

**Clarke &  
Simpson**

*Cheffins*



**THE PAUL RACKHAM COLLECTION**  
**Saturday 26th September 2015**







**Clarke &  
Simpson**

**Cheffins**

**Dispersal Sale of  
'The Paul Rackham Collection' of  
Historic, Vintage & Classic Tractors**

**For Sale by Public Auction  
Saturday 26th September 2015**

Sale commences at 9.30am

CAMP FARM  
ROUDHAM  
NORWICH  
NORFOLK

**On View**

The sale may be viewed at the following times ONLY  
Thursday, 24th September 10.00am to 4.00pm  
Friday, 25th September 10.00am to 4.00pm  
Morning of Sale from 8.00am

**VAT & Buyer's Premium will not be charged at this sale**

**Catalogue Price £25  
admits two to viewing & sale days**  
(Refundable on purchases over £250 per catalogue)

**i-bidder.com**

**BidSpotter.com**

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## FOREWORD

Norfolk farmer and businessman, Paul Rackham, has spent more than twenty years putting together one of the largest and most varied tractor collections in the UK. Although his family had been thatchers for many generations stretching back 300 years, he always had a passion for old machinery.

As a lad, Paul Rackham began dealing in rabbits and chickens, which he took to market on his bicycle. Eventually, he began buying and selling old tractors, which changed hands for around £5 a time! After graduation from the Norfolk School of Agriculture in 1950, he was employed on a local farm, where he was given a Fordson E27N Major to drive.

By his own admission, Paul Rackham wasn't really a master of the machine; after putting the Fordson into the hedge while looking behind at the cultivator, he was transferred to Suffolk Punch horses for a year. In 1951, a Ferguson TE-20 arrived on the farm and became his new steed.

Mr. Rackham made a significant purchase in 2004 when he acquired the unique and famous Hunday Ferguson Collection, formerly owned by John Moffitt. This was integrated into the private museum at Bridgham, near Thetford in Norfolk, swelling the ranks of his already extensive collection of rare and interesting tractors. Since then, Paul Rackham has added countless more machines to his collection, and most makes are represented.

The Hunday Collection, consisting of the most comprehensive selection of Ferguson tractors, equipment and memorabilia ever put together is not included in this sale. Although the Hunday Collection is offered for sale as a whole if a buyer can be found. If not, then the collection will be reluctantly broken up, and sold by auction at a later date.

The 'Paul Rackham Collection' is surely one of the finest collections of vintage and classic tractors spanning the period from the First World War to the 1970s. It contains superb examples of some of the most iconic tractors in UK farming history with makes such as Case, David Brown, John Deere, Ford, Allis-Chalmers, International, Field Marshall and some not so familiar such as; Chamberlain, Peterbro', Weeks Dungey New Simplex, British Wallis, Rumley, Saunderson and Baker. In all over 30 manufacturers are represented the highlight of which is the historically important Holt 75 with World War I provenance which has been meticulously restored.

Some of the tractors have excellent provenance having been owned by the early pioneers of tractor preservation such as Frank Smith, Derek Hackett and John Moffitt. Many have been restored at substantial cost by Fred & John Goldup, Ivan Cowlen, Andrew Joss and David Kidd (South Farm Engineering) amongst others.

Although many of the tractors on offer will have been the subject of restoration and most will have been started from time to time few if any will have been driven, as a result purchasers should not be surprised if some re-commissioning is required.

A sale of this nature and with such diversity happens very rarely and will go down in history as a special event in the world of tractor collecting. Some of the early built tractors such as the Weeks Dungey New Simplex, British Wallis and Saunderson are especially important and represent the development of mechanisation in UK agriculture from the Great War. Many of these manufacturers have since disappeared as they could not compete with the mass production by Fordson, International and their other US counterparts who supplied Britain with tractors as part of the lease-lend scheme.

Most of the tractors have a history file containing specification sheets, invoices and costs of restoration and other information which will be available for inspection prior to the sale.

A donation from the proceeds of catalogue sales will be made to St. Nicholas Hospice Care at Bury St. Edmunds.

## ACKNOWLEDGEMENTS

The auctioneers are pleased to acknowledge the assistance of Stuart Gibbard who compiled much of the historical and technical information of each tractor, Fred and John Goldup and Ivan Cowlen who had a majority of the tractors running prior to the sale.



