIN

1980, £2,250. In full working order. Please call 01622747808, Kent

8095

CLAAS LEXION 750TT ROTARY

POA. 2018. Air Con, Chopper, Chaff Spreader, 3D Sieves, Hydro, Vista Cab, Auto Contour, Cerio, Road Speed 40k, Tracks. Cut: 25FT Cerio 7.7M, 634/909 Hrs. Mint condition. Please call 01837 83645 or 07831 178271, Devon

COUNTY 654

POA. 1968. 4 WD. Good condition. Please call 01837 83645 or 07831 178271, Devon

CASE IH 4240 WITH QUICKE LOADER

1996, £11,000. 100hp tractor in good working order. Used on small family farm for past 15 years. +VAT. Please call 01273890712, East Sussex

8064

CASE 4210 TRACTOR WITH LOADER

£12,000. 1995 Case 4210. Low 3900 hours. Genuine tidy tractor. Tyres 60/90. Comes with loader and pallet forks. Easy starter. Runs well. No leaks. All controls etc working. Please call 07768 730386, South West Scotland

8285

CATERPILLAR

1988, POA. D5B VHP Agricultural Crawler. 12611 hours used. New for breaking due to gearbox failure. Good undercarriage with rebuilt track plates, very good pin and bush with good chains, very good sprocket segments, top rollers and idler assemblies. Engine started and run well. Only parts not available are some of the internal gears and shafts from the gearbox, the 3 point linkage & drawbar, Valve block. Please call for availability of parts as we also have alot of used D5B parts in stock. Please call 01406 330386, Peterborough

CATERPILLAR

1941, POA. Caterpillar D2 narrow gauge crawler fitted with drawbar & PTO unit. Good tidy undercarriage throughout. A straight and tidy tractor that starts, runs and drives well. Tidy in appearance. Please call 01406 330386, Peterborough

CLAAS DOMINATOR 78S 4 STRAW WALKER

POA. 1986. Chopper. Cut: 12FT. 2543 hrs. Very good condition. Please call 01837 83645 or 07831 178271, Devon

C-DAX ATV 80 LITRE

£675. C-DAX ATV mounted 80 litre sprayer. Comes with 10m hose and lance, the QuickSmart attachment mounting system, and C-Dax Multiboom 1.5-4.5m boom. £675+VAT ono. Please call 07736 320069, East Sussex

8227

CHAFF CUTTER

£300. Chaff Cutter "Clipper" £300. Please call 01746 718426, Shropshire

8083

CLARKE 6 SPEED LATHE & MILL DRILL

£350. Clarke 6 speed Lathe and Mill Drill, complete with manual and all the tooling. Clarke- model-CL500M. Viewing welcome. Please call Martin 07885 306055 please phone (no texts), Ashford, Kent.

7995

TRACTOR MART

CLARKE METAL WORKER BANDSAW



£250. Clarke- model- CBS7MB - 12" x 7". Viewing welcome. Please call Martin 07885 306055 please phone (no texts), Ashford, Kent.

7996

CONE LOG SPLITTER

£400. Cone log splitter shop soiled British made. "Garden rotavator" shop soiled "20" wide 10 HP. £450. Retail at £1450. Excellent condition. No VAT. Will fit in hatch back of car. Please call 01865 407920, Oxfordshire

8302

COLCHESTER BANTAM 800



£2,500. Please call or text Ben for further info: 07308 685169, UK

DENNIS LAWN MOWER NUMBER 194

£200. Dennis Lawn Mower Number 194. Complete but old! Please call 07808888620, West Sussex

7812

DAVID BROWN 885 NARROW



1982, £4,000. A well cared for, regularly serviced tractor in working order apart from the lights and fuel gauge. 8,453 hours. Been on my farm since 2005. Retirement means it is no longer needed. The safety frame is also available. Please call 01892890553, Kent

8254

RESTORATION PROJECT DAVID BROWN 990 1972 WITH PICKUP HITCH



POA. Reasonable offers. Starts and runs ok, but needs new tinwork. Spent many years outside. Cornwall area. Please call 07855 007125, Cornwall

8328

DAVID BROWN 900 DIESEL



1958, £3,995. First registered April 1958. This is another tractor that is now for sale from my late fathers collection of David Brown tractors. Restored by him many years ago and has always been dry stored since the restoration. No rust, everything is solid. Starts first time and drives well. Good oil pressure. Hydraulics and PTO are working fine. Paintwork is in very good condition considering its age and polishes up nicely. Tyres are aged. Slight play in steering but could possibly be adjusted by a person who has knowledge on these tractors. Brand new battery fitted. A nice rare tractor for a David Brown enthusiast for shows, road runs or work V5 registration document present. £3,995 ono. Contact Paul. Located Anglesey, North Wales. Please call 07720886939, Anglesey

8237

DAVID BROWN 995



1975, £5,750. V5, Road legal 5450 hours. Hydraulics & Pto. Brakes & lights all working. Good tyres, rear as new. Brand new cab roof. Please call 07561517784, Norfolk

8179

DAVID BROWN 880 IMPELMATIC



£3750. Very genuine and original. Please call 07821184799, Shaftesbury

DAVID BROWN 1490



£5750. Hydrashift, genuine ex farm, good working example. Please call 07821184799, Shaftesbury

DAVID BROWN 996



£3350. Ex farm, needs tidying. Please call 07821184799, Shaftesbury

RARE DAVID BROWN VAK1



POA. A unique opportunity. This completely original tractor, sold right at the end of World War II, served in an Air Force base in Scotland before going into storage. Later sold in an army surplus auction, it found its way to Northern Ireland, where I acquired it a couple of years ago. Now located near Roscommon Town, Southern Ireland, viewing is welcome. Open to sensible offers; no time wasters please. Don't miss this unique opportunity to own this completely original, very early David Brown VAK1. Please call 0035387 940 4825, Southern Ireland

DAVID BROWN 885 NARROW TRACTOR



1983, £2,350. David Brown 885 Narrow tractor. Working order, safety frame, drawbar, lift arms not working, ideal apple picking trains! Please call 07903 107151, South East

7986

ENFIELD DIESEL TWIN ENGINE



£400. Enfield Diesel Twin Engine which was used to run a corn dryer. Please call 01746 718426, Shropshire

8085

FARM 2000 HT5 BIOMASS BOILER



£1,200. Farm 2000 HT5 wood/straw biomass boiler. Working fine circa 6 years ago. Not used recently. Kept undercover. Can be seen in situ. Has stainless steel 9" flue with extra sections available with some fittings. Collection only. Can help with loading. M25 / junction 8 Surrey. No VAT. Please call 07454017027, Surrey

8091

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8790 Waregem Belgium



Caterpillar Sixty - 1920



Ford 9000 - in very good original condition



Case 9-18 - 1917 - older restoration



Ferrari F2 - good runner - very rare - 1948



Porsche Master 408 - extremely rare - 1959



Schlüter 950V - fully restored - 1973 - 110 HP



Lanz 44 PS Eilbulldog - 1937



Lanz D6007 - extensive restoration - 1960



Austin - 1926 - very original

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OAKFIELDS



2019 JOHN DEERE 7290R
50K, FRNT LNKS, GPS, 7580H.



2018 JOHN DEERE 6250R
COMMANDPRO, TIDY, 8716H



2019 JOHN DEERE 6155R
50K AQ, 4 SCVS, TIDY, 7810H



2017 JOHN DEERE 6155R
50K AQ, JUST 3942 HOURS



2008 JOHN DEERE 6930 PREM
50K AQ, FULL SUSP, 10440H



2002 JOHN DEERE 6920S
40K AP, FULL SUSP, 8,237H



2010 JOHN DEERE 6430 PREM
40K PQ, 3 SCVS, TLS, 9,331H



2016 JOHN DEERE 5100GF
FRONT LINKS, JUST 4190H



2013 CLASS ARION 640 CIS
TIDY AND IN VG, 5763H



2006 FENDT 818 VARIO TMS
55K, FRNT PTO, 15,709H



2013 FENDT 718 VARIO TMS
55K, 4X85 LOADER, 8859H



2013 NEW HOLLAND T8.330
40K PS, FRT LNKS, 4606H



2014 CAT TH407C
142HP, 6 SPEED, 6603H



2012 JCB 531-70 AGRI-SUPER
VG CONDITION, 7897H



2008 JCB 531-70 AGRI-SUPER
130HP, A/C, 9995H



2015 HORSCH SPRINTER125W
VERY TIDY, ISOBUS, 6367HA



2019 KÖCKERLING JOCKEY
6M - JUST 1678 HA



2010 VADERSTAD RAPID RD
300S - FRNT WHEEL PACKER



2009 KVERNELAND LB-85 300
5+1, HYD VARI, NO 8 BODIES



KUHN MULTI-MASTER 153
5+1, L BODIES, HI-CLEAR



2019 HEVA COMBIDISC
7 LEGS, TRAILED MACHINE



2024 HE-VA 3M COMBI-DISC
A/R LEGS, DONE ONLY 150AC



2013 KNIGHT TRAILBLAZER
4200L, 24M SERIES 4 BOOMS



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TRACTOR MART

FENDT 5275PL 5 STRAW WALKER



POA. 2018. Air Con, Chopper, Chaff Spreader, Hydro, 4WD, Paralevel Full Hillside. 20FT Power Flow. 482 / 756 hrs. Mint condition. Please call 01837 83645 or 07831 178271, Devon

FERGUSON TED20



£3,000. Or Nearest Offer. Horndraulic Loader and Bucket in good working order. Older restoration. Call if interested. Please call 07704 524974, Shropshire

1953 FERGUSON TEF20 DIESEL WITH V5



£4,500. Mainly used for tractor road runs and shows. Good tyres starts and runs very well. Call Geoff. Please call 07835 517255, Cambridgeshire

GREY GOLD 35 TRACTOR & FERGUSON TRAILER



£5,500. Tractor £5500. Trailer £1500. FE 35 Grey Gold Ferguson. Inc T. Bar hook up/ tyres 90% front and back. Engine rebuild 5 years ago. Used only for road runs. Good paint work log book reg. / Ferguson 3 ton tipping trailer. Floor and sides sound. Ram good good paint work (brass original plates/ new tyres). Please call 01308 425160, Dorset

TEF FERGUSON

£1,100. In need of restoration does run. Please phone for more info. Please call 07891 048889, Lincolnshire

8273

FORD 4000 POWER LOADER

£4,000. New Hydraulic Pump & Battery +VAT. Please call 07808888620, West Sussex

7809

FIELD MARSHALL



1947, POA. Field Marshall. Series 1. Mark 2. Contractors Model. Year 1947. Excellent original condition. Starts and runs well. Owned from new. Norfolk. Please call 07901 674260 or 07734 192575, Suffolk

7997

FIELD MARSHALL SERIES 2



£9,000. 1948 in original condition new tyres good starter. Please call 07305 826705, Wiltshire

8118

FORD 1920 TRACTOR



£4,000. Ford 1920 tractor. Starts instantly and runs very well. Most things seem to work. A high quality and well made tractor. Had new clutch about 18 months ago. Seat is in very good condition, no rips or tears. Some general wear and tear, the biggest issue is that the cab, in particular the floor just by the step is very rusty and rotten. Would be ideal for occasional use for example for mowing a field. For more information and pictures don't hesitate to get in contact. Price: £4,000. Please call 07885669493, Kent

8215

FORDSON MAJOR TRACTOR



£1,300. Runs fine but sticky starter so fine with a tow. Strong hydraulics, PTO works fine, no mudguards, ideal yard tractor/project for somebody, selling as spares or repair/parts. Please call 07903 107151, South East

8040

FORD



1995, POA. 655DA 4wd Backhoe Loader. 6870 hours used. Gross weight 12410Kgs 58Kw power. Tyres remain serviceable and are approx 25% good. Fitted with extendadig back actor, 4 in 1 multipurpose front bucket and forks. Please call 01406 330386, Peterborough

FORD



1983, £14,000. 8200 hours. Sale due to lack of use. No known faults. No VAT. York area. Please call 07890001180, North Yorkshire

7340

FORD 3600



POA. 2wd c/w loader, new tyres, tidy for age. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

1974 FORD 3000

1974, £4,500. One owner from new been used for topping 1000 hours. Runs and drives front loader needs attention. Transport box and topper included. no vat. Please call 07786396520 Norfolk

7935

FORDSON DIESEL MAJOR



POA. Very nice example, supplied by E.Doe, buff log book. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

FORDSON E27N P/P



POA. C/w loader, older resto, nice condition. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

FORDSON SUPER DEXTA



POA. B reg, original condition barn stored. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

FORDSON POWER MAJOR



POA. Original condition, locally owned from new, runs well. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

ROADLESS J17 CRAWLER

POA. Original cond, runs drives & steers. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

FORD NEW HOLLAND 6640 SLE 4WD TRACTOR

£17,995. 1996. Only 2590 hours, on original tyres, good working order, Air Con, V5. £17995.00 Plus VAT. Please call 07779 986072, Gloucester

7024

1952 FORDSON MAJOR E1A

£10,000. Fitted with Perkins L4 diesel conversion kit, plus a top link break away device. In excellent condition. Owned for 25 years. Offers in region of £10,000. Please call 01772 682358, Lancashire

8311

FORD 7740 POWERSTAR SLE

£17,500. 4x4 tractor. Excellent condition. Year 1992. Hours 8884. Please call 03330 433322, Maidenhead

7795

FORD 6810 4WD

1970, £15,000. Ford 6810 with Quicke loader ap cab 4wd good condition around 5500 hours. Good tyres all round, gear levers on floor +VAT. Please call 07831158159, Kent

7512

FOWLER HALF SIZE B6

POA. Fowler half size B6 as new ready to rally. Please call 07541 007179, UK

FORD 8830 WITH AIR BRAKES

POA. First registered 01/05/91. Showing 2,427.3 hours. Two owners from new. Mechanically sound. A bit of bodywork needs doing. More pictures on request. Please call 07973711967 or landline 01530 249398. Email: williamhardy1958@outlook.com. Leicestershire

7186

FORD 2000

£3750. Starts well, for work or restoration. Please call 07821184799, Shaftesbury.

FORD N TRACTOR

POA. 1941-8 N-Tractor comes complete with "Strong Arm" hydraulic bucket. A "Gannon" which is a scraper in the rear. Also, a Disc with rocks for weight. Has "Grove" fenders. Tyres were put on it in 2008. Eight end hitch. Needs carb work and battery. Has not been used in 8 years due to passing of one owner. Great restoration project. A valuable addition to any collection of vintage farm equipment. Two owners. Tractor has lived its "whole life in southern California". Buyer pays with PayPal, cash, or bank transfer. Pick up responsibility of buyer within 30 days. Road access for pick up. Please email gui-zhen1@hotmail.com. Please call 909-354-2108, California

6602

FORDSON MAJOR

£2850. Ex farm, rebuilt injection pump, works well. Please call 07821184799, Shaftesbury.

FORD 3000

£6250 + VAT. Ford 3000 Pre Force 1966 condition 5. Everything works, no rust, recent engine refurb. New water pump, handbrake, rear tyres, steering box, seat and exhaust. Please call 01303 893183, Kent

7393

FORD NEW HOLLAND 7610 MARK II 4X4

£13,900. 1987 model in original condition. Showing 4375 hrs on the clock. V5C Present. Only light use on a small holding in the last 20 years. The tractor is driveable but does require some work as it does have a hydraulic oil leak. It's not been in use since last summer. The tractor does come with a loader with forks. Private sale - No VAT. Please call 07759 670840, Ashby-De-La-Zouch

7183

FORD 7610 SERIES 2

POA. 1986. 4 WD, 2 Spools, Super Q. 3032 Hrs. V good condition. Please call 01837 83645 or 07831 178271, Devon

FORD NEW HOLLAND 7840

£13,995. 1998. 18,000 miles. Good condition, good tyres. Ready to go to work. No VAT. Px maybe possible. Please call 07860 833310, North Cornwall

7184

FORD 2000

POA. 1968. 2 WD. 3132 Hrs. Very good condition. Please call 01837 83645 or 07831 178271, Devon

FORD TW25

POA. 1984. 4 WD, 3 DA Spools, Q Cab. 7525 Hrs. Very good condition. Please call 01837 83645 or 07831 178271, Devon

FORD 7610 SERIES 2

POA. 1988. 2 WD, 2 DA Spools, AP Cab, PUH. 1855 Hrs. V good condition. Please call 01837 83645 or 07831 178271, Devon

FORD TW35

POA. 1988. 4 WD, 4 DA Spools, SQ Cab. 7600 Hrs. Very good condition. Please call 01837 83645 or 07831 178271, Devon

TRACTOR MART

FORD 7610 SERIES 2



POA. 1986 4 WD, 2 Spools, Super Q. 5303 Hrs. V good condition. Please call 01837 83645 or 07831 178271, Devon

FORDSON SUPER MAJOR



POA. 1964. 2 WD, Power Steering. Very good condition. Please call 01837 83645 or 07831 178271, Devon

FORD 7840



POA. 1997. 4 WD, Dual Power Transmission, 2 DA Spools, 8806 Hrs. Very good condition. Please call 01837 83645 or 07831 178271, Devon

FORDSON SUPER MAJOR



£10,500. 1962. Extras include Power steering, Raised PTO, Howard reduction box, 11 inch rims, V5. Owned by present owner for 25 years. Please call 01773 590002, Derbyshire

FOWLER VF CRAWLER

£5,500. Tidy crawler, good running gear, easy starter. Please call 07580 414580, Cornwall

8292

FORDSON MAJOR



£3850. New tyres, power steering, twin hy lever, a good useful example. Please call 07821184799, Shaftesbury