## GENERAL INFORMATION

(forming part of the Conditions of Sale as printed at the back of this catalogue)

**VIEWING** Thursday, 24th September 10.00am to 4.00pm & Friday, 25th September 10.00am to 4.00pm and Morning of Sale from 8.00am

**VALUE ADDED TAX** There is no VAT payable at this sale other than on surcharges for credit cards and online bidders (see below)

**BUYER'S PREMIUM THERE WILL BE NO BUYER'S PREMIUM CHARGED AT THIS SALE**

**ON-LINE BIDDING (i-bidder.com and BidSpotter.com)** Live on-line bidding will be available at this sale. An additional 1% plus VAT surcharge is added to the hammer price for successful purchases made on-line through i-bidder.com or bidspotter.com

**TO BID ON LINE** You will need to register with i-Bidder/Bidspotter and then sign up for the auction you wish to bid on. The Auctioneers require that you enter credit card details which are used for identification purposes. A refundable deposit of £1,000 will be required prior to being accepted to bid. The Auctioneers reserve the right to refuse any registrant from bidding.

**HOURS/MILEAGE** The figures stated in the catalogue are believed to be correct at the time of cataloguing. Purchasers should satisfy themselves of the correctness of the hours/mileage.

**AUCTION CONDITIONS** The attention of Purchasers is drawn to the Conditions of Sale included in the catalogue.

**REMOVAL OF LOTS** All lots must be paid for on the day of sale and all lots without exception must be removed by no later than **9th October 2015**. Tractors cannot be moved until the auction has finished and then only with the assistance of the loading teams.

**PLEASE NOTE** only limited loading facilities will be available after the sale and some tractors will not be readily accessible due to restriction of the site and loading area. Contractors loading and towing vehicles will be available on site during the following **CLEARANCE DAYS**:

Sunday 27th September 9.00am-2.00pm

Monday 28th September 9.00am-5.00pm

Tuesday 29th September 9.00am-5.00pm

Wednesday 30th September 9.00am-5.00pm

For purchasers not able to remove their lots during these times alternative arrangements can be made through the auctioneers.

**No tractors can be moved during the sale without permission and only with a member of the auctioneers staff present.**

**RISK** The Bidder is on risk once the hammer falls and is strongly advised to effect insurance at once. In view of the sale being held on a Saturday tractors will remain insured by the vendor up until Monday 28th September until 5pm whilst they remain inside the building.

**All lots are sold strictly as seen and without warranty, purchasers are urged to satisfy themselves prior to the sale as to the condition of each lot and whether the lot accords with its description.**

**NO LOTS MAY BE TRANSFERRED** The Auctioneers will only accept payment from and permit removal of lots purchased by the Purchasers successfully bidding at the sale or his Agents.

**BUYER'S BID NUMBERS** The Auctioneers propose to operate a buyer bid number system. Purchasers are, therefore, requested to attend at the Sales Office during View Day or prior to the commencement of the Sale, so that full details of the intending Purchaser's name, address, bankers and other relevant information may be recorded please bring a method of identification. You will then be given a bidding number. Failure to obtain a buyer's bid card may result in the Auctioneer refusing to accept your bid. **If you have a Machinery Bidding Number for the Cambridge monthly machinery sales at Sutton or a permanent Cheffins Vintage Number please use this. Clarke & Simpson Buyer's Bid Numbers will not be used during this sale.**

## METHOD OF PAYMENT

All lots must be paid for on the day of sale by one of the following methods:-

1. Cash to a total of £7500 per buyer in accordance with Money Laundering Regulations 2003.
2. By Visa or Mastercard Credit Card. Please note that a surcharge of 2% plus VAT will be added to the invoice for this method of payment.
3. By Switch/Maestro or Visa/Delta Debit Cards. There will be no surcharge for this method of payment.
4. By bank transfer directly into Cheffins Auction No 3 Account at Barclays Bank, Cambridge. Sort Code: 20-17-19 Acc No: 50287628 IBAN No: GB17 201719 50287628 SWIFT CODE: BARCGB22

Items will not be released until payment has been received into the Cheffins bank account.

5. By cheque but only on the basis that one of the following arrangements is made BEFORE the day of sale:-
  - (a) The Purchaser's bank confirms to the Cheffins bank that the payment will be met. This information should be sent to Barclays Bank plc, PO Box 885, Mortlock House, Vision Park, Histon, Cambridge, CB24 9DE. Fax 01223 545787. Please specify the date and location of sale.
  - (b) A letter from your bank stating the amount up to which your cheque will be honoured and addressed to Cheffins/Clarke & Simpson and specifying the date of the sale. **Fax copies and photocopies are not acceptable for this method.**

In the event of Purchasers wishing to pay by cheque having not made such arrangements no lot will be released until cheques are cleared through the Auctioneer's bank account.