FORDSON STANDARD N



£2,250. First Reg Jan 1937. Brown log book plus V5. Good starter, runs well. Good clutch. Ring Jim 07932746097. Evenings 01844 237207. Buckinghamshire

7386

4.5" FODEN STEAM LORRY



POA. Commercial boiler ticket steams well excellent on the road offers around 20k can deliver. Can be seen in steam at Rempstone steam rally. Please call 07716080009, UK

FOWLER CHALLENGER 1 CRAWLER



POA. Earlier resto, gwo, excellent tracks. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

HAYTER 56 LAWNMOWER

£100. Working order. Please call 01903 882555, Arundel

7496

GARRETT 6NHP TRACTION ENGINE



POA. Part exchange any vintage vehicle or miniature steam engine. Please call or text Ben for further info: 07308 685169, UK

GARDEN ROTOTILLER



£125. Runs well, fitted with new carburettor and flip-up stand. Please call 07817 801287, West Sussex

8066

GEM SPRAYER



£350. Gem 2000 selftrak sprayer, spares/repairs. East Kent. Please call 07710872115, Kent

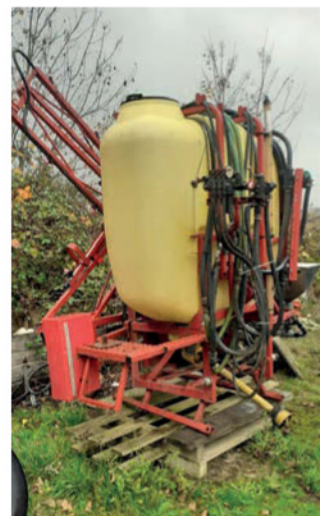
8190

GREENS ROLLER



POA. Electric start, tidy example. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

HARDI 12M SPRAYER



£1,400. Hardi 12meter sprayer with 1000 litre tank capacity, induction hopper and hydraulic height adjustment. Manual boom fold and boom section on/off controls. In good used condition. Price plus Vat. Located West Kent. Please call 07745 061015, Kent

7915

HITACHI ZX19U-5A YR



2017, POA. 1473 hours used. Fitted with vary width tracks, blade extensions, 2 speed tracking, boom is piped and manual quick hitch. Both rubber tracks remain serviceable. Mass 1880Kgs. Original paint. Machine starts, runs and operates all ok. Please call 01406 330386, Peterborough

HITACHI ZX19U-5A



2019, POA. 704 hours used. Machine is fitted with Canopy, Vary width tracks, blade, blade extensions, manual quick hitch, boom is piped, 2 speed tracking, boom worklight, flashing beacon and seat belt restraint beacon. Starts, runs and operates well. Please call 01406 330386, Peterborough

For Sale

1932 Avelling DC9 crude oil
(diesel) 9 ton roller



Reg KJ 7198, V5 available, In good mechanical full working order but paintwork is poor. Also included is an ex WD Coventry Climax Z high pressure (2500psi) compressor on trailer which is a collector's item in its own right.

£20,000

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Tel. 01926 613819 or
wjfoden@hotmail.com

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TRACTOR MART

HUSQVARNA PETROL HOVER MOWER



£320. Very good condition, fully working order. Has just been fully serviced and sharpened and a brand new genuine Honda carburettor fitted and is ready for work. Very expensive new. Please text. Collection only Sevenoaks, Kent. Please text 07789567804, Kent

7666

HUSQVARNA PRO RIDER 15 MOWER



£750. Viewing welcome. Please call Martin 07885 306055 please phone (no texts), Ashford, Kent.

7459

HUSQVARNA RC 320TS



£4,600. AWD. Family owned. For private garden. Excellent condition well maintained. Please call 07353 079129, South East

5808

HUSQVARNA RIDE ON MOWER R13C PETROL



£725. Excellent condition. (Stock). Please call 07765 445206, Elsenham

7780

HONDA RIDE ON MOWER



£425. Petrol HTR 3009 with collector. Excellent condition. Please call 07942 253929, Datchworth

8283

INTERNATIONAL 374



£5,000. Original Condition V5 low hours. Pick Up Hitch and Frame. Quicke Loader 2000 with Mick Fork and V bucket. Good Tyres. No VAT. Ring evenings. Please call 07811 052596, Worcestershire

8270

INTERNATIONAL HARVESTER 34 34 DIGGER



1971, £999. International Harvester 34 34 with drott 4-in-1 front bucket and back hoe excellent runner complete with current v5 tyres rough, good project cash on collection Etchingham. Please call 01580 819377 or 07854 152329, Sussex

8240

IHC TD18



£7,000. IHC TD18, believed ex USAF. Excellent original condition (except paint) in full working order. Dry stored for a while but will be running for inspection by serious buyer. No vat. Please call 01926 613819, Leamington Spa

7332

INTERNATIONAL 434



£3850. Genuine ex farm, 3476 hours. Please call 07821184799, Shaftesbury

INTERNATIONAL BTD8 CRAWLER



POA. Very tidy original condition, barn stored. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

INTERNATIONAL BTD6 CRAWLER



POA. C/w rear turner linkage, tidy for age. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

INTERNATIONAL B275



£3750. Full rebuild, new tyres, needs painting. Please call 07821184799, Shaftesbury

INTERNATIONAL B47 BALER

£650. Used for 26 years + P2165 mower £400. Kuhn GRS 21 tedder - rake and spare tines and arms £550. Random bale sledges come apart for storage-transport retiring due to health. Call in the evening please. Please call 07775 714513, West Sussex

8293

INTERNATIONAL 10/20



£3250. Runs beautifully. Please call 07821184799, Shaftesbury

INTERNATIONAL B275



£4250. Restored and in very good condition. All works well and good starter. V5C. Please call for further details on 07976 736986, Midlands.

ISUZU 2 LITRE PETROL ENGINE

£350. New unused, complete with distributor. As fitted to Bedford Midi van etc Made in India. Please call 01797 740421, East Sussex

8136

JOHN DEERE MODEL B



POA. 1936, original good runner. Please call 07821184799, Shaftesbury

JOHN DEERE XUV865M GATOR



2022, £16,500. Price excludes 20% VAT. This top of the range diesel Gator has been owned by the farm from new. It has had light use & been regularly serviced in house by a Master Technician Engineer working for Claas. 473 hours, used only on the farm. The machine comes with an engineers report from Tuckwells. Includes bull bars & side brush rails. Hand controls not included. Large Side Extensions- John Deere Gator 865 | HME £745 incl new is included. Hydraulic lifting back. Recently serviced & ready to work. Call Clive with any questions. Please call 07816880409, East Sussex

8063

JAP TWIN CYLINDER STATIONARY ENGINE ON STEEL TROLLEY

£125. Inline twin cylinder, model believed DED £125 ono. Please call 01403 822412, West Sussex

8314

JCB 3C MK3 DIGGER

£2,450. Nice digger, excellent starting, no leaks, all works well, strong hydraulics, all tyres like new, drives smoothly, power steering, 3 buckets all good, delivery and viewing requests welcome, Ashford Kent. Please call 07444621694, Kent

7844

JCB 16C-1 T3

2020, POA. 2032 hours used. Vary width tracks & blade extensions, 2 speed tracking, JCB manual quick hitch, boom is piped and worklights. 1 Track is as new and the other remains serviceable. Starts, runs and operates well. A presentable machine. Please call 01406 330386, Peterborough

JCB 55Z-1 MIDI EXCAVATOR

2020, POA. 2808 hours used. Fitted with hydraulic quick hitch, hydraulic thumb grab, boom is piped, blade. 2 speed tracking, worklights and beacons. Tracks remain serviceable. Operating weight 5366Kgs. Engine power 35.7 @ 2600rpm. A presentable machine that starts, runs and operates all well. Please call 01406 330386, Peterborough

JOHN DEERE 1170 COMBINE

1997, £9,500. Good for age- same farm for about 20 years, dealer serviced most years. Full working order end of harvest 2025. Always barn stored. 3950 engine hours. 16ft header- model 316. Location- Tonbridge, Kent. Please call 01892833870, Tonbridge

8012

JCB 16C-1

2020, POA. Rubber Tracks, Blade, Offset, QH, Piped, Bucket. Year: 2020. Hours: 793. Max Digging Depth: 2421mm. Maximum Vertical Wallcut Depth: 2139mm. Maximum Digging Depth – Dozer Up: 2421mm. Maximum Height To Dipper Nose Pivot Pin: 3154mm. Minimum Front Swing Radius (No Offset): 1571mm. Max Digging Height: 3667mm. Max Digging Reach: 4043mm. Max Digging Reach On Ground: 3981mm. Max. Dumping Height: 2637mm. Maximum Digging Depth – Dozer Down: 2576mm. Please call 07745569863, Bristol

7602

JD 1340 MOWER CONDITIONER

1990, £1,000. 2 Meter cut. 4 Disc. Mower Conditioner. Good working condition considering age. Always barn stored. Please call 07910894970, Buckinghamshire

7515

JOHN DEERE BALER 459

2002, £2,750. Baler in good working order +VAT. Please call 01233720556, Kent

7750

JOHN DEERE JX90 ROTARY MOWER

£375. John Deere JX90 rotary mower in good condition and working order. Please call 07860653638, Essex

7679

JOHN DEERE 2850 TRACTOR

1991, £15,500. With 186 loader. Registered in 1991, we have owned since 2008. Clean and reliable! Isle of Wight location, can be driven across to Southampton if needed. Please call 07957572221, Isle of Wight

7371

JOHN DEERE 6410 C/W QUICKIE LOADER

2001, £20,000. C/w Quicke loader and joystick w/ 3rd service 40kph Power Quad 420/85/38 and 380/85/24 Air con PUH 3 speed PTO Hours aren't confirmed as the LCD not displaying. Front weights will be removed and/or sold separately. £20,000+VAT ono. Nr Hailsham, East Sussex. Please call 07736 320069, East Sussex

8226

KENDALL 3 WHEELED TRACTOR

POA. C/w cultivator, fully restored, 2cyl opposed engine. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

KUBOTA GR2100 DIESEL RIDE ON MOWER

2006, £3,595. Strictly sold as seen, no warranty given or implied. Starts and runs well, drives and the cutterdeck works. Looks in reasonable all-round condition, some signs of light wear and tear. Would benefit from a service. 3 cylinder diesel engine, power steering, 4WD, 48" cutterdeck. Very expensive new. Please call 07885669493, Kent

8007

2020 KUBOTA U55-4

2020, £24,000. Very tidy example, owner driven, fully serviced. Comes with 4 buckets- 300mm, 600mm, 900mm, ditching. 3266 hours, twin aux lines, air con, whites quick hitch auto lock 2. Only selling as bought bigger machine. £24,000 + VAT OVNO. Canterbury, Kent. Please call 07973 177623, Kent

8229

KUBOTA ZD1211 DIESEL ZERO TURN MOWER

£10,500. Kubota ZD1211 diesel zero turn mower. Fully serviced ready for work, good overall condition. Always been well maintained. A very heavy duty machine. Comes with kubota 3 cylinder diesel engine, 60" rear discharge deck, zero turn drive/steer, twin fuel tanks. Has 1029hr on the clock. These are around 27k new. Please call 07885669493, Kent

8008

LISTER DIESEL SAWBENCH

£600. Lister diesel sawbench runs and cuts well starts easy. Based in Berkshire. Please call 07836634392, Berkshire

7911

KUBOTA B7100 HST TRACTOR

£1,950. Good used condition, strong hydraulics, transmission with no leaks, HST hydrostatic, very reliable, delivery and viewing requests welcome, Ashford, Kent. No VAT. Please call 07444621694, Kent

8236

LANCER BOSS 3T SIDE LOADER

2005, £2,200. 3T Lancer Boss in full working order, recently serviced. Please call 01622747808, Kent

8093

TRACTOR MART

LELY WELGER 435



2008, £9,250. 2008. 17 knife chopper unit with drop floor. Automatic chain oiler, 56,880 bales from new. All main drive chains replaced last year. One owner from new. Well maintained machine sale due to retirement. Please call 07948 081722, Oxfordshire

7802

LEYLAND 154



£3350. Original good ex farm example. Please call 07821184799, Shaftesbury

LEYLAND 384



POA. Wide tyres, loader + bale spike, 7750 hrs, restoration project. Email info@beckettagricultural.co.uk. Please call 07973 168691, Wiltshire

8141

4KVA LISTER GENERATOR ON WHEELS



£350. Old but still fully operational, 110 and 240v. Hand crank, very heavy. Diesel North Hampshire. Please call 07767372360, Hampshire

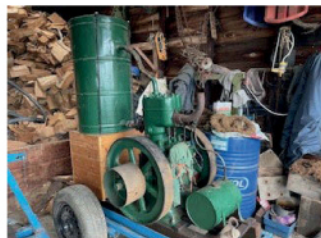
8168

LISTER D TYPE

POA. Fuel tank g. cond. MT Magneto Coil RSI. Type. G. cond. Cheshire area. Please call evenings. Please call 01270 767149, Cheshire

8128

LISTER STATIONERY ENGINE ON A TRAILER



£500. Lister Stationery Engine on a trailer which was used for milling and pulping £500. Please call 01746 718426, Shropshire

8082

LATE GARDNER 1L2 ENGINE



£2,800. Only 120 hours running from new. Excellent condition. Please call 07434 202961, South East

7789

LEYLAND 4" STEAM LORRY



£7,850. Very rare drives and steams very well ready to rally. Please call 0771 6080009, UK

MANITOU MLT 628T TELEHANDLER



1998, £8,450. Good used condition, pin and cone carriage, 2.8 tonne capacity, no vat, delivery and viewing requests welcome Ashford, Kent. No VAT. Please call 07444621694, Kent

8232

MASSEY FERGUSON 2720 1984



1984, £20,000. Massey Ferguson 2720 all metal work is solid. It has a Vreten loader with 3rd service. 4059 hours, 1984. Pick up hitch, two spools. V5 present. Unfortunately Speed shift isn't working. Includes tool to change PTO from 540-1000. Clean and tidy for age and hours. Based in Hook Hampshire £20k +vat ONO. Please call 07525094054, Hampshire

8092

MASSEY FERGUSON 35 1961



£10,000. Restoration by David J Bailey of Whitchurch done for me and not resale! Ill health changes that! V5 original tin work, new seat, footplates, bills, hours, parts all there, history from new. Please call 07928 923090, Cheshire

8276

MASSEY FERGUSON 65 MK1 1960

1960, £4,250. Good condition only used in paddock. New front panels-mudguards solid no rust V5 available. No VAT. Please call 07734312710, Kent

8231

1966 MASSEY FERGUSON 135 VGC



£10,500. Mainly used for tractor road runs and shows with V5. Faultless. Call Geoff. Please call 07835 517255, Cambridgeshire

8165

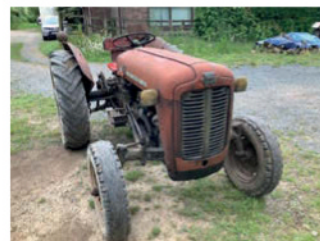
1972 MASSEY FERGUSON 135



£10,500. Apart from indicator fitted and tasteful repainting this is an original unmolested tractor in exceptional condition owned by me for 12 years for ploughing and road runs 2928 hours. Please call 07392 147469, Cheshire

8120

M F 4 CYLINDER 35



£2,500. Good order, good tin. Please call 07536 975561, Somerset

8149

MASSEY FERGUSON 135



POA. Restoration just completed including engine rebuild and new clutch, electrics, brakes, wheels, etc. Cosmetically like new. V5C. Delivery by arrangement. Please call 01483 473154, Surrey

8157

MASSEY FERGUSON 135

1978, £3,950. Good working order PUH, new front tyres, 90% rears, new seat, safety frame. V5. Please call 07903 107151, South East

7984

MASSEY FERGUSON 135 VINEYARD

1971, £3,950. Massey Ferguson 135 vineyard model, GWO. New starter motor, full safety frame, ideal harvest tractor. Please call 07903 107151, South East

7987

MASSEY FERGUSON 135 WITH THE QD CAB 1978

£6,500. Auto hitch, lights working, good battery, 5009 hours showing, owned for over 8 years c/w V5, no Vat. Telephone or WhatsApp. Please call 07831 665757, Staffordshire

7783

MASSEY FERGUSON 250

£8,500. 8 speed transmission, c/w power steering, Sankey cab, on 12. 4 x 32 Goodyear rear tyres 40%, front weight frame, 3160 recorded hours, c/w V5 1985. £8500 + VAT. Telephone or WhatsApp. Please call 07831 665757, Staffordshire

7788

M-F 3165

POA. It was owned by a farmer on the Fens who used it mainly for maintaining drainage, hence its very low hours. I would think it would be an ideal project for an enthusiast and am seeking sensible offers! It can be viewed in West Suffolk. Please call 07789 795514, West Suffolk

MASSEY FERGUSON 20

£15,000. Year 1970 H reg straight front axle c/w V5 Multi Power, high capacity pump, original suspension seat, original Power Steering & serial No plate. Fitted with safety cab, 14.9 x 24 75%. £15,000 + Vat. Telephone or WhatsApp. Please call 07831 665757, Staffordshire

7574

MASSEY FERGUSON

£4100. Massey Ferguson 35 3 cylinder, 4 new tyres, VGC. Please call 07816347623, East Midlands.

MASSEY FERGUSON 390T

POA. 1997. 4 WD, PUH, DANA axle late type. 4486 Hrs. Very good condition. Please call 01837 83645 or 07831 178271, Devon

MASSEY FERGUSON 390T

POA. 1996. 4 WD, 2 DA Spools, DANA axle. 4805 Hrs. Very good condition. Please call 01837 83645 or 07831 178271, Devon

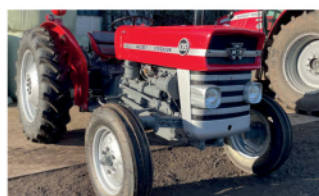
MASSEY FERGUSON 188 MULTI POWER

£16,800. Very late model on PAVT wheels c/w V5, Rigid cab, low hours, slight damage to bonnet, £16800 inc vat. Please call 07831 665757, Staffordshire

6846

MASSEY FERGUSON 4235

POA. 1996. 2 WD, 2 DA Spools, 12/12 Shuttle Gearbox. 5408 Hrs. Very good condition. Please call 01837 83645 or 07831 178271, Devon

MASSEY FERGUSON 135

1966, £8,750. Full Cosmetic Restoration, new wheels and tyres, 2,100 genuine hours based in Worcestershire. Please call 07713 807204, West Midlands

MASSEY FERGUSON 35

POA. Petrol/two, good runner, a tidy example. Please call 07821184799, Shaftesbury

MASSEY FERGUSON 135

POA. 2wd, P reg, Pas, Puh. Fully restored. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

MASSEY FERGUSON 750 COMBINE

POA. Mint cond, low hrs, chopper. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

MASSEY FERGUSON 240

POA. 1984. 2 WD, Power Steering, 407 Hrs. Mint condition. Please call 01837 83645 or 07831 178271, Devon

MASSEY FERGUSON 675

POA. 1985. 4 WD, 2 DA Spools. 9538 Hrs. Very good condition. Please call 01837 83645 or 07831 178271, Devon

TRACTOR MART

MC HALE MOWER CONDITIONER

2019, £9,000. Mc Hale R3100 mower conditioner, owned from new, first used 2020 and cut 250 acres year. Well maintained and greased regularly and bed oil changed start of every season, metal conditioner tines and quick change blades, complete with manual. Farmer owned and operated. Please call 07850739699, Berkshire

8111

MERLO P32.6 PLUS



2017, £24,500. Merlo p32.6 plus, 3600 hours, air seat, A/C, pallet tines, boom suspension +VAT. Please call 07966725414, South East

7979

MTD GARDEN TRACTOR

£350. MTD garden tractor, model 828, good condition, been barn stored, comes with small tipping trailer, the cutting deck is available but is rusty and needs work, currently non runner. Please call 01403 822412, West Sussex

8312

NEW HOLLAND 648 BELT ROUND BALER CROPCUTTER

£2,700. Please call 07422 668416, Powys

6878

NUFFIELD 4/65



£2850. Good original ex farm, tidy tinwork. Please call 07821184799, Shaftesbury

NEW HOLLAND 945 BALER



£2,600. Wide pickup, full working order. Please call 07970 856341, East Midlands

7972

NEW HOLLAND BALER

£750. New Holland Baler 276 got little problem, please ring for details. Please call 07724 920130, West Yorkshire

7953

NEW HOLLAND CX7090 ELEVATION, 5 STRAW WALKER



POA. 2016. Chopper, Chaff Spreader, Air Con, Hydro, SL Sieves. Auto Float, Varifeed, Rotary Separator, Yield & Moisture Meters. 22FT Vari Feed. 1176/1414 hrs. Excellent condition. Please call 01837 83645 or 07831 178271, Devon

1997 NEW HOLLAND TC56 COMBINE HARVESTER

1997, £24,500. A reliable well maintained combine. 2,256 hours in excellent condition. 15ft header, Straw chopper, Air conditioning. Owner driver. Please call 07813264946, Hampshire

8097

NEW HOLLAND TM 135



£26,995. 8506 Hours. Fantastically clean honest tractor. Spent its life with one owner in France before being reregistered in the UK. Very well looked after machine. Engine oil, oil filter and fuel filters changed, hydraulic and transmission oil changed, plus hydraulic and transmission filters changed 2 engine hours ago. Please call 07850241904 for details, East Midlands

NEW HOLLAND TX68 6 STRAW WALKER



POA. 2000. Air Con, Chopper, Chaff Spreader, SL Sieves, Hydro, Autofloat. 24 FT. 3275 / 4008 hrs. Good condition. Please call 01837 83645 or 07831 178271, Devon

NEW HOLLAND TX65 5 STRAW WALKER



POA. 1996. Air Con, Chopper, Chaff Spreader, SL Sieves, Hydro, Autofloat. 17 FT. 2996 / 4372 hrs. Good condition. Please call 01837 83645 or 07831 178271, Devon

NEW HOLLAND TX32 5 STRAW WALKER



POA. 1992. Air Con, Rotary Separator. 13 FT. 3935 hrs. Good average condition. Please call 01837 83645 or 07831 178271, Devon

1997 NEW HOLLAND TC56 COMBINE HARVESTER

1997, £24,500. A reliable well maintained owner driver machine in excellent condition. Dry stored. Located in Hampshire. 2,256 hours. 15ft header. Straw chopper. Air conditioning. More photos on request. Please call 07813264946, Hampshire

8098

NUFFIELD 460 DIESEL



£3,250. Supplied by PA Turney. Original condition. Re wired and in good running order. V5. Please call 07932 746097, Buckinghamshire

8327

PORSCHE TRACTOR

£16,500. Porsche 308 Super, spare parts for all makes also available. Please call 00353862507429, Clare

8026

PADDOCK SWEEPER LOGIC MSC120



£1,100. Honda engine. Easy starter economical. Tow with garden tractor or quad. Keep paddocks clean. 1 private owner. Very good condition. No VAT. Please call 07980 714349, Cheshire

7578

PILLAR DRILL



£40. Pillar drill with hand vice, single phase. Cash on collection from Leicestershire. Please call 01455888230 or 07860381942, Leicestershire

8124

PLATYPUS LGP CROP SPRAYER



1986, £850. A 40 year old LGP sprayer, suitable as a general purpose buggy, comes with a Lely 1000 litre sprayer, u/s. Peugeot 1.9 diesel works well. Clutch seized but can shuffle about by starting in gear. Would suit a crop sprayer collection/museum, Chaviot, Agribuggy, Bateman Agilator etc. I made about 35 of them in the '80's so comes with history and I'll throw in some poster pictures. Please call 07979644642, North Yorkshire

7744

PELTER STATIONARY PETROL ENGINE

£120. No handle. Please email neil@tuckettbrothers.co.uk. Please call 07860 818818, UK

7284

PETTER A1 ENGINE, WITH THE STARTING HANDLE

£65. Last run over 15 years ago. Magneto made a spark when checked this summer. Restoration or if that's not your thing then breaking for spares. Located Bedfordshire. Please call 07735126280, Bedfordshire

8181

PETROL PRESSURE WASHER

£180. Pressure washer 10hp petrol engine. Viewing welcome. Please call Martin: 07885 306055 please phone - no texts, Ashford Kent.

7454

P.O.V MARSHALL 804

POA. Good condition. No time wasters. No, "what's your best price" merchants. Serious offer will be considered on viewing only. For viewing please contact: rmdengineering@outlook.com. North East

5975

PORSCHE TRACTORS

£20,500. Porsche 308 Super new engine and tin work parts for all makes from 1 Cyl to 4 Cyl. Please call 0035386 2507429, Clare

8297

PTO GENERATOR

£350. Lister tractor driven PTO Generator. 25KVA single phase. Little used. Excellent condition. £350 ONO. Collection only. Please call 07802 678898, South East

8076

PTO GENERATOR

£275. PTO Generator barn stored has been kept for emergencies, but not been used in years. Please call 07881828083, Surrey

8193

RIGID 6" PIPE VICE

POA. Rigid 6" pipe vice. Please call 07811 219423, Banbury

8309

RANSOMES 285 T-PLEX CYLINDER MOWER

£3,250. Diesel. Independent floating heads this mower is a tight cutting. Used on cricket pitches and big lawns. Tadley, Basingstoke. Please call 01256 881416, Hampshire

8294

POWER FAB 125WT DIGGER

£1,500. Or Nearest Offer. 125 Wt Digger, new Honda Engine, selling due to completion of all digging work. Please contact for more details. Please call 07513 262634, Lincolnshire

8268

SAW BENCH

£850. Kidd saw bench, 3 point linkage with pto shaft, sliding bench. GWO £850. Please call 01892 723895 or 07980585307, Brencley

8087

SISSONS COMPOUND ENCLOSED STEAM ENGINES

POA. Please call 07815 561015, Bedfordshire

8159

SMALL YARD TRACTOR AND TRAILER

£425. Small yard Tractor and Trailer MTS 11.5HP Petrol engine, electric start. No cutting deck. Please call 07942 253929, Datchworth

8154

SOLIS 26 4WD TRACTOR

2023, £9,000. Nearly new Solis 26 tractor. Low hours, hardly used, excellent condition, good runner. Registered 2023. 1 owner since New. 3 Cylinder Mitsubishi diesel engine. 26bhp. Hydrostatic. Call for more info. Please call 07967 108793, Devon

7909

STIGA PARK ROYAL RIDE ON ROTARY MOWER PETROL

£750. Excellent condition. Please call 07765 445206, Elsenham

7572

SINGER SAWING MACHINE MODEL 760

£55. Singer sawing machine model 760, touch and sew, good running order, complete with user manual, carry case and box for parts etc, little used. Please call 01403 822412, West Sussex

8318

SMALL TABLE SAW

£30. Single phase. Works well. Please call 07860 381942, Leicestershire

8299

TRACTOR MART

SNOWEX MINI PRO 575 GRITTER



£300. Snowex Mini Pro 575 Gritter. Only used a couple of times, in good condition (Some surface rust/ paint peeling from salt exposed areas of unit). Comes with wiring, control box and bracket for fitting on a Quad. Please call for more information 07831 788451, South East

8207

SOIL STERILISER



1970, POA. Rare Vintage SHEEN Nottingham Commercial Soil Steriliser - Nursery Machinery Serial Number: 380. A rare and original SHEEN (Nottingham Ltd.) commercial soil steriliser, formerly used in a professional plant nursery for sterilising soil and compost prior to use. These machines were an essential part of commercial nursery production, eliminating weed seeds, pests and soil-borne diseases before potting. This is a substantial, heavy-duty British-built machine and is becoming increasingly difficult to find, making it an ideal restoration project, collector's item or display piece for enthusiasts of vintage horticultural and agricultural machinery. Please call 02083004267, Sidcup

8100

SPRAYER FOR ATV OR COMPACT TRACTOR



£350. Sprayer for towing behind an ATV or compact tractor. Electric pump powered by connecting to towing vehicle battery. Thought to be 400 litres capacity. Not used for some years but believed to be in working order. As well as the boom there is a hand-held lance. Please call 07767477080, Kent

8173

TRACTOR WOOD CHIPPER 3 POINT LINKAGE



2022, £800. With PTO shaft. 2022. Lightly used. Please call 01892 723895 or 07980585307, Brenchley

7369

TEE JET SINGLE ORCHARD BAND SPRAYER



£60. Single Tee jet, used for spraying off orchard grass alleys prior to grubbing. Mounted on box section with brackets and hose. Sittingbourne. Please call 07743693255, Kent

7849

TORO 4000-D



£9,995. AWD. Family owned. For private garden and paddocks. Excellent condition. 1100 Hours. Please call 07353 079129, South East

5809

THWAITES 2000 NIMLINE



£850. Original dumper in very good condition, hydraulic tip, electric start, runs and drives superb, foot brakes work ok, tyres good, viewing and delivery requests welcome, Ashford Kent. Please call 07444621694, Kent

7701

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.

TURNER RANGER



1976, £700. Turner Ranger from Turner Engineering Co Ltd. 1976. Rare bit of history. Mini based. Non runner project. Offers considered. Please call 07801816764, Andover

TURNER WOOD CHIPPER



£1,500. Turner 7 wood chipper, old heavy built PTO chipper with hydraulic intake rollers. Had new blades few years back, runs smooth and works perfectly but paintwork lets it down. 8 inch intake with sideways opening rollers, great for crane feeding. No stress or safety stop so spares or repairs. Please call 07798647591, Berkshire

7434

TWIN PRESSURE WASHER



£8,250. Mobile pressure washer unit ideal for out in the field hot or cold wash built in 8KVA generator with 110 or 240 outlets 4 clean water tanks and 1 detergent tank 2 lance guns on retractable reels twin axle 1.5ton empty not a mark on this machine must see Oxon. Please call 07702 700948, Oxfordshire

7584

TEAM SPRAYERS UNIT



£975. Team Sprayers unit 40" Reach Honda petrol engine 5.5HP Electric on/off. All in good working order. Please call 07765 445206, Elsenham

8332

THREE MCCONNEL MOBILE SAWBENCHES



£800. Two were running before storage, one spares or repair. Starting handles and many spares including two new cylinders. Petter engines. Aeroplane wheels. Please call 01228 675296, Cumbria

8284

UNDER TREE SPRAY APPLICATOR



£350. Hydraulic folding under tree spray applicator. Please call 07976 731941, Canterbury.

7648

VARIOUS TRACTORS



POA. Massey Ferguson 35 3cyl Perkins Fordson Dexta 3cyl Perkins Ford 3000 Super Dexta. All refurbished some years ago. David Brown 1212 runs but selectamatic needs attention. Honda 350 TRX quad road registered. Will whatsapp photos if required. Please call 07746062300, Cheshire

7941

WADKIN ESTATE TIMBER SAWING CIRCULAR SAW PUSH BENCH

£6,000. Believed to be over a century old, will take a 4 foot blade, big and heavy, working order with twin belt pulleys £6000 Ono. Please call 01403 822412, West Sussex

8317

WADKINS 18

1980, £2,500. In full working order with spare knives. Please call 01622747808, Kent

8094

WARCHOWLSKI

£2,200. Warchowski 2 cylinder air cooled diesel Austrian needs slight attention very rare tinwork good. Nr Berkhamsted. Please call 01442 873494, Chesham

7761

WESTWOOD S150H PETROL RIDE ON MOWER

£1,900. Westwood S150H petrol ride on mower. Very good condition, only been used a couple of times since being serviced. Has a brand new genuine Briggs and Stratton carb fitted. Has never done much work in its life. Comes with a Briggs and Stratton engine, 30" cutterdeck, hydrostatic drive and a Westwood powered grass collector. Very expensive when it was new. Please call 07885669493, Kent

8009

WESTWOOD T1600 PETROL RIDE ON MOWER

£1,995. Sold as seen to clear. Starts and runs well, drives and both the deck and sweeper work well. Looks to be in reasonable all round condition. The deck and sweeper are both much newer than the tractor and have no rust or rot. Comes with snow blade. Would benefit from a service. Kawasaki twin cylinder engine, 42" deck. Please call 07885669493, Kent

7894

WICKSTEED HYDRO HORIZONTAL MECHANICAL HACKSAW DONKEY 3 PHASE ELECTRIC

£195. Vintage solid wicksteed hydro horizontal mechanical hacksaw donkey. 3 phase electric metal cutter. Used very infrequently over the past few years. Always stored in a dry barn. Collection only from Curdridge, Southampton/ Winchester area. S032 2DU. J7/M27 4 miles. Please call 07551593811, Hampshire

7518

WETHERILL 12 HD LOADING SHOVEL

£2,500. 12 HD few leaks bit rough good runner and starter Ford Engine retirement sale always under cover owned for 25 years. Please call 07885 491340, Buckinghamshire

6942

WILDER ROBOMATIC AUTOMATIC GRAIN DRYER - PRICE REDUCED

£2,250. Incredible machine, all self-contained. Diesel burner. Just hook up to 3 phase electric, auger wet grain into hopper and away you go. Empties direct into bin or trailer on dry side. We've done 23% wheat down to 15%! Comes complete with switch gear. Open to reasonable offers. Retirement sale. Original manuals included. 5T batches can be set to auto refill. Please call 07809016832, Kent

7738

ZETOR 5911

£4,295. 1999V, Reg doc ready for work usual rust. New battery, Seat, serviced. Please call 07939 207232, Staffordshire

8145

ZETOR 5011

£4,000. 1985 very low hours with V.5. Good original tractor. Please call 07731 891640, Kent

7949

LANZ D5016

POA. Good runner – technically restored. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

VIERZON 302

1955, POA. Good runner. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

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

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

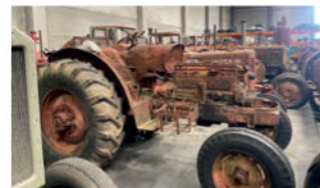
1909, POA. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

124485

TUBIZE STEAM LOCOMOTIVE

1911, POA. Please email info@pietverschelde.com. Please call +32 56 61 62 60, Rest of the world.

124484

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.