**MONEY LAUNDERING REGULATIONS 2003** In order to comply with these regulations, we are no longer able to accept cash payment for sums in excess of £7,500. This includes single payments amounting to this sum or multiple payments totalling £7,500

## TRACTOR REGISTRATION NUMBERS

All quoted tractor dates of manufacture have been ascertained via past scrutiny of the supplied serial number and reference to factory records. In some cases the DVLA records may be at variance due to later registration conversion dates etc. Potential purchasers should make their own enquiries where they believe there may be any conflicting information. Where the registration number has expired, this means that the number is no longer active or valid with the DVLA.

## LOCATION AND DIRECTIONS TO THE SALE

Camp Farm, Roudham is located just off the A11 approximately 45 miles north east of Cambridge and 25 miles south west of Norwich.

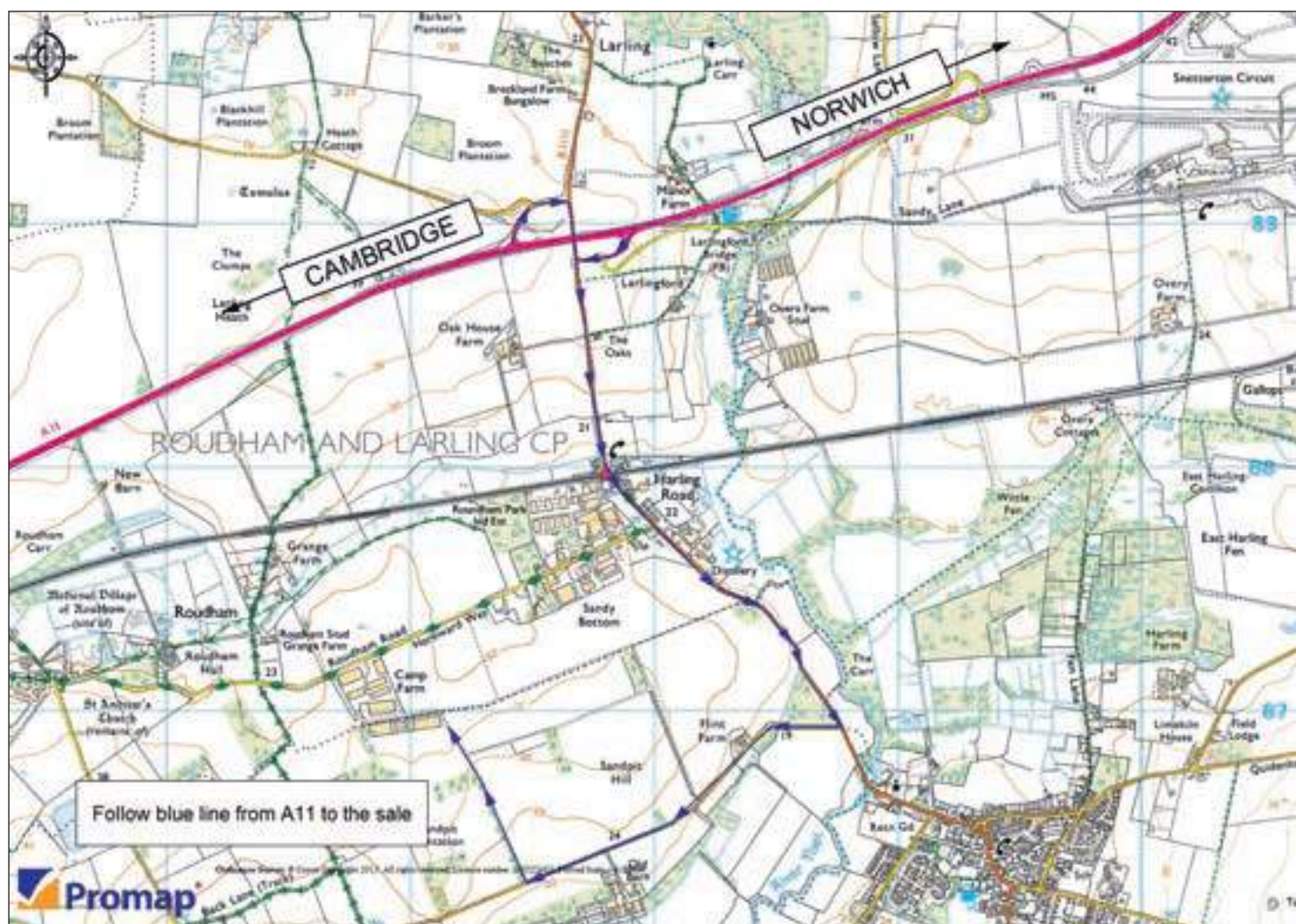
From the A11 heading east or west exit at the B1111 sign posted East Harling and head south towards East Harling. Go over the railway crossing following the B1111. Continue on the B1111 for three quarters of a mile and then turn right at the signpost to Bridgham. The sale site is approached via a farm road approximately 1 mile on the right hand side. The sale will be signposted on the viewing and sale day.