TRACTOR MART

PORSCHE JUNIOR 108



£10,250. 822cc single cylinder diesel engine. 14 hp. Easy started, goes well, video available upon request. 6 speed transmission. In original condition, with tinwork almost perfect. Brand new rear tyres. Comes with original plough and grubber. Delivery can be arranged throughout UK, Ireland and Mainland Europe. Check out our ebay shop. www.tyronetractors.com. tyronetractors@gmail.com. Phone/text/Whatsapp 07845127352 or 07510065481, UK

TRUCKS/LORRIES

ATKINSON 220 CUMMINS



£3,000. Needs new wood frame. Please call or text Ben for further info: 07308 685169, UK

1964 AEC MERCURY

£5,000. Originally a breathing apparatus fire tender vehicle. Converted into a Motorhome in the 1980s. Needs painting and some TLC. £5000 ono. Please call 01580 241237, Kent

8330

CRANE FRUEHAUF TRI AXLE LOW LOADER TRAILER



1973, £4,950. Stepframe low loader trailer tri axle, twist locks, heavy lashing rings tyres 80% all round new spare tyre and light cluster. Call Richard. Please call 07836634392, Berkshire

7861

DENNIS F8



£2,500. Pair of vehicles one complete but body poor other missing mechanicals body reasonable inspection welcome. Please call 07834 766457, Bedfordshire

8158

ISUZU D MAX DOUBLE CAB 4X4



2013, £5,450. Very good Isuzu D Max, 145k miles, MOT February 2027, good canopy, manual, drives and tows superb, 3500kg tow capacity, Ashford, Kent. No VAT. Please call 07444621694, Kent

8235

LEYLAND DAF 7 TONNE



£1,800. Ran out of test in June 2025, new tyres, fair condition. £1800 or nearest offer. Wigan area. Please call 07771 726669, Wigan

8333

NEVARA PICK UP



2009, £2,450. Nevara pickup, 2009 and only 64k miles. Large pick up bed with liner and strapping points. Nearly new tyres. Cab and a half model ideal for dogs and kit etc. Good farm truck. MOT Sep 26. Please call 07850739699, Berkshire

8027

SCAMMELL VINTAGE LORRY 1938



£28,500 ONO. Restored 10 years ago with 100 photos of the restoration, Historic vehicle tax and mot exempt. Restored to a high level and everything in full working order. Originally ex shell mex unit 6lw Gardner engine. In very good condition. Viewing welcome. Please call 07774 267615, South East

7536

PARTS

DAVID BROWN 990



POA. Fully reconditioned to a high standard. Please ring 0116 276 6831 or 07817 914 350, Leicester

DAVID BROWN 1210



POA. Fully reconditioned to a high standard. Please ring 0116 276 6831 or 07817 914 350, Leicester

DAVID BROWN 885



POA. Fully reconditioned to a high standard. Please ring 0116 276 6831 or 07817 914 350, Leicester

DAVID BROWN 1490



POA. Fully reconditioned to a high standard. Please ring 0116 276 6831 or 07817 914 350, Leicester

TEF 20 INJECTORS



POA. Fully reconditioned to a high standard. Please ring 0116 276 6831 or 07817 914 350, Leicester

NUFFLIED 1060



POA. Fully reconditioned to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester

FORD NEW HOLLAND



POA. Fully reconditioned and tested to a high standard. Please ring 0116 276 6831 or 07817 914 350, Leicester.

FORD SUPER DEXTA



POA. Fully reconditioned and tested to a high standard. Please ring 0116 276 6831 or 07817 914 350, Leicester.

FORD SUPER MAJOR

POA. Fully reconditioned and tested to a high standard. Please ring 0116 276 6831 or 07817 914 350, Leicester

FORDSON MAJOR INJECTORS

POA. Fully reconditioned and tested to a high standard. Please ring 0116 276 6831 or 07817 914 350, Leicester

FORDSON MAJOR

POA. Fully reconditioned and tested to a high standard. Please ring 0116 276 6831 or 07817 914 350, Leicester

PERKINS P3

POA. Fully reconditioned to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

PERKINS P6

POA. Fully reconditioned to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

TEF 20

POA. Fully reconditioned to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

BMC 1.5 INJECTORS

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

BMC 1.5

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

DEXTA INJECTORS

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

FE 35 INJECTORS

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

FE 35

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

FORD 3000

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

FORD 4000

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

FORD 4610

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

FORD 5000

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

FORD COMBINE

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

FORD D SERIES

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

FORD DEXTA

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

FORD INJECTORS

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

INTERNATIONAL B275

POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

TRACTOR MART

INTERNATIONAL INJECTORS



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

INTERNATIONAL SUPER BWD 6



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

INTERNATIONAL



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

INTERNATIONAL DROTT INJECTORS



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

INTERNATIONAL B450



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

INTERNATIONAL B250-275 INJECTORS



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

INTERNATIONAL B20-275



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

LEYLAND 270-272



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

MASSEY 35 INJECTORS



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

MASSEY 590



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

MASSEY 3075



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

LAND ROVER



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

MASSEY 135



POA. Fully reconditioned and tested to a high standard. Please call 0116 276 6831 or 07817 914 350, Leicester.

BATTERY BOX FOR P6 E27N



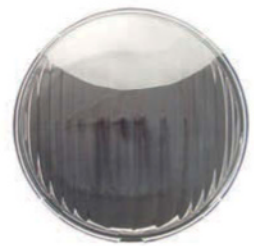
POA. Please contact David Brewster +44 (0)7624 496516. Isle Of Man.

DYNAMO MOUNTING KIT FOR E27N



POA. Please contact David Brewster +44 (0)7624 496516. Isle Of Man.

E27N HEADLIGHT LENSE



POA. Please contact David Brewster +44 (0)7624 496516. Isle Of Man.

REGULATOR COVER FOR E27N



POA. Please contact David Brewster +44 (0)7624 496516. Isle Of Man.

WATERPROOF COVERS FOR CAV SWITCHES



POA. Please contact David Brewster +44 (0)7624 496516. Isle Of Man.

CATERPILLAR D4 CAB

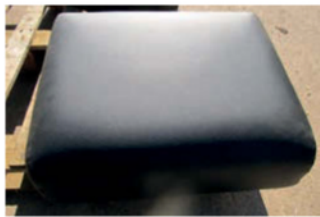


POA. Cab which has been stickered up Caterpillar D4. Opening back window and all glass is complete. Please ring for measurements. Please call 01406 330386, Peterborough

CATERPILLAR D2 J MODEL CRAWLER RADIATOR



POA. Radiator and cowling removed from a Caterpillar J model crawler. Please call 01406 330386, Peterborough

CATERPILLAR D2 AND D4 NEW REPLACEMENT SEAT SETS

POA. New replacement seat cushion sets with arm rests for Caterpillar D2 & D4 crawlers. In stock. Please call 01406 330386, Peterborough

DOWDESWELL AND RANSOME PLOUGH PARTS

POA. Various new and used parts for Dowdeswell and Ransome ploughs. Please call 01406 330386, Peterborough

CATERPILLAR D8H 68A ENGINE BLOCK

POA. Used Caterpillar D8H 68A5292 engine block. Please call 01406 330386, Peterborough

MASSEY FERGUSON 174C CRAWLER USED PAIR OF TRACK CHAIN ASSEMBLIES AND 1 USED SPROCKET

POA. A pair of used track chain assemblies & 1 used sprocket removed from a Massey Ferguson 174C crawler. Chains, pins and bushes are worn out but the track plates remain good and serviceable. Plate width is approx 14 & 1/4 Inch wide. Under the track plate to the top of the grouser bar is approx 40mm. The plate thickness is 7mm. These will be sold as assemblies complete. Please call 01406 330386, Peterborough

NARROW WHEELS AND TYRES EX JOHN DEERE 2140

POA. Pair of narrow rear wheels with tyres removed from a John Deere 2140 2wd tractor. Tyres are badly cracked but hold air 8.3-44. Please call 01406 330386, Peterborough

CATERPILLAR AND OTHERS HYDRAULIC RAMS

POA. Cat and other makes Various sized hydraulic rams. Please call 01406 330386, Peterborough

TRACK MARSHALL 56 CRAWLER FUEL TANK

POA. Removed from a Track Marshall 56 crawler. In a good tidy condition. Please call 01406 330386, Peterborough

PERKINS 3 CYLINDER DIESEL ENGINE

POA. Number on the block is CE50129U72494CK. Engine was removed from a fast tow compressor. Engine was run up before removing. Please call 01406 330386, Peterborough

MASSEY FERGUSON SPRING TYNE DRAG

POA. Currently fitted with 28 tynes. Slight bend in middle rear part of frame as per pics. Please call 01406 330386, Peterborough

RANSOME TOOL BAR WITH 9 TYNES

POA. Please call 01406 330386, Peterborough

RANSOME TOOL BAR WITH RIDGING BODIES ON

POA. Ransome tool bar with ridging bodies on. Middle breasts are very thin on the bottom edges as per the pics. Please call 01406 330386, Peterborough

NICHOLSON TOWED CULTIVATOR

POA. Thought to be a Nicholson towed cultivator. Please call 01406 330386, Peterborough

5TH WHEEL DOLLY

£1,150. Good strong 5th wheel dolly on heavy duty springs ready to go straight to work +VAT. Please call 07714956920, Oxfordshire

7839

MASSEY FERGUSON 135 INJECTOR PUMP

£300-£420. Massey Ferguson 135 injector pump reconditioned and recalibrated genuine CAV, £300 with free delivery to UK and Ireland on a service exchange basis, £420 outright supply delivered, 12 months warranty, many other new and used tractor and diesel parts available. Card payments accepted. Check out our ebay shop. www.tyronetractors.com. tyronetractors@gmail.com. Phone/text/Whatsapp 07845127352 or 07510065481, UK

MASSEY FERGUSON FE35 4 CYLINDER INJECTOR PUMP

£300-£420. Massey Ferguson 35 23c injector pump reconditioned and recalibrated genuine CAV, £300 with free delivery to UK and Ireland on a service exchange basis, £420 outright supply delivered, 12 months warranty, many other new and used tractor and diesel parts available. Card payments accepted. Check out our ebay shop. www.tyronetractors.com. tyronetractors@gmail.com. Phone/text/Whatsapp 07845127352 or 07510065481, UK

DAVID BROWN 1200 SERIES SIMMS MINIMEC INJECTOR PUMP

POA. David Brown 1210 1212 injector pump reconditioned and recalibrated genuine CAV SIMMS MINIMEC, £POA, free delivery, 12 months warranty, many other new and used tractor and diesel parts available. Card payments accepted, worldwide delivery, check out our ebay shop. www.tyronetractors.com. tyronetractors@gmail.com. Phone/text/Whatsapp 07845127352 or 07510065481, UK

MASSEY FERGUSON 690 INJECTOR PUMP

£300-£420. Massey Ferguson 690 injector pump reconditioned and recalibrated genuine CAV/DELPHI, £300 with free delivery to UK and Ireland on a service exchange basis, £420 outright supply delivered, 12 months warranty, many other new and used tractor and diesel parts available. Card payments accepted, check out our ebay shop. www.tyronetractors.com. tyronetractors@gmail.com. Phone/text/Whatsapp 07845127352 or 07510065481, UK

TRACTOR MART

FERGUSON TEF20 INJECTORS



£150-£230. Ferguson TEF20 20 Diesel injector set x4 reconditioned and recalibrated genuine CAV, £150 with free delivery to UK and Ireland on a service exchange basis, £230 outright supply delivered, 12 months warranty, many other new and used tractor and diesel parts available. Card payments accepted, check out our ebay shop. www.tyronetractors.com. tyronetractors@gmail.com. Phone/text/Whatsapp 07845127352 or 07510065481, UK

MASSEY FERGUSON 35X MULTIPOWER



POA. Massey Ferguson 35X Multipower for breaking, £POA, all parts available, many other new and used tractor and diesel parts available. Card payments accepted, worldwide delivery, check out our ebay shop. www.tyronetractors.com. tyronetractors@gmail.com. Phone/text/Whatsapp 07845127352 or 07510065481, UK

MASSEY FERGUSON 35X INJECTOR PUMP



£300-£420. Massey Ferguson 35X injector pump reconditioned and recalibrated genuine CAV, £300 with free delivery to UK and Ireland on a service exchange basis, £420 outright supply delivered, 12 months warranty, many other new and used tractor and diesel parts available. Card payments accepted, check out our ebay shop. www.tyronetractors.com. tyronetractors@gmail.com. Phone/text/Whatsapp 07845127352 or 07510065481, UK

MASSEY FERGUSON 35X INJECTORS X3



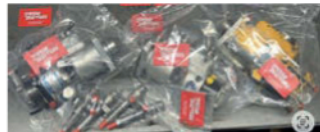
£110-£170. Massey Ferguson 35X injector set x3 reconditioned and recalibrated genuine CAV, £110 with free delivery to UK and Ireland on a service exchange basis, £170 outright supply delivered, 12 months warranty, many other new and used tractor and diesel parts available. Card payments accepted, check out our ebay shop. www.tyronetractors.com. tyronetractors@gmail.com. Phone/text/Whatsapp 07845127352 or 07510065481, UK

MASSEY FERGUSON FE35 4 CYLINDER INJECTOR SET X4



£150-£230. Massey Ferguson FE35 4 Cylinder 23c Injector set x4 reconditioned and recalibrated genuine CAV, £150 with free delivery to UK and Ireland on a service exchange basis, £230 outright supply delivered, 12 months warranty, many other new and used tractor and diesel parts available. Card payments accepted, check out our ebay shop. www.tyronetractors.com. tyronetractors@gmail.com. Phone/text/Whatsapp 07845127352 or 07510065481, UK

MF FORD JCB LAND ROVER ETC CAV INJECTOR PUMPS



POA. MF Ford JCB Land Rover ETC CAV/Lucas/Delphi injector pumps reconditioned and recalibrated, £POA give us a call with your needs, 12 months warranty, many other new and used tractor and diesel parts available. Card payments accepted, check out our ebay shop. www.tyronetractors.com. tyronetractors@gmail.com. Phone/text/Whatsapp 07845127352 or 07510065481, UK

MF 35 35X 65 135 148 SEAT KIT



£155. Massey Ferguson 35 35X 65 135 148 quality seat kit with cushion, £155 with free delivery to UK and Ireland, many other new and used tractor and diesel parts available. Card payments accepted, check out our ebay shop. www.tyronetractors.com. tyronetractors@gmail.com. Phone/text/Whatsapp 07845127352 or 07510065481, UK

FERGUSON TEA TED CARBURETTOR GENUINE ZENITH



£260. Fergusson TEA TED Carburettor Genuine Zenith £260 with delivery to UK and Ireland, not cheap copies like many on the market, 12 months warranty, many other new and used tractor and diesel parts available. Card payments accepted, check out our ebay shop. www.tyronetractors.com. tyronetractors@gmail.com. Phone/text/Whatsapp 07845127352 or 07510065481, UK

MASSEY FERGUSON 35X 135 DEXTA CRANK ROPE SEAL CONVERSION



£45. MF rear crank shaft rope seal conversion, £45 with free delivery to UK, fits MF 35 3 cylinder, 35x, 135 up to approx. 1973, mark 1 65 and Fordson Dexta, comprehensive instructions supplied and phone back up also, limited time promotion, many other new and used tractor and diesel parts available. Card payments accepted, check out our ebay shop. www.tyronetractors.com. tyronetractors@gmail.com. Phone/text/Whatsapp 07845127352 or 07510065481, UK

RANSOMES TS42A SINGLE FURROW PLOUGH



POA. Superb condition. Please call 07821184799, Shaftesbury

COMPLETE SET OF MF135 WHEELS AND TYRES

1969, £220. Set of MF135 wheels and tyres for sale. Front 16" tyres have good centre rib but some side wall cracking. Rear tyres, RH approx 80% tread and with slight wall cracking. LH approx 50% tread and with greater side wall cracking. Original MF wheels, no significant damage to wheels but do have surface corrosion. Removed from a running tractor. Buyer to collect. Text for photos. Located in TN17 postcode. Please call 07742805225, Cranbrook

8180

2 X PIRELLI TM200 TRACTOR TYRES

£50 each. 2 x Pirelli tm200 tractor tyres size 13.6 R24 radial, good tread but sidewalls slightly cracked. Please call 01403 822412, West Sussex

8313

KLEBER FITKER TYRES

£200. 2 x Kleber Fitker Tyres, in good condition, some cracking on tyre walls. 520/20 R38. Please call for more details. Please call 07831788451, South East

8203

ROW CROP WHEELS

£1,500. Row crop wheels & tyres MF centres 6 series, tyres good condition hardly used. East Kent. Please call 07710872115, Kent

8189

SERVICEABLE CONTINENTAL TYRES

£50. 2 x Continental Contact AC65 Tyres, serviceable condition, 540/65 R28. Please call for more details. Please call 07831788451, South East

8199

7FT CULTIVATOR

£200. 7ft Cultivator good usable order. No VAT. South East Kent. Please call 07540112209, Kent

8187

CLAAS DOMINATOR SIDE KNIFE KIT

£250. Claas Dominator Side Knife kit - in good condition, some paint peel and surface rust. Please call for more information 07831 788451, South East

8205

EURO 8 LOADER BRACKETS

£40. Euro 8 Loader Brackets - good condition, some surface rust and paint peel. Please call for more information. Please call 07831 788451, South East

8211

FERGUSON CULTIVATOR FRAME WITH POTATO RIDGERS S/N 13947 MODEL RDE-20

£150. Ferguson Cultivator frame fitted with Potato Ridgers. Makers brass name plate. Shot blasted, rust protection and finish paint. Dry Barn stored. Buyer collects. Please call 07710 590219, Hertfordshire

6739

FITTINGS FOR MODEL STEAM BOILERS

£30. Pressure Gauges (2), Feed Pump, Displacement Lubricators (2), Valve and many other parts. £30 + postage. Please call 07851 859619, Berkshire

8287

FLAT EIGHT BALE ACCUMULATOR

£250. Stored outside, not used recently. Selling for spares or repairs. Please call 01621788239, Essex

8191

HORSE DRAWN POTATO RIDGER

£100. Horse drawn potato ridger made by Howard DD of Bedford, very old and original. Please call 01403 822412, West Sussex

8315

HORSE DRAWN SECTION ROLLER

£120. Horse drawn section roller made by grist and steel of Horsham, in need of restoration. Please call 01403 822412, West Sussex

8316

FORD DIESEL MAJOR 1136 REAR WHEEL CENTRE AND OTHER PARTS

POA. Ford diesel major 1136 rear wheel centre, steering drag link, inlet manifolds, ac fuel filter unit, engine oil filter housing, rear linkage top arms, power major sump, rocker cover. Please call 07838 492386, South East

8281

INTERNATIONAL HARVESTER DE-LUXE SEAT

£300. Well restored International De-Luxe seat. Return accepted if not satisfied. P/ex given for old De-Luxe seats or parts thereof. Suitable for all models produced 1956 to 1970. Please call 01485 512521, Norfolk

8324

JACK & OVER HEAD CONSOLE

£100. Grey Fergy Jack to lift whole tractor. Also Over Head Console for Marshal 602 Tractor but may be good for refunding. Please call 07910 301596, Lancashire

8277

MF135 WHEELS AND TYRES

£220. Complete set of MF135 wheels and tyres. Front tyres have good central rib but sidewall cracking, RH rear approx. 80% tread, LH 50% with sidewall cracking. TN17 postcode. Please call 07742 805225, Kent

8326

M.F. ALLEY HEADLIGHTS

£100. 2xM.F. Alley Headlights to fit 135, 165, 175. Good condition but require painting. Please call 01728 724205, Suffolk

8271

MASSEY FERGUSON SAFETY FRAME

1970's, £500. Massey Ferguson Exmoor Safety Frame for MF 135 Orchard Tractor c/w Brackets, uprights 35" apart. £500 + VAT. Please call 07703595330, Kent

8096

PARMITER POST KNOCKER

£450. 3 point linkage post Knocker. East Kent. Please call 07710872115, Kent

8188

PORT AGRIC ROLLER MOWER

2006, £1,050. Roller Cutlass mower, 9' cut, shaft drive. Ideal polo or sports ground. Perfect working order. Can be seen working. Please call 07850739699, Berkshire

8170

VICON HAY TEDDER

£800. Not used recently, stored outside. Selling for spares or repair. Please call 01621788239, Essex

8238

TRACTOR MART

SULKY X40+ FERTILISER SPREADER



£4,000. VGC as hardly used. With Control Box. Can be viewed in Surrey GU6. Tel before 9 pm. Please call 07885 192927, Surrey

8110

JOHN DEERE SIDE CUTTER



£675. Fits 600 series header. Only used for 3 seasons on small farm. Very good condition. 2016. Complete with manual. +VAT. Please call 07703 653726, Kent

7801

90% MICHELIN TYRES

2024, £2,000. 4 x tyres 90% great condition yard tyres ready to go Bibload, Hard surface, 460/70 R24. Please call 07881828083, Surrey

7707

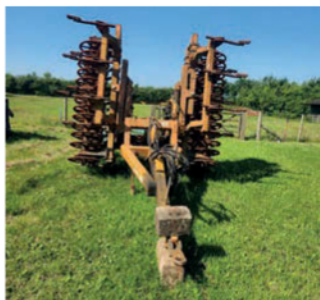
ROW CROPS 320/85/R32



POA. Four Flotation Wheels and Tyres 680/55/R 26.5. Please call 07958 266468, South East

7936

4.6M CULTIPRESS



£1,950. Simba 4.6m cultipress. Comes with leading tines. Fitted with Bourgault quick release points. Retirement sale. Please call 07809016832, Kent

8022

9FT FLAIL TOPPER

£600. 9ft flail topper, working order, needs new pto. Please call 07966725414, South East

7977

9FT TOPPER

£600. Wessex 9ft topper, good working order. Please call 07966725414, South East

7564

A LARGE QUANTITY OF FLAT BELT PULLEYS



POA. Please call 07815 561015, Bedfordshire

8161

BROWNS BALE SLEDGE FLAT 8 / GOOD TYRES



£100. AS/flat 8 grab also available. Please call 01233770508, Kent

7981

DIESEL MAJOR REAR WHEEL RIM AND CENTRE, AND OTHER PARTS

POA. Diesel major rear wheel rim and centre, AC fuel filter unit oil filter unit belt pully unit steer box drop arm top hydraulic shaft arms governor pipes. Phone after 6pm. Please call 01922 457192, West Midlands

8133

FAUCHEUX LOADER FORKS



£395. Fauchaux fork set, heavy duty, in good working condition, delivery possible, Ashford, Kent. Please call 07444621694, Kent

7852

FERGUSON PLOUGH



£225. 2 furrow. Please call 07733 316941, North Suffolk

8163

FLEMING 6FT TOPPER



£890. Second hand (like new), very light use, like new, corner gearbox, heavy duty boron steel rotor, reinforced structural frame, email info@beckettagricultural.co.uk. Please call 07973 168691, Wiltshire

8143

FLEMING COSMO FLAIL MOWER



£3,058. 2m wide, cat 1 linkage, adjustable rear roller, adjustable diffusers, heavy duty hammerhead blades, debris guard, parking stand, hydraulic side shift, roller scraper blade, £3058 + VAT. Email info@beckettagricultural.co.uk. Please call 07973 168691, Wiltshire

8142

FRONT WHEEL TO FIT FORD 4600



£65. Believe to be heavy duty. Please call 07711 508200, South East

8153

GRAIN PUSHER



£425. Grain pusher with JCB quick fit brackets. 3.3m length. Blade 2.1m x 0.6m +VAT. Please call 07703 653726, Kent

7800

INTERNATIONAL 475 EXHAUST MANIFOLD ELBOW AND GASKET



£40. No VAT. Brand new. Please call 07925 621268, East Sussex

8119

INTERNATIONAL B45 BALER



1945, £2,000. International Baler owned by same family since new. Last used approx 5 years ago. Knotter needs attention. Buyer collects. Please call 07890236306, East Sussex

8032

JOHN DEERE 342A BALER



£1,000. John Deere 342A baler for sale, surplus as not been used for last 3 years. Please call 07956925608, Hampshire

7914

KVENELAND PLOUGH SPARES

£75. Kveneland assorted plough spares, Disc stalks etc. Please call 07775856149, Essex

7904

LARGE PULLY WHEEL

£40. From Ruston Proctor of Lincoln Threshing Machine. Fulstow NR Louth. Please call 01507 363760, East Lincolnshire

8121

MASCHIO A120C HEAVY DUTY ROTAVATOR

£750. 1.2m Working width, GWO. Please call 07903 107151, South East

7988

ORIGINAL FERGUSON TRANSPORT BOX

£375. Original Ferguson Transport Box in good solid usable condition complete with tailgate/board. Collection near Bristol. Please call 07505 424393, Bristol

8140

PAIR OF NEEDLES TO FIT INTERNATIONAL 440 BALER

£100. Pair of needles to fit International 440 Baler. Good condition. No welds. Please call 07767 815977, Somerset

8130

PAIR OF MF 80 SINGLE ACTING LOADER RAMS

£120. In excellent condition with no leaks. Please call 07909 553650, Norfolk

8139

SHEAR GRAB

POA. Full working order. Please call 07958 266468, South East

7983

SLEW TIC GRAIN PUSHER 3.6M MANITOU BRACKETS

2015, £1,200. Slewtic Grain Pusher 2015 Manitou brackets 3.6m (12ft) long, Blade 80cm x 230cm. Please call 07703986404, Hampshire

7938

SPRING TYNE HARROW

£200. Spring Tyne Harrow. 6ft wide. Please call 07890236306, East Sussex

8031

SULKY X40 FERTILISER SPREADER

£4,000. Very limited use, with control box. Collection only. +VAT. Please call 07885 192927, Surrey

7999

TWOSE 4.5M TOPPER

£2,750. Full Working Order. Please call 07958 266468, South East

7982

TAKEUCHI TB228 18" DIGGER BUCKET

£70. Please call 07961 894264, Cranleigh area

8078

TANDEM AXLE FLAT TRAILER

£2,150. Tandem axle 22ft x 8ft bale trailer with good steel floor hydraulic brakes lights ready to go straight to work +VAT. Please call 07714956920, Oxfordshire

7840

TEAGLE XT20 FERTILISER SPREADER

£1,000. Teagle XT20 12mtr fertiliser spreader very good condition reason for sale upgrade due to extra work load. Please call 07956925608, Hampshire

7942

TOPPER 3FT

£200. A Votex 3 ft wide PTO driven topper (cut about 34 inches wide). For a small or compact tractor. Located near Borough Green, West Kent. Can deliver locally for a modest charge. Please call 07767477080, Kent

7903

TOYOTA HILUX AEROKLAS CANOPY

£350. 2016 onwards, Decuma grey metallic, lockable c/w keys, front sliding windows. Please call 07903 107151, South East

7985

VICON HAYBOB RC300

£350. Haybob, good, barn stored, viewing and delivery requests welcome. Ashford, Kent. Please call 07444621694, Kent

8003

VICON VARISPREADERS

POA. 2 Vicon Varispreaders. On farm near Alton. Offers. Please call 07402 031199, Alton

8069

TRACTOR MART

WESSEX 2.5M FLAIL TOPPER



£1,000. On farm near Alton. Please call 07402 031199, Alton

8072

480/65 R28



£100. Used Mitas RD-03 tyre. Approx. 50% tread, one small tubeless plug, wheel not included, buyer collects, £100 +vat. Please call 07866231152, Buckinghamshire

7754

PAIR LAND ROVER TYRES 750/16



£75. Pair of Land Rover Tyres 750/16 on rims. Price is for pair. Please call 01233720556, Kent

7751

PAIR OF 1100/16 TYRES TO FIT FORD 5000 OR SIMILAR



£75. Pair of 1100/16 tyres to fit Ford 5000 tractor or similar. Please call 01233720556, Kent

7753

90% MICHELIN TYRES

2024, £600. 90% great condition yard tyres ready to go Bibload, Hard surface, 406/70 R24. Please call 07881828083, Surrey

7707

SET OF FORDSON MAJOR E27N SPADE LUG WHEELS



1950s, £450. I'm selling a set of Fordson Major E27N Spade Lug wheels. The wheels have had little use and have been dried stored for many years. They are in good condition with just a few loose lugs. Collection from Kidderminster area, Worcestershire. Please call Peter on 07397 096232, Derbyshire

7804

16" ROTA SLIP ALLOY WHEELS FITTED WITH 195/55 R16 GOOD YEAR EFFICIENT TYRES



POA. 16" Rota Slip Alloy Wheels fitted with 195/55 R16 Good Year efficient Tyres. Done 7000 miles. Fit VW UP, SKODA CITY GO and early MX5. Please call 01827 383677, Staffordshire

7974

ALBUTT PIN AND CONE GRAIN BUCKET



1996, £1,200. 70cu/ft Albutt grain bucket pin and cone fittings. Good condition has not had much use +VAT. Please call 07860365777, Essex

7890

ARTIC TRAILER DOLLY



£700. Urban Artic Trailer Dolly. Complete with brakes and adjustable Tow Bar. Please call 07860 366802, Kent

7833

BAND SPRAYER WITH SHROUD



£100. Currently set up for 2 rows with two fan nozzles. Extra fan nozzle and 2 paddles available. Shroud can be removed if not necessary. Mounting brackets available, max width 1.6m. Sittingbourne. Please call 07743693255, Kent

7851

DEUTZ FAHR TEDDER



£300. Collection Whitstable CT5. Please call 07845 792251, Whitstable

7745

DRUM MOWER 5'6"



£500. Drum mower 5'6" in good working order. +VAT. Please call 07765789721, Kent

7857

FLAIL MOWER 4'



2024, £500. Compact, tractor-mounted 4' flail mower. Purchased brand new. Never used. +VAT. Please call 07765789721, Kent

7855

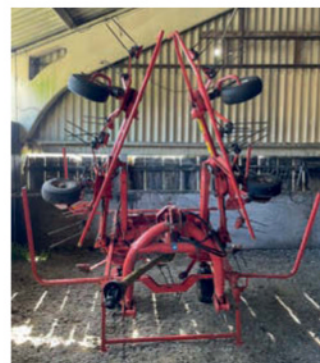
KUHN SW1614 TRAILED BALE WRAPPER



2016, £12,000. 2016 Kuhn SW1614 - high-capacity, reliable, and very efficient trailed wrapper for both square (80x70-90x180 cm) and round (up to 150 cm) bales, with bale weights up to 1,000kg. Low-profile chassis, gentle automatic loading, excellent bale stability, and tight, consistent film overlap. Holds a second bale during wrapping for time saving efficiency. Adjustable turn table speeds and can be used automatically or in a manual mode. Wheels hydraulically widen for field use giving great stability and good transport width when folded in. Please call 07359659669, Devon

7805

KUHN TEDDER



£3,500. Kuhn digidribe gyrotedder. 5.8m working width, 6 rotor. Good condition, ready to go into work. Please call 07831576548, Surrey

7703

LOADER BRACKETS TO FIT MF 300 SERIES TRACTOR OR SIMILAR, AND REAR WHEEL DISHS TO FIT MF 165/185

POA. Loader brackets to fit MF 300 series tractor or similar. Rear wheel dishs to fit MF 165/ 185. 28 inch dia. Please call 07864 888477, Gwent

7951

MOWER LIFTER

£25. Ride on mower lifter for easy maintenance. Please call 01403741560, West Sussex

7743

LOGIC MFP320B16R

£3,750. MFP Flail Mower/Topper (wheels behind). Perfect for those tougher topping tasks. 1.2m cutting width. Easy height adjustment & anti-scalping roller. Wheels behind allow for closer cutting to walls and fences. Good working order. Collection Near Faringdon, Oxon. Please call 07779 526279, Oxfordshire

7877

MANITOU WITH ATTACHMENTS

2016, £24,000. 2016 Manitou mlt 735-120 PS. 6300 hours. 2 local owners since new. 50% tyres. Call for any more information. Please call 07885 802069, Kent/Surrey border

7886

OLD TRACTOR SEAT

£55. Old tractor seat, believe off a Fordson, but not sure. Barn find, needs tlc. 20" x 14". Please call 07368 312577, Ludlow

7963

SINGLE FURROW PLOUGH

POA. Ring for details. Please call 07733 316941, Suffolk

7964

PORT AGRIC ROLLER MOWER

2006, £1,250. Roller Cutlass mower, 9' cut, shaft drive. Ideal polo or sports ground. Perfect working order. Can be seen working. Please call 07850739699, Berkshire

7865

TEAGLE TOPPER

£500. G.W.O. 20 acres per annum no problems. Please call 07860 822207, East Midlands

7952

TRIP LOADER FROM AN INTERNATIONAL 434

£150. No doubt it will fit other tractors! Fully working, but the bucket is a bit rough. The loader comes with all necessary attachments and pipework. Brackets and pipework are shown currently in situ on my tractor - will obviously be removed! Buyer must collect - bear in mind this thing is heavy! No VAT. Please call 07770283012, Suffolk

7807

VOTEX MOWER PT2000

£2,250. Votex mower PT200 model, 5 staggered blades, 15ft, end tow kit. New blades, new skids, has been through workshop. Over £400 on new parts. Fully serviced, greased and ready to work. Ideal for mowing set-a-side or SFI. Please call 07809016832, Kent

7814

FORDSON MAJOR WHEELS

£150. X2 Fordson Major Wheels. Good order (Tyres no good). £150 ono - no VAT. Please call 07860 905520, South East

7686

540/65 X28 TYRES

£250. X2 540/65 X28 Tyres. Good tread. One small repair. £250 ono plus VAT. Please call 07860 905520, South East

7688

DAVID BROWN CROP MASTER WHEELS

£150. X2 £150 ono - no VAT. Please call 07860 905520, South East

7684

ROWCROP WHEELS - PRICE REDUCED

£1,250. Rowcrop wheels fronts 11.2 x 36 (270/95R36) 10 stud, backs 13.6 x 48 A350 8 stud. Both Alliance. To fit John Deere 6830/6930 or 6145R/6155R. £1250 +vat. Please call 07809016832, Kent

7601

STOCKS DUALS

£150. 28" Stocks duals with clamps. Please call 07976 731941, Canterbury

7649

SPRAYER WHEELS

£50. Pair of rims, 6 stud, tyres are not included, tyres were 540 65 R24. Rim width and offset are in the photos. Located in Kent. Please call 07879278865, Kent

7416

3 METRE SPRING TINE CULTIVATOR

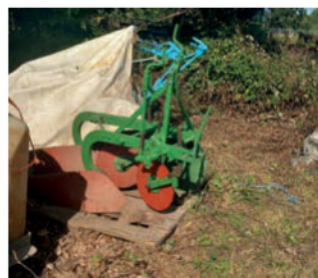
£350. No cracks or weld's all new points. No Vat. Canterbury Kent. Please call 07715 716927, Kent

7776

9FT FLAIL TOPPER

£800. 9ft, flail topper, working order, needs a new pto +VAT. Please call 07966725414, South East

7563

B.M.B PRESIDENT 2 FURROW PLOUGH

£250. Fully restored. Please call 07881 751975, South East

7769

TRACTOR MART

BROWNS SINGLE LEG SUBSOILER



£100. Heavy Duty. Please call 01580 850925, Bodiam, East Sussex

7645

BROWNS BALE SLEDGE ACCUMULATOR



£1,495. In full working order. Please call 07974 674876, Surrey

7555

BROWNS FLAT 8 BAILE GRAB

£350. With Sanderson attachment, could easily be converted to other makes. Please call 07801 311334, Gloucestershire

7792

BROWNS FLAT 8 GRAB AND SLEDGE

£475. Square tube type sledge and flat 8 grab. Working order £475 no vat. Ashford, Kent. Please call 07980 626355 or 07879278865, Kent

7558

BROWNS FLAT 8 BAILE SLEDGE

£425. Browns Flat 8 bale sledge, square tube type. £425 no vat. Located Ashford, Kent. Please call 07879278865, Kent

7510

BUCKET TO FIT INTERNATIONAL



£250. Bucket of an International 574. Good blade. A couple of holes. Call for more info. Slinfold, West Sussex. Please call 07961 445880, West Sussex

7517

COMPOST/MUCK SPREADER

2007, £7,000. Agrofer side discharge compost/muck spreader. +VAT. Please call 07543666567, Kent

7681

COOKS FLAT 8 BAILE SLEDGE



£1,000. Good order. £1000 ono. Plus VAT. Please call 07860 905520, South East

7690

DAVID BROWN 990 ENGINE BLOCK

£200. No cracks. Nr Berkhamsted. Please call 01442 873494, Chesham

7762

DEUTZ FAHR KH 500 DN HAY TEDDER TURNER



£1,495. Hay Tedder Turner in full working order. (Video on eBay under the same title). Please call 07974 674876, Surrey

7553

DIGGER BUCKET



£150. 150cm length 55mm pin 310mm pin centres 200mm between side plates. Please call 01580 831951 or 07837 744415, East Sussex

7694

FIELD ROLLER



£290. 8ft. Please call 01580 831951 or 07837 744415, East Sussex

7693

FLAT EIGHT BAILE ACCUMULATOR



£250. Stored outside, not used recently. Selling for spares or repairs. Please call 01621788239, Essex

7513

FRANSFARD TEDDER/RAKE



£1,795. Fransgard Ti 4000 combination tedder and rake. Good working order. 4 metre working width +VAT. Please call 07768771933, East Sussex

7669

GF 10802TG11



2015, POA. 2015 GF 10802TG11 8950 runs well changing due to upgrade. Please call 07771 920750, South East

7641

GRASS HARROWS



£120. Double - 18ft wide or can be used single - 9ft wide. Please call 01580 850925 Bodiam, East Sussex

7644

HYDROSTATIC TRANSMISSION



£200. Hydrostatic transmission Turf Torx out off a Westwood ride on mower. All working as should when removed. Please call 07860653638, Essex

7680

JCB HEADSTOCK



£1,000. Good order. £1000 ono plus VAT. Please call 07860 905520, South East.