**SAT NAV USERS** are requested to use the following post code: NR16 2QP (to avoid being directed through single track roads), which will direct you to Harling Road Station. From here continue to follow the B1111 towards East Harling and then take the next right turn signposted Bridgham.

**PARKING** there is ample car parking available close to the sale site and there will also be parking for HGVs.

**REFRESHMENTS** Light refreshments will be available on the day of sale.







**ENQUIRIES** The Auctioneers may be contacted on the following numbers:

**CHEFFINS**

Cambridge Office	01223 213777 opt. 3
Oliver Godfrey	07748 596062
William King	07831 732617
Ed Claydon	07768 159978

**CLARKE & SIMPSON**

Main Office	01728 621200
James Durrant	07773 359134
Christopher Clarke	07770 580901

**HAULIERS**

Foulgers Transport	01953 887246
R & D Construction (Richard Pratt)	07860 861813
B J & C Carberry	01359 252212
Richard Long (UK & Europe)	01953 603291
Duncan James Fraser	07831 531069
Geoff Townsend (South & South East)	07836 575198
Pruttons Potatoes (Mike)	07899 843396

**HOTELS**

The Angel Inn, Larling	01953 717963
Bell Hotel, Thetford	01842 754455
Premier Inn, Thetford	08715 279090
Thomas Payne, Thetford	01842 750372
The Crown, Great Ellingham	01953 797070
Breckland Lodge, Attleborough	01953 455202
Norfolk Tourist Information	01603 213999

**TRAVEL**

Norwich City Airport	30 miles
Stansted Airport	60 miles
Luton Airport	80 miles
Southend Airport	95 miles
Helicopters by arrangement	

Nearest train station: Harling Road (2 miles)

**ORDER OF SALE**

**Lots 1-111** VINTAGE & CLASSIC TRACTOR SPARES  
**Lots 112-173** WORKSHOP EQUIPMENT  
**Lots 174-207** PLOUGHS, IMPLEMENTS & MACHINERY  
**Lots 208-END** VINTAGE & CLASSIC TRACTORS

**IMPORTANT NOTICE**

No tractors will be allowed to be started on the viewing or sale days, for health & safety reasons as all the tractors are housed in an enclosed building.

Further images and specification sheets are available on [www.cheffins.co.uk](http://www.cheffins.co.uk) and [www.clarkeandsimpson.co.uk](http://www.clarkeandsimpson.co.uk) or [www.i-bidder.com](http://www.i-bidder.com) and [www.bidspotter.com](http://www.bidspotter.com)



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# Buyers Frequently Asked Questions

## How can I bid at the sale?

All bidders are required to have a bidder's number. If you are already registered through Cheffins Vintage or Machinery sales you will be able to use this number. If you do not you will need to complete a bidder's registration form, in person, at the sale and we will need to confirm your identity so please bring your passport or driver's license with you as well as a recent utility bill that clearly shows your current address.

## Can I do a telephone bid?

We can accept telephone bids on higher value items only and vehicles. You will be required to complete the telephone bidding form providing us with your name, address and contact number for the sale day together with credit/debit card details. A member of staff will contact you just prior to the lot(s) coming under the hammer and will instruct you from there. Please note that The Auctioneers can accept no responsibility for the telephone connection, it would therefore be wise to provide us with an alternative number. Arrangements for telephone bids will not be accepted on the day of sale. If you are a first time bidder you must supply us with proof of identity.

## Can I leave a bid with the Auctioneers?

A commission or absentee bid can be accepted on completion of a 'Commission Bid Form' providing us with your name, address and telephone number and your credit/debit card details. You will need to clearly identify the lot(s) on which you wish to leave a bid with both lot number and brief description, along with the maximum amount you wish to bid. The Auctioneers will execute your bids with the remit of buying as cheaply as possible for you. The absentee bid form must be with the auctioneers no later than 9.00am on the day of sale. If you are a first time bidder you must supply us with proof of identity.