7685

KRONE SWADRO 46 RAKE

£5,995. Virtually as new condition. +VAT. Please call 07768771933, East Sussex

7668

M.F. 65 REAR WHEELS

£500. 2 rear wheels and mitc, tyres to fit M.F 165, 65. Oversize wheels and tyres. Have been sand blasted and 2 pack painted. V.G.C. Please call 01728 724205, Suffolk

7760

TELEHANDLER TYRES

£195. 4 Telehandler tyres suitable for JCB Telehandler. (460/70/24). Very sound tyres but only about 10% tread. Please call 07768771933, East Sussex

7670

OPICO DANUSER POST AUGER/ DRILL 9 INCH



£500. Opico post drill 9 inch bit. Please call 07974 674876, Surrey

7554

RANSOMES MULTITRAC 4 FURROW TRAILER PLOUGH WITH SKIMS AND DISCS



£500. Mid Shropshire. Please call 07835 071745, Shropshire

7774

CIRCULAR SAW BLADE

£150. 4' die incerted tooth. Please call 07952 798787, North East

7545

CIRCULAR SAW BLADE

£150. 5' die plate blade. Please call 07952 798787, North East

7546

RANSOMES TRACTOR MOUNTED DISC HARROW

£900. 8'. Please call 07812 476709. Near Ashford, Kent.

7638

RANSOMES TWIN LEG SUBSOILER

£250. Ransomes twin leg subsoiler converted to take shakerater legs. Please call 07976 731941, Canterbury.

7650

RHINO POST HOLE BORER

£595. Rhino HPD PTO Post Hole Borer tractor mounted, heavy duty, viewing welcome, Ashford, Kent. Please call 07444621694, Kent

7700

SPRING TINE CULTIVATOR

£275. Approx 7ft wide, ideal for MF 35, 135, Dexta or similar. Please call 07711 508200, South East

7778

STRIMECH 2.3M PUSH OFF BUCKRAKE

£950. Strimech 2.3m push off buckrake with 3 point linkage fittings. Please call 07976 731941, Canterbury.

7646

SULKY X40+ FERTILISER SPREADER

2021, £7,000. Only one season's use so new condition with control box. Viewing welcome. Please call 07885 192927 before 9pm. Surrey

7356

TEAGLE 510 TOPPER

£895. Teagle 510 topper very little light use good working condition barn stored. Please call 07818656828, South East

7634

TERRA VAC PADDOCK SWEEPER

£4,000. Good condition. Recent new brush. £4000 ono. Plus VAT. Please call 07860 905520, South East.

7691

TOPPER 3FT

£250. A Vortex 3 ft wide PTO driven topper (cut about 34 inches wide). For a small or compact tractor. Located near Borough Green, West Kent. Can deliver locally for a modest charge. Please call 07767477080, Kent

7626

WESSEX 6FT FINISHING MOWER

£850. Blades recently sharpened ready for work. Kept under cover. Please call 07970 058560, Warwickshire

7794

CAMBRIDGE RING ROLLER

£280. 10ft wide. Good working order. Please call 01580 831951 / 07837 744415, East Sussex.

7498

CAST IRON WHEELS WITH SOLID RUBBER TYRES

£225. 20 inch diameter x 2 1/2 inch. 3 ft width. Includes turntable. Suitable for a 6 inch scale trailer or possibly living van. Please call 07971 638150, Lincoln

7538

DIGGING BUCKETS

£200. JCB 3CX or 3C 111 digging buckets 2' 9" 18". Please call 07961 894264, near Cranleigh.

7497

FLAIL VERGE MOWER

2018, £2,750. Flail Verge Mower Zanon TMC 1.3 m cut. Mows behind tractor or at the side, 45 degrees down for dykes or 90 degrees up for banks & hedges. In good working order : £2,750 + VAT. Please call 07703595330, North Kent

7337

FORDSON DEXTA - SUPER DEXTA NEW CYLINDER HEAD

£295. Complete with fitted valves. Still in the box. No VAT. Please call 07708 010055 or 01904 704659, York

7599

MASSEY FERGUSON 60 CUTTER BAR MOWER

£195. Please call 07801 199001, South East

7531

FLAT EIGHT BALE LOADER

£300. Farmhand, Manitou fittings. Please call 07970 856341, East Midlands

7971

TRACTOR MART

FLAT ROLL 4'



£300. Flat roll 4'. Purchased new. Never used. +VAT. Please call 07765789721, Kent

7856

FLY JIB EXTENSION



£600. Factory built fly jib 3 mtrs with transport brackets no bends or breaks, straight, hook. Very slight surface rust. Please call 07749810365, Cumbria

7719

FORDSON MAJOR REAR WHEEL WEIGHTS

£750. Set of 4 with bolts and brackets to fit wheels. Hemel Hempstead. Please call 01442 832744, Hertfordshire

7929

GRAIN AUGUR



£150. Brice Baker, 6 inch, approx 12 metres long, three-phase supply. Please call 07970 856341, East Midlands

7973

GRAIN PUSHER



£525. Grain pusher with JCB quick fit brackets. 3.3m length. Blade 2.1m x 0.6m +VAT. Please call 07809016832, Kent

7800

IH614/634 CHIN WEIGHTS



£127. C/W fixing bolts total weight 127kg (very rare) £127 (proceeds to Pink Ladies). Please call 01379 677866/ 07831 130005, Norfolk

7961

JCB 3CX 45MM PINS BUCKETS



POA. JCB 3CX 45mm pin Buckets all sizes available. Phone for further details. Please call 07836634392, Berkshire

7853

KUHN HAYBOB 300



2011, £1,000. In good working order. +VAT. Please call 07765789721, Kent

7854

LELY HAYZIP MK2



£399. Lely Hayzip Mk 2. Working order. Used last year. Comes with spare tines. Retirement sale. Please call 07809016832, Kent

7815

TRACTOR TYRES



£750. 4 x Grassland tyres and wheels little used. 2 x Rears 18.4/26 2 x Fronts 41 x 14.0/20. Please call 01825 762576 or 07778 050516, East Sussex

7452

SELECTION OF TRAILING PLOUGHS



POA. All barn stored & tidy order. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

SELECTION OF TRAILING PLOUGHS



POA. All barn stored, various makes/sizes. Please see website for pictures - www.srhaylock.co.uk. Please call - Daytime: 07831 158848 or 07766 107610. Evenings: 01799 584626. Cambridgeshire

1 REAR LIGHT LENSE AND OTHER PARTS

POA. 1 rear light lense new red/yellow Lucas 7 1/2 long 3 1/8 wide 2" deep. D rear light with bulbs new 6" long 3" wide 2" deep red/yellow AGCO parts No 3405436M91. 1 fuse holder take 10 fuses new AGOC parts. Please call 01440 820047, Suffolk

7166

LIGHT, PONY DRAWN, SMALL SEEDS DRILL



£155. Made by Gibbs, Bedford, Middlesex. 12 row, 4ft working width. In good original condition. Please call 07503 488386, Suffolk

7380

LISTER BLACKSTONE HAY RAKE



£125. Absolutely complete including original jacks to change from 'in work' to 'transport'. 12ft working width, tractor drawn and in working order. Please call 07503 488386, Suffolk

7379

MOLE PLOUGH



£450. For land-drainage, poly-pipe and cable laying. Made by Tamkin of Derby. Good working condition. Has been operated and towed by Heavy tractors, Field Marshall and County 1164 winch tractors (Will suit towing by Steam Ploughing Engine). Please contact David. Please call 07836 721145, Cornwall

7325

PARTS FOR A FORD D COSTCUTTER VAN



POA. Please call 01772 682 159 / 682 924, Kirkham

7327

CAB FRAME TO FIT MASSEY FERGUSON 35



POA. Good order complete windscreen. Please call 07836 583328, Suffolk

7026

BELT PULLEY FOR A GREY FERGUSON TRACTOR

£45. Please call 07976 434090, Kent

6583

RUBBER TYRES PERFECT FOR STEAM ENGINES



POA. Rubber tyres perfect for steam engines - supplied and fitted. Please call or text Ben for further info: 07308 685169, UK

FWLER TRACTION ENGINE WHEELS

POA. Please call or text Ben for further info: 07308 685169, UK

COMBINE TYRE

£50. 650/75 R32 Goodyear DT822. Sidewall has small surface split near bead. Kept as a spare. Offers considered +VAT. Please call 07762612820, Hampshire

7870

FERGUSON WHEEL

£25. Early type dish, tyre perished. Please call 07762612820, Hampshire

7871

FWLER 2 SPEED CRANKSHAFT

POA. Please call or text Ben for further info: 07308 685169, UK

FWLER 2 SPEED FLYWHEEL

POA. Please call or text Ben for further info: 07308 685169, UK

FWLER BB1 PLOUGHING ENGINE CRANKSHAFT

POA. Please call or text Ben for further info: 07308 685169, UK

NEW BURRELL TRACTION ENGINE TENDER

POA. Please call or text Ben for further info: 07308 685169, UK

ROLLS ROYCE 1910 SILVER GHOST LAMPS

£2,000. Please call or text Ben for further info: 07308 685169, UK

FWLER BB1 BLOCK CRANK AND MOTION

POA. Fowler BB1 block crank and motion P/X exchange any vintage vehicle or miniature steam engine. Please call or text Ben for further info: 07308 685169, UK

QUICKE 2000 LOADER

£100. Came off a MF 165, with 2 buckets. Must be collected. Please call 07960435148 or 01250875732, Perthshire

6865

RANSOMES ROBIN PLOUGH BODY

£100. Ransomes Robin TS54 plough body. Would make good project to custom build your own plough. Collection from Peterborough. Please call 01733 244456, Peterborough

6869

AMAZING ZAU ORANGE SPREADING DISK

£50 each. Plus carriage at cost and white spreading disk. Please call 01948663768 or 07860301355, Shropshire

6568

LELY FERTILISER SPREADER SETTING RING

£40. New storage marks only £40 plus carriage at cost. Please call 01948663768 or 07860301355, Shropshire

6563

TASKER PATTISON FERTI SPREAD DISC

£30. New storage marks only plus carriage at cost. Please call 01948663768 or 07860301355, Shropshire

6565

TASKER PATTISON FERTI SPREAD MOTOR MOUNTING PLATE

£20 plus carriage at cost. Please call 01948663768 or 07860301355, Shropshire

6566

TASKER PATTISON ANGLE MOUNTING PLATE

£20 plus carriage at cost. Please call 01948663768 or 07860301355, Shropshire

6567

TRACTOR MART

CROSS SHAFT KIT



POA. For Ford New Holland Case Puma. Others available. Please call 07479 956956, Midlands

5132

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

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, Lancashire.

125210

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

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.

MASSEY FERGUSON WEIGHTS

£400. 8x Massey Ferguson front wafer weights, suit 100 series etc. Located East Sussex. Please call 07538382239, East Sussex

7425

NEW MASSEY FERGUSON HYDRAULIC PUMP



£190. Auxiliary pump for tractors with both (1) IPTO and/or Multipower and (2) Auxiliary Hydraulics. 12 spline shaft, twin intake. Free delivery. Please call 01656 890337, Vale of Glamorgan

7569

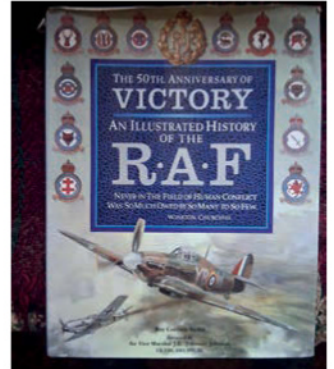
REAR CONCRETE TRACTOR WEIGHT

£40. Rear concrete tractor weight, linkage mounted. Located East Sussex. Please call 07538382239, East Sussex

7427

MISC

"THE 50TH ANNIVERSARY OF VICTORY, AN ILLUSTRATED HISTORY OF THE RAF" BOOK



£20. "The 50th Anniversary of Victory, An Illustrated History of the RAF". Large hardback book many evocative photos. This edition 1996. Can post. Many more, reducing collection. Please call 07852 921265, South East

8310

1000L FUEL TANK WITH ELECTRIC PUMP



£500. 1000L fuel tank with 240V elec pump. Please call 01892 723895 or 07980585307, Brencley

8206

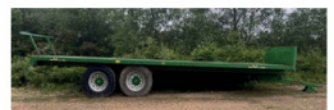
1908 PRAM



£30. Can't be many left. Ideal for film work or the collector. Please text 07449 038711, North Yorkshire

8329

AW 12 TONNE 26FT BALE TRAILER



2014, £7,995. AW 12 ton Bale Trailer. 2014. 26ft long bed. Good condition. Four brand new tyres. Sprung drawbar. Situated in the New Forest Hampshire. Just off J1 M27. See photos. +VAT. Please call 07836580554, Hampshire

7989

1939 ATCO TRAINING CAR

£9,999. Swap or part exchange. Please call 07747 677788, Bedford

8325

2026 CHIEFTAIN WILLIAMS BOX

2026, £5,500. 21ft Chieftain Draw Bar Trailer. MOT Oct 2026. 50mm Eye Hitch Williams 3 Deck Sheep or 1 Deck Cattle Box Hydraulic Ramps 2 and 3 Decks. She's old but everything works as it should. Location Nr Gatwick. £5500 + vat Ono. Please call Chris on 07761 468755, West Sussex

8228

APPROX 200 MAGAZINES

POA. Offers. Classic Tractor, Classic Commercial, Tractor & Machinery, Heritage Tractor, 2024 Classic Car Buyer, Tractor and Machinery Trader. Good condition. Buyer collects. Staffs-Shropshire border. Please call 07779 296759, South Staffordshire

8301

AQUARIAN BIG FISH FISHING ROD

£4. Plus Carrying case. Sold as seen. Buyer collects. Please call 07510 139126, East Sussex

8183

BOX OF MISCELLANEOUS SHEEP EQUIPMENT

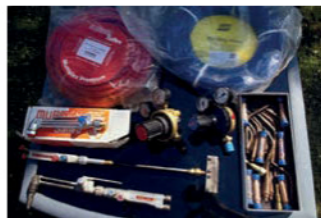
1970's, £20. Box of miscellaneous sheep equipment. 3 Ram mounting marker holsters lights, syringes etc. Please call 07890236306, East Sussex

8244

BOC 2 ANTIQUE WELDING TORCHES

£35. Antique BOC welding torches. £35 ONO. Please call 07811 219423, Banbury

8305

BOC NEW & SERVICEABLE WELDING GEAR

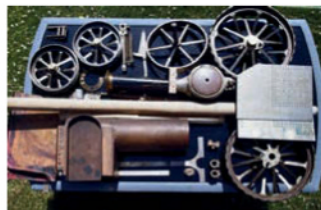
POA. New and serviceable BOC welding and cutting gear. Please call 07811 219423, Banbury

8306

BUNDED FUEL BOWSER

£400. Easy Cube 800 Litres UN1202 Diesel Fuel Lifting eyes and ports for a fork lift. Collect from Crowborough. £400. Ring Sam on 07769 956145. No text messages. Crowborough.

8230

BURREL 3" MODEL

POA. 3" scale Burrel traction engine. Part built to a very high standard. Fly wheel cut from 2" plate. Please call 07811 219423, Banbury

8304

CLARKSON MILLING CUTTERS

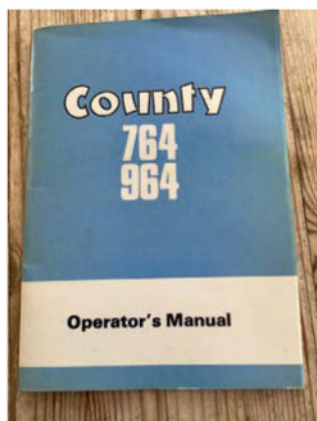
POA. New Clarkson milling machine cutters. Please call 07811 219423, Banbury

8307

CO-OP 1938 DELIVERY BIKE

£150. Please call 07772 060335, Kent

8290

COUNTY OPERATORS MANUAL, 764/964, PLUS PARTS CATALOGUE

POA. County operators manual, 764/964, plus parts catalogue. Both are original copies, mint condition. Please call 01730 262353, Hampshire

8323

COVENT GARDEN MARKET CART

£1,050. Covent garden market cart. Restored to its former glory. Please call 07765 445206, Elsenham

8282

DINING TABLE AND FOUR CHAIRS

£100. Please call 07748 706175, Norfolk

8291

DIESEL BOWSER

£600. Towable diesel bowser, hand pump, working order. £600 no VAT. Please call 01892 723895 or 07980585307, Brenchley

8202

ELEC ROLLER SHUTTER DOOR

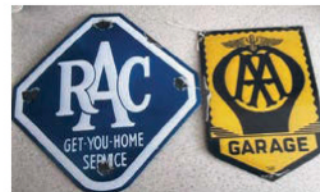
£800. Elec roller shutter door. 2.5m wide x 3.5m high. Complete, good condition. Please call 01892 723895 or 07980585307, Brenchley

8210

EARLY ENGLISH WHEEL

£3,500. 40 Inch throat cast iron English wheel made by Besco (early FJ Edwards). Very heavy. Can load with forklift. Please call 01788 899123, Northamptonshire

8280

ENAMEL SIGN AA & RAC

£120. Signs RAC & AA with Fixing Hole Size RAC 12x12 Inches AA 8.5x12 Inches. Please call 07946 747481, Surrey

8272

HEAVY DUTY RAMPS

£400. Pair of heavy duty ramps, 3.2m long photos available, near Haywards Heath. Please call 07583 078354, West Sussex

8178

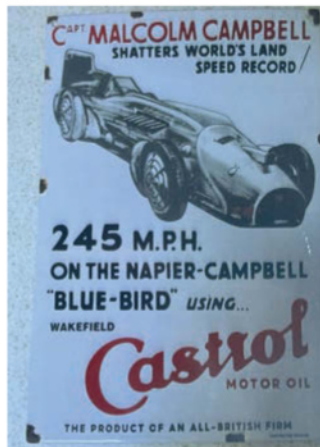
HONDA QUAD TRX 420

2023, £2,500. Genuine 2023 Honda TRX 420 2000hrs worked but good solid workhorse. Datatag registered. Please call 07847300320, South East

8166

TRACTOR MART

ENAMEL SIGN CASTROL



£75. Capt. Malcolm Campbell MPH 245 on Blue Bird Using Wakefield Castrol Motor Oil enamel sign. Size 10 x 15 inchs. £75 inc P.P. Please call 07968 659967, Surrey

8295

FARM TRAILER



POA. Curtainside Farm Trailer. Please call 07704 018229, Norfolk

8275

FARM HOUSE KITCHEN TABLE

£250. In very good condition in pine seats six people. Also many garden items. All in very good condition. Please call 01562 730215, West Midlands

8289

FEEDING TROUGHS



£15. 2010 approx. 4 feeding troughs for cattle/horses/sheep etc. Please call 07890236306, East Sussex

8243

FEEDING/WATER TROUGH



£60. Feeding/ water trough for sheep/ cattle/pigs. Cast iron. 8ft long. Please call 07890236306, East Sussex

8247

FORKLIFT TIP SKIP



£160. Viewing welcome. Please call Martin: 07885 306055 please phone (no texts), Ashford, Kent

8223

GALVANISED FENCE BARRIERS



£40. Heavy duty galvanised barriers 7ft x 3ft inter locking, with long posts, ideal live stock barriers £40 each, 40 available. Please call 01892 723895 or 07980 585307, Brenchley

8195

HERAS SITE FENCING



£25. Heras site fencing used in good condition, £25 a panel. £10 a foot, £3 a clip. Please call 07980585307, Brenchley

8196

HAY/STRAW VINTAGE TRAILER



£400. By WG Challow Ltd, North Stoke Wantage. Good condition. Tyres 1 new 900/16, other wall cracked but very usable, has been debraked but rare trailer. Now lost covered storage. Salisbury. Please call 01722 711456, Salisbury

6187

IAE CALF CRUSH / CRATE



£675. Approx 10 y.o. IAE Calf Crate for safely Eartagging. Dehorning. Castrating Calves. In full and good working condition inc wooden floor. Situated New Forest. Hampshire. Just off Junction 1 M27. Please call 07836580554, Hampshire

7990

IAE INTERNAL STABLES I FRONT SLIDING DOOR 1 SIDE

£750. IAE internal front stable with sliding door slight bend to rail and side section 12ft. Ideal to make stable using back and end of barn surplus to requirements used but in good condition. £750 offers welcome. Collection Essex. Please call 07974715410, Essex

8109

IFOR WILLIAMS GD125G



£1,250. 12FT X 5FT Twin axle, Tailgate ramp, Resin bonded floor with alloy Chequer plate covering, spare wheel & tyre, East Kent. No VAT. Please call 07540112209, Kent

8186

IFOR WILLIAMS HB505 HORSE BOX



£2,250. Ifor Williams HB505 in very good condition, solid sides, aluminium floor, good GT tyres, tows lovely, viewing recommend, Ashford, Kent. Please call 07444621694, Kent

8234

IFOR WILLIAMS LM166 TRAILER



£2,500. Ifor Williams LM166, good condition, 16ft, 2014, new brakes and cables fitted 2025, tows very well, led lighting, viewing requests welcome. Please call 07444621694, Kent

8233

INFLATABLE BED



£100. Approx 7ft wide 40ft long as palm trees treasure chest slide e.t.c. No blows as new. Please call 01442 832744, Hemel Hempstead

8288

LOCO SHED PLATE

POA. Cast Iron 14B Kentish Town MPD. Unrestored received when loco being cut-up. Offers taken for this plate. Photos can be obtained when ready. Please call 07871 398470, Suffolk

8274

MONARCH EQUESTRIAN 36' 5 HORSEWALKER



2024, £10,000. Monarch Equestrian 36'0" Diameter Royal 5 Horse Free Run Exerciser with 6'0 High Inner and Outer Static Mesh Curved Fences. Complete with Electronic Power Unit, Electrified Pushers, Assisted Braking System (ABS), Gateway Access to Inner Fence, Auto Reverse and Twin Timers. Rubber Pavers included free. Two years old. Can be viewed. Collection near M25/ Junc 8 Surrey. Buyer to dismantle but assistance can be given. £10,000 ono. No VAT. Please call 07454017027, Surrey

8090

MARLEY ROOF TILES

£0.20. Approx 4,000 Marley roof tiles, 10 1/2 x 6 1/2 inch (265 x 165mm) - concrete, used, would blend with an existing roof, good for patching, extensions etc.. And, approx. 100 half tiles, 190 x 165 mm. Buyer collects, no lorries, we have narrow access - large vans, pick-up, twin wheel base etc ok. Not in crates or on pallets - happy to assist with hand loading. 20 pence/tile Barham, nr Canterbury. Please call 07944097355, Kent

8184

MICHELIN BRASS COMPASS

£30. 3 inch dia. Mint condition. Michelin Tyre Service. Please call 02083 997541, Surrey

8298

MICHELIN MAN

£40. Michelin Man heavy cast ally coin slot in back, 11" height. £40 inc P&P. Please call 07946 747481, Surrey

8296

MISCELLANEOUS BOX OF SHEEP EQUIPMENT

1970's, £25. Miscellaneous box of sheep equipment. Ram marking harnesses. Syringes, lights. Please call 07890236306, East Sussex

8242

MODERN MULTIFUEL STOVE

£450. Modern multifuel stove. Very good condition with no cracks. C/w legs and good smokebox. Ideal for living van, narrowboat, living room etc. Please call 07843 604722, Northamptonshire

8331

OLD "STRATFORD" MULTIFUEL STOVE

£500. Very good condition with no cracks. C/w legs and good smokebox. Ideal for living van, narrowboat etc. Please call 07843 604722, Northamptonshire

8279

PALISADE GATES

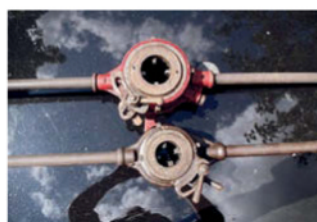
£1,000. Heavy duty palisade gates with posts. 2.4m high x 2m x2. 4m opening. Please call 01892 723895 / 07980 585307, Brenchley

8201

PAPER SHREDDER

1999, £700. EBA Central 5240C, German built, small chop. Suitable for horse bedding, dogs, game or poultry. Also suitable for commercial purposes. Owned from new. 3 phase but can be adapted to run as single phase. Can include a quantity of newspapers. Please call 07725358391, Surrey

8174

PRESTO 2" THREAD 1 1/4 CUTTERS

POA. Presto 2" pipe threader 1 1/4" USA made threader. Please call 07811 219423, Banbury

8308

RAILWAY SLEEPERS

£45 each. Used Grade A sleepers hardwood. Please call 01892 723895 / 07980 585307, Brenchley

8200

STEEL ROAD PLATE

£375 each. 8 X 4 steel road plate, 10 available. Please call 01892 723895 or 07980 585307, Brenchley

8198

SHEEP TRAILER

£1,200. Ifor Williams P6e sheep trailer, photos available, near Haywards Heath. Please call 07583 078354, West Sussex

8177

STATION ENGINE MAG

£120. Cash on collection. 160 magazines several engine and tractor books. Please call 01325 485410, County Durham

8278

SUPER TROLLEY CART 6FT X 2.5FT

£680. Made from solid oak with new rheumatic tyres with a metal top with sides that fold down. Ideal to tow behind a mini steam traction engine or mini tractor. In West Sussex. Please call 07831316729, West Sussex

8241

TELEHANDLER TIP BINS

£350 each. Telehandler tip bins, 1200 litres, 2000kg. No VAT. 4 available. Please call 01892 723895 or 07980585307, Brenchley

8197

TOOLS

£400. Two sets Elora combination spanners little use 19 metric 7mm - 32mm 15 A F 1/4 AF - 1 1/8 AF £400 ONO the lot. Please call 07810 247941, Norfolk

8300

USED TELEGRAPH POLES

£80 each. Used telegraph poles. Please call 01892 723895 or 07980585307, Brenchley

8204

V MESH FENCING

£7,000. V mesh fencing, 11 panels @ 2.5 x 2.5m with galvanised posts, VGC £700. Please call 01892 723895 or 07980585307, Brenchley

8208

VINTAGE TENNIS RACKET PRESSES

£8 each. Dunlop. Sold as seen. Buyer collects. Please call 07510 139126, East Sussex

8045

TRACTOR MART

VINTAGE BADMINTON SET



£20. Four Rackets, Net, Shuttlecocks and Rules. Sold as seen. Buyer collects. Please call 07510 139126, East Sussex

8048

VINTAGE BLACKSMITHS DRILL



£60. Vintage Blacksmiths Drill. Please call 07890236306, East Sussex

8246

VINTAGE BOXING GLOVES



£7. Leather - 10 ozs. Sold as seen. Buyer collects. Please call 07510 139126, East Sussex

8182

VINTAGE PETROL CANS GUNMETAL CAPS

£250. Dated 1934-37. Need repainting Shell Esso Pratts Shel-Mex Regent NBO 10 off for £250. Please call 01384 78359, West Midlands

8269

12' FIELD GATE



£100. 12' field gate has mesh panel on front good straight gate. Please call 07938 953127, Hampshire

8037

1929 ELECTRIC INVALID CARRIAGE



£300. Please call 01829 720377, Cheshire

8117

48V 2 SEAT CLUB CAR GOLF CART/FARM RUN AROUND WITH COVER & CHARGER



£500. 48v 2 seat Club Car golf cart/farm run around with cover & charger. Good working order but will need batteries for serious use. Collection only. Please call 01926 613819, Leamington Spa

8115

8 TON GRAIN TIGHT TIPPING TRAILER



£2,250. Tidy 8 ton tipping trailer, tips fine no leaks, good solid floor, supersingle type tyres, lights work brakes haven't been tested and its been used in our grainstore +VAT. Please call 07714956920, Oxfordshire

8035

AGRITEL TOPTEX HAY/STRAW STACK COVER



£100. Agritel Toptex Hay/straw stack cover, it measures 12m x 25m there is 24 fixing pins and plastic caps it has a few small holes. Please call 07938 953127, Hampshire

8017

ATV TRAILER SMALL HOLDER 2000



£700. Whiterock Small Holder 2000 trailer, like new near been used, 750kg, large capacity, uk made, fully galvanised, either standard or ramp type tail gates available, viewing and delivery requests welcome, Ashford Kent. Please call 07444621694, Kent

8004

AGRICULTURAL FRAZER TRAILER



£950. Good solid usable trailer. Some surface rust. Useable tyres. Been stored under cover most of its life apart from last year or two. Bought for muck trailer but only used twice as did not suit my setup. Collection only. Can help with loading. M25 Junction 8 Surrey. Please call 07454017027, Surrey

8089

AMMUNITION BOX

£20. 30mm ammunition box from World War II in very good condition. Please call 07775856149, Essex

7905

ARTIC TRAILER DOLLY



£700. Urban Artic Trailer Dolly. Complete with brakes and adjustable Tow Bar. Please call 07860 366802, Kent

8059

BRAND NEW STEEL RAMP/ TAILGATE



£1,500. Very strong - heavy mesh - 9ft Long, 8ft Wide. Ideal for Plant/Forklift Transporter. Buyer collects (HIAB/Forklift required). South Lincolnshire. £1500 (reduced). Town: Holbeach. Please call 01406 365530, Lincolnshire

7535

BSA M20 ARMY MOTORBIKE FRAME 1946



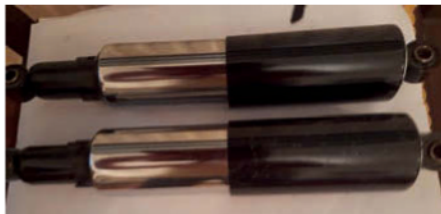
£1,450. Army with v5 Log Book in my name with original sidecar Lugs on Left. £1450, may exchange for 1940s Harley Davidson sidecar or Watsonian Gp 700 sidecar WHY. Please call 0786 3262603 or 0208 534 1761, London

6719

CASTROL OIL STORAGE TANK

£95. Castrol oil storage tank, 205 litre. In used condition. Would need cleaning out particularly if used for storage as there is a lot of dirt inside, inside doesn't look rusty but is dirty, would benefit from the underneath being rust treated or painted, as there is quite a lot of surface rust, is still solid. Ideal for being restored to be used again for storage or to be used as a decorative item. Please call 07885669493, Kent

7900

CLASSIC SHOCKS FOR CLASSIC BRITISH MOTORBIKE

£95. Might fit preunit Triumph new old stock. £95 firm or free pick up in London or plus post. Please call 07863 262603, London

5737

COMPLETE IRRIGATION SYSTEM SETUP

£5,000. Nettune irrigation system for sale pump pipes and rain reel gun complete system 20 aluminium pipes and all pump connections and pipes, pump will need service collection only loading available. West Sussex/Hampshire border. Please call 07956925608, Hampshire

7939

DISCOLOURED & SURPLUS STOCK TIMBER 3

POA. Discoloured & surplus stock Timber 3" / 4" / 5" / 6" x 1" Timber available. Ideal for sheds & barn Cladding will sell in packs or will split, collection from Crowborough or can arrange delivery. Please call 07973426665, East Sussex

8000

DOUBLE GENTS TANDEM

£50. Rideable condition, tidy, five gears, made by an engineer. Collection only from Rye, East Sussex. Please call 01797 740421, East Sussex

8135

DYSON TYPE A TRAILER S/N 955 17' X 7'6"

£2,000. Dyson type A trailer s/n 955 17' x 7'6". Please call 07467 894158, South Lincolnshire

8137

EARLY SCREW JACK

£45. 24" Tall. Possibly ex railway, farm wagon, horse coach, top lift or low foot. Good condition. Fulstow NR Louth. Please call 01507 363760, North East Lincolnshire

8123

DUCATI 1980 BEVAL 900GTS MOTORBIKE SEAT

POA. Plus chrome headlight brackets for same motorbike or exchange parts for 1961 Triumph Thunderbird motorbike or Harley Davidson WD 45wLc Parts for 1940s Harley motorbike why. Please call 0208 534 1761 or 07863262603, London

5748

EASTERBY 12T GRAIN TRAILER - REDUCED

£5,250. Easterby 12ton grain trailer. Very good solid, straight condition. New hydraulic pipes. LED lights. Super singles. Retirement sale. Please call 07703 653726, Kent

8002

ENGINEERS VICE

£120. Large size, 6 inch jaws. Fortis make. Excellent condition, very heavy so collection only from Rye, East Sussex. Please call 01797 740421, East Sussex

8134

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

TRACTOR MART

HEAVY DUTY GALVANISED ORNATE GATES AND TWO PANELS



£1,675. Panel sizes - 8ft x 6ft approx, each gate 6ft x 7ft 6ins approx, 12ft opening. As new condition, no V.A.T. Nearest offer to £1,675. Please call 07966532637, Staffordshire

7775

MOTORCYCLE PARTS



£400. Wheels and tyres. Harley Davidson exhaust system Motorcycle rear wheel lift various other parts. Suit auto jumble or track day enthusiast. Please call 01827 383677, Staffordshire

8151

PUCK MATCHES ENAMEL SIGN



POA. 2.5 mtrs long by half a metre high. Please call 07906 006172, Cornwall

7019

TRADITIONAL DONKEY CART



£350. In need of restoration but these are quite hard to come by now. Original brown leather harness if wanted also needs supplying and cleaning. OIRO £350 for both - could sell separately. North Cambridgeshire. Please call 07951 753991, Cambridgeshire

6412

BELL CROWN TWO-WHEELED CARRIAGE



£700. Photo cd 10-2hh to 11.2hh. Hardly used if at all. Has adaptions for easy access and is fully adjustable. North Cambridgeshire. Please call 07951 753991, Cambridgeshire

6413

WANTED

ENGINE FOR 1936 AUSTIN HEAVY 12 TAXI

Wanted. Also steering box for Austin GSI 1938/48. Please call 01981 250762, Hereford

8132

CASE 275 TRACTOR CRANKSHAFT AND BEARINGS AND ENGINE REBUILD KIT FOR A MITSUBISHI K3M ENGINE

Wanted. Crankshaft and bearings and engine rebuild kit for a Mitsubishi K3M engine which was engine used in this American produced Case but was actually a rebadged Mitsubishi MT300. Please email john.trafford38@gmail.com. Please call 07969 696580, South East

8320

JOHN DEERE BATTERY SIDE PANELS

Wanted. Bat. Side Pannels For JD. 1/20 or similar any condition post or collect. R/H Singles O.K. Please call 01508 498106, Norfolk

8266

DAVID BROWN 1410 TURBO TO EXHAUST SILENCER CASTING

Wanted. David Brown 1410 Turbo to exhaust silencer casting. My grandson was given a 1410 David Brown Tractor for his 16th birthday. He is looking for the turbo to exhaust casting as it's broken off. Can anyone help please? Please call 07599 426940, Bedfordshire

8319

VERTICAL MODEL GAS BOILER



Wanted. Vertical model gas boiler same or similar to photo, approx size 2.5 inches high x 3.5 inches diameter. Please call 07870 931145, South East

8286

DAVID BROWN 30D PARTS

Wanted. 1 pair shell wings and supports. Crossbox. Please call 07908 787294, Shropshire

8132

WANTED 4X4S, PICK-UP TRUCKS AND VANS



Wanted. All considered and will collect (inc Ireland). Please call 07775 998628, UK

GRILL GUARD

Wanted. Mill loader grill guard to fit Fordson Dexta/ Super Dexta. Please call 01892 750326, East Sussex

8150

SMALL CONCRETE CRUSHER

Wanted. Small concrete crusher for my own rubble. Either one to fit a JCB Loadall or can be converted to fit. Don't mind a mobile one bit price may exclude it. Please call 07798 872221, South East

8156

LISTER D REVERSE ENGINE MAGNETO

Wanted. Lister D reverse engine magneto wanted. Please call John. Please call 01793 346850, South East

8321

TRAILER TYRES



Wanted. Trailer tyre wanted Dunlop 800 19 and, or, India 700 x 19 to make up pairs as photo. Please call 07772 053322, Preston

8162

DAVID BROWN 880

Wanted. Must be in good working order/ restored. Please call 07989 344187, Gloucestershire

8144

INTERNATIONAL TD6 CRAWLER



Wanted. Please call 01545 590626, Ceredigion

8125

TRACTOR

Wanted. Tractor wanted for restoration and road runs. Anything considered. Ford, Massey etc. Please call 07790 844990, Maidstone

7943

OLD DAF AND VOLVO TRACTOR UNITS

Wanted. Old tractor units/ others considered. All makes considered. Please call or WhatsApp 07786580969, South East

6410

OLD MILK BOTTLES

Wanted. Back in the 20 or 30. Please call 07918 144851, North Ireland

8129

STOLEN REWARD OFFERED

1966 Massey Ferguson
135 GPW348D and MF
9-tyne cultivator on the
back. Used on a small
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Zoo, Norfolk, discretely
parked two fields from any
road.

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01953887400.

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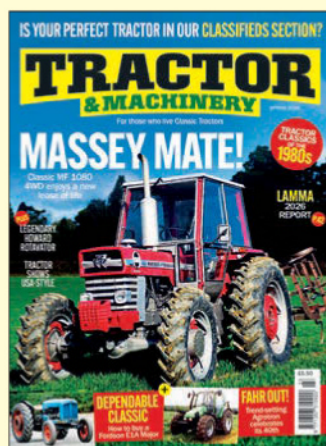
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How to buy at auction

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, they will have photographs of the restoration process and be able to 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 preview and try the tractor for yourself.

Buying online can save you the time and expense associated with travelling, but



Buying at auction can be a daunting prospect.

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 buy. On a number of

occasions tractors have suffered damage to the mudguards through containerisation, particularly 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.



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 resprayed 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.

Veteran and vintage tractors follow similar banding, but allowances have to be factored in for age, rarity value and collector appeal.

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.

Price Guide

Our multi-part chart establishes what your tractor is worth



Marques C-D will be in next month's issue

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
WINGET							
Winget	1965-69	£620	£1,200	£3,100	£2,100	£2,700	£4,200
ZETOR							
Z25A & K	1946-61	£2,100	£2,900	£4,900	£4,100	£6,600	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	3,400	£3,900	£4,400	£5,600	NA
2011	1960-67	£1,600	£2,450	£3,600	£3,100	£5,400	£6,400
3011	1960-67	£1,700	£2,700	£3,850	£3,600	£5,100	£6,700
3045	1963-67	£1,950	£2,750	£4,750	£3,900	£5,200	NA
4011	1960-67	£1,800	£2,400	£3,600	£3,100	£4,600	NA
4016	1963-67	£2,000	£2,750	£3,850	£3,400	£4,900	NA
2511	1968-77	£1,450	£2,500	£3,200	£2,900	£4,200	NA
3511	1968-72	£1,650	£2,100	£3,900	£2,950	£5,100	NA
4511	1968-72	£1,700	£2,600	£4,300	£3,100	£5,600	NA
5511	1968-72	£1,750	£3,700	£4,900	£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	£8,300	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	£9,400	NA
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	£7,600	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	£9,250	NA
10145	1985-91	£2,500	£4,900	£8,800	£11,900	NA	NA
9520	1991-99	£4,950	£7,700	£10,900	£11,200	NA	NA
9540	1991-99	£4,800	£7,900	£11,000	£10,900	NA	NA
9620	1998-99	£5,100	£7,900	£9,200	£11,300	NA	NA
9649	1998-99	£5,200	£7,100	£10,950	£12,500	NA	NA
ADVANCE-RUMELY							
30-60E OilPull Prairie	1910-23	£42,000	£49,000	£161,000	£89,000	£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	£32,000	£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	£9,200	£12,100	£8,400	£14,200	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	£3,600	£5,200
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
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	£1,400	£1,600	£1,800	£2,100
B straight axle (UK end 54)	1948-57	£590	£1,200	£1,900	£1,700	£2,300	£2,600
B straight axle with starter	1948-57	£920	£1,700	£2,000	£1,900	£2,600	NA
B Hopparden conversion	1939-52	£1,000	£1,300	£2,000	£2,300	£2,900	NA
B Perkins P3 conversion	1939-57	£1,000	£1,900	NA	£3,600	NA	NA
BI 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	£4,200



Left: Lots of records were broken at the HJ Pugh HQ sale on 1st August, when the late David Leighton Massey Ferguson 1150 sold for a record £32,000 (last example made £20,000). The JD 4520 just visible next door sold for £20,000. **Right:** Sold outside the Pugh showroom, this 1992 Ford FW-60 Mk.1 went for a top bid of £34,000.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
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
M crawler	1932-42	£900	£1,400	£2,100	£1,800	£3,400	NA
M crawler Vineyard/narrow	1932-42	£900	£1,500	£2,600	£3,000	£3,900	NA
HD5/B crawler	1946-55	£1,500	£1,900	£4,200	£4,000	£4,800	£5,900
HD7 crawler	1940-50	£2,100	£3,700	£6,200	£5,700	£8,400	£10,200
HD10 crawler	1940-50	£2,900	£4,000	£7,400	£5,700	£9,900	NA
HD14 crawler	1939-47	NA	NA	£6,400	NA	NA	NA
HD21/21A crawler	1954-69	£3,300	£5,900	£10,400	£5,900	£10,600	NA
HD3 crawler	1960-68	NA	NA	NA	£4,600	NA	NA
XT190 1-3 series	1964-72	£1,900	£3,500	£7,100	£6,200	£9,900	NA
D200	1972-75	NA	NA	NA	NA	NA	£12,000
440 artic	1972-76	NA	£6,300	£12,700	£14,200	£19,200	NA
7000 Series	1975-79	NA	NA	£7,000	£8,900	£14,600	NA
8000 Series	1981-85	NA	£2,900	£9,200	£4,300	£15,400	NA
M crawler	1932-42	£900	£1,400	£2,100	£1,800	£3,400	NA
M crawler Vineyard/narrow	1932-42	£900	£1,500	£2,600	£3,000	£3,900	NA
HD5/B crawler	1946-55	£1,500	£1,900	£4,200	£4,000	£4,800	£5,900
HD7 crawler	1940-50	£2,100	£3,700	£6,200	£5,700	£8,400	£10,200
HD10 crawler	1940-50	£2,900	£4,000	£7,400	£5,700	£9,900	NA
HD14 crawler	1939-47	NA	NA	£6,400	NA	NA	NA
HD21/21A crawler	1954-69	£3,300	£5,900	£10,400	£5,900	£10,600	NA
HD3 crawler	1960-68	NA	NA	NA	£4,600	NA	NA
XT190 1-3 series	1964-72	£1,900	£3,500	£8,100	£6,200	£9,900	NA
D200	1972-75	NA	NA	£9,500	NA	£12,000	NA
440 artic	1972-76	NA	£6,300	£12,700	£14,200	£19,200	NA

ALLDAYS & ONIONS

30hp (both types of engines)	1917-21	NA	NA	£60,000	£54,500	£58,000	NA
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ATLAS TOPP-STEWART

4x4	1919-23	£32,894	NA	NA	NA	£42,000	NA
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AULTMAN TAYLOR

30-60	1914-24	£32,000	£41,000	£65,000	£77,000	£74,200	£115,220
25-50/22-45	1918-24	£26,000	£29,000	£36,000	£32,000	£51,000	£68,000

AUSTIN

UK	1919-21	£4,200	£11,000	£21,000	£14,000	£19,600	£21,000
French AM26/B028/SA3	1921-31	£4,200	£6,200	£9,200	£10,200	£13,500	NA
French DE30/V34/V90	1931-34	£4,100	£7,050	£9,300	£8,900	£12,400	NA
Diesel 15-25/22-38	1933-39	£6,300	£8,400	£10,200	£9,400	£14,200	NA
16-28	1937-39	NA	NA	NA	£17,000	NA	NA
Diesel 45-55	1937-39	£10,500	NA	NA	NA	£16,000	£18,200
A/Seven tractor conversions	1922-39	NA	£3,900	£5,600	£5,700	£6,600	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
AVERY							
12-25	1912-19	£18,000	£24,400	£36,200	£32,000	£54,200	NA
8-16	1914-22	£14,000	£18,200	£25,000	£28,890	£35,235	£46,300
5-10	1915-20	NA	NA	NA	NA	NA	£30,943
18-36	1916-21	NA	£51,000	NA	NA	NA	NA
25-50 Both types of radiator	1914-22	£36,428	£26,000	£34,000	£32,725	£33,419	NA
40-80	1913-20	£29,000	£32,000	£68,200	£62,000	£72,400	£78,100
20-35	1916-23	NA	£44,418	£50,000	£49,350	NA	NA
45-65 Both types of radiator	1920-24	£28,100	£37,900	£65,000	£72,400	£74,890	£87,560
A D BAKER							
22-40/25-50	1927-29	£6,900	£8,400	£10,000	£8,500	£12,200	£14,853
43-67	1929-44	£5,500	£7,200	£12,600	£9,400	£11,900	NA
BALILLA (ALFA-ROMEO)							
1300-1500	1931-52	£4,900	NA	NA	£7,900	NA	£9,600
BATES							
Steel Mule 20-25	1915-18	£8,000	£12,300	£19,500	£18,900	£28,500	NA
25-50	1915-18	NA	NA	NA	£66,666	NA	NA
F Half-track	1921-37	£7,200	£12,600	£15,900	£14,500	£17,600	NA
BEAN							
Bean self-propelled toolbar	1947-59	£80	£115	£150	£190	£350	NA
BELARUS							
DT 75M crawler	1973-83	£1,800	£2,700	£4,100	£3,800	£5,100	NA
7011 artic (Kirovets K700A)	1975-2002	£4,100	£9,900	£12,400	£12,900	£16,800	NA
250AS	1978-87	£350	£1,800	£2,900	£2,300	£3,100	NA
500 Progress	1978-81	£750	£1,900	£3,900	NA	£5,600	NA
560 Progress DT	1978-81	£950	£2,100	£3,400	NA	£6,900	NA
562 Progress (4WD)	1981-92	£1,900	£2,800	£4,100	NA	£7,900	NA
570 Progress	1981-1992	£1,400	£2,900	£4,900	NA	NA	NA
BF AVERY							
BF/A/W/D/H/G/V mode	1945-55	£890	£1,500	£2,900	£3,800	£3,900	£4,450
BMB							
President	1947-56	£490	£950	£1,800	£1,900	£2,000	NA
President - H J Stockton	1957-59	£700	£1,200	£1,900	£1,800	£2,100	NA
BOLINDER-MUNKTELL							
Type 22	1921-34	NA	NA	£12,000	£8,200	£12,200	NA
Type 25	1934-38	NA	£6,500	£10,500	£7,100	£10,800	NA
BM10	1947-52	£2,000	£4,000	£5,400	£5,500	£6,500	NA
BM21	1945-53	NA	NA	£6,200	£3,100	NA	NA
BM230 Victor	1955-62	£850	£1,700	£3,100	£2,900	£4,900	£5,200
BM320 Buster	1961-64	£950	£1,500	£3,000	£2,400	£3,800	NA
T800	1966-68	£1,000	£2,000	£3,900	£2,400	£5,100	NA
BRAY							
Fordson Diesel E1A Major Dozer	1952-58	£1,450	NA	NA	NA	NA	NA
Fordson Super Major forklift (driver in front of tractor)	1960-63	£1,000	NA	£2,900	NA	NA	NA
Fordson E27N CFT dozer - P6	1949-52	£2,700	£3,800	£6,800	£5,800	£6,900	NA
Centaur 4x4	1959	NA	NA	NA	£34,000	NA	NA
Nuffield 10/60 4x4	1966-67	£9,700	£14,000	£21,000	NA	£21,000	NA
Nuffield 4/65 4x4	1967-70	£7,800	£9,400	£26,000	£18,000	£24,000	NA
Leyland 470 4x4	1971-75	NA	NA	£13,000	NA	NA	NA
Leyland 384 4x4	1970-71	£6,900	£10,200	£21,000	£12,700	£16,000	NA
Leyland 485 4x4	1970-73	£5,100	£11,600	£26,000	£13,000	£17,800	NA
BRISTOL							
Jowett engine	1937-42	£580	£920	£1,900	£1,400	£2,100	NA
10	1942-47	£450	£880	£1,700	£1,500	£2,000	NA
20	1948-53	£720	£1,100	£1,900	£1,700	£2,400	NA
22	1952-55	£800	£1,100	£2,000	£1,900	£2,250	NA
25	1955-59	£850	£2,500	£2,800	£2,300	£2,800	NA
PD	1959-63	£1,000	£1,400	£2,000	£2,900	£3,200	NA
Taurus Mkl & II	1964-67	£680	£1,800	£2,400	£2,300	£3,400	NA
BRITISH WALLIS RH							
Sloping bonnet	1920-23	£17,000	NA	NA	NA	NA	NA
Straight bonnet	1923-29	NA	£12,500	£24,000	£18,000	£26,000	NA
BRYAN							
30hp	1923-26	£31,372	NA	NA	£47,250	NA	NA
BUKA							
D-30	1959-63	£1,600	£1,900	£2,900	£2,600	£3,400	NA
BULL TRACTOR CO. (INCLUDING WHITING-BULL)							
Little Bull 5-12	1914-20	£14,500	£21,000	£38,000	£36,000	£43,000	NA
Big Bull 12-24	1916-20	£9,000	£22,500	£36,000	£31,000	£39,000	NA
J I CASE							
30-60	1913-15	£52,000	£80,000	£160,000	£125,000	£138,000	£199,000
12-25	1913-18	£18,300	£19,000	£36,000	£24,000	£28,000	NA
20-40 tubular radiator	1912-16	£18,400	£28,000	£42,400	£38,000	£41,000	NA
20-40 normal radiator	1916-19	£17,900	£24,700	£38,500	£36,600	£45,900	NA
9-18A	1915-18	£10,300	£11,400	£16,200	£13,800	£18,300	NA
9-18B	1915-18	£7,000	£10,200	£15,200	£10,900	£14,200	£18,300
10-20 3-wheeler	1915-18	£8,897	£14,800	£18,800	£15,200	£19,600	NA
Crossmotor 10-18	1919-22	£3,600	£4,200	£12,200	NA	£15,100	NA

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2

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A priceless experience in the slow lane!

I hope you'll forgive the repeat use of this photograph, but I like it and it suits the subject of these thoughts. I know we've talked before about the many and varied benefits that old tractors bring, and the sense of well-being that simply being around them can instil. Granted, they can certainly deliver their fair share of minor irritations triggered by unscheduled breakdowns or random component failures, but such things pale into insignificance when you take time to consider the fundamental and significant positives hinted at in this image.

In this day and age, being able to drive a

venerable old machine through open countryside such as this is a treat and a privilege. It's food for the soul, delivered at the relaxed speed of a bicycle ride along often ancient routes refreshingly free from snarling commuter traffic, articulated lorries, speed cameras and road rage. There's no rush, no pressure and, for those without cabs, no restrictive tin roof above. Tractor runs like this deliver for the participants the sort of escape from normality that it's hard to put a price on. Summer sun, fresh air, beautiful scenery and friendly, kindred spirits. It surely doesn't get much better than that.



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