## Can I bid on-line?

The Auctioneers offer a live on-line bidding service via i-bidder.com. This allows you to hear and see the sale in real time and carry out bidding as if you were in the sale room. To bid online you will need to register with i-bidder/bidspotter and then sign up for the separate auction you wish to bid on. The Auctioneers require that you enter credit card details which are used for identification purposes and a refundable deposit of £1,000 will be required prior to being accepted to bid. The Auctioneers reserve the right to refuse any registrant from bidding. Following a successful bid, invoices are issued in accordance with the information provided via i-bidder and The Auctioneers will contact you via telephone and email a copy of your invoice following the sale. The Auctioneers can accept no responsibility for the internet connection.

## How fast will the auctioneer sell?

The Auctioneers will generally aim to sell lots at the rate of 100 per hour and tractors and vehicles at 35 lots per hour. Please note that this can vary dependent upon various factors and should not be taken as an absolute.

## Is there any warranty offered with the lots?

*No, all lots are sold strictly as seen.* If you are contemplating a purchase of an item of any kind that is outside your personal experience we recommend that you have it examined by a suitably qualified professional prior to bidding. The Auctioneers will provide a catalogue description of the item to the best of our ability and based upon information supplied by the vendor. You must satisfy yourself as to the completeness and originality of the lot before bidding.

## Can I look at relevant vehicle paperwork?

Yes, the vehicles in the sale will, where appropriate, have a suitable file containing all of the relevant documentation and keys provided by the vendor. These files are available for examination prior to the sale and we recommend you take the time to look at them thoroughly before bidding. Please note that The Auctioneers execute the transfer of ownership on the V5C documents, if you purchase a vehicle that has a V5C you must provide us with the relevant information of the new keeper on the day of sale that will allow us to process it with the DVLA.

## Can I change my mind after I've bought a lot?

No, the contract between buyer and seller is made at the fall of the hammer, and you are bound to proceed with the contract. There are no exceptions, bid only if you are absolutely sure it is the lot you want, at a price you want.

## How and when do I pay?

Payment for purchases is on the day of sale, we can accept cash up to a maximum of £7,500, debit card payment and credit card payment. Please note that a surcharge of 2%+VAT of the invoice total will be charged if you choose to pay by credit card. You may also pay by cheque, these payments can take 5 to 7 working days to clear and you cannot collect your purchases until The Auctioneers have cleared payment. Direct bank transfer may also be made and our account details are printed at the front of the catalogue. If you have made a purchase via telephone bid, commission bid or i-bidder.com, The Auctioneers will contact you immediately post sale.

## What charges are there?

Please note there will be no buyer's premium or VAT charged at this sale

## When can I collect my purchases?

On receipt of cleared payment on the sale day, a pass-out will be issued to you and the porters will identify your lots based upon that, you will also be asked to hand this in prior to leaving the site and your vehicle will be checked at that time. We understand that some of the larger items will need transportation organising and, by arrangement with the auctioneer, must be cleared within one working week from the date of sale and longer by arrangement. If you have made a purchase via telephone bid, commission bid or i-bidder.com, The Auctioneers will contact you immediately post sale to arrange for payment and collection.

## Can my purchases be delivered?

The Auctioneers do not carry out deliveries directly, we do however, publish a list of recommended hauliers at the front of the catalogue along with contact details. Any arrangement you may make with them is entirely independent of The Auctioneers. Your haulier must report to the office upon collection with the pass-out for your lots when he comes to collect on your behalf.

## Are my purchases insured?

At the fall of the hammer the lot(s) becomes entirely your responsibility. The Auctioneers strongly recommends that you effect suitable insurance immediately. In view of the sale being held on a Saturday tractors will remain insured by the vendor up until Monday 28th September 5pm whilst they remain inside the building.

## What increments will the auctioneer sell in?

As a guide the auctioneer will sell in the following increments:

Up to £100 - £5

£100 to £200 - £10

£200 to £500 - £20

£500 to £1000 - £50

£1000 to £2000 - £100

£2000 to £5000 - £200

£5000 to £10000 - £500

Over £10000 at Auctioneer's discretion

# INDEX OF TRACTORS

MODEL	LOT	MODEL	LOT	MODEL	LOT
<b>A</b>		<b>D</b>			
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Allis-Chalmers D-270	279	David Brown 25C	268	Fordson Standard N	212
Allis-Chalmers D-272 Orchard	304	David Brown 2D	219	Fordson Standard N	315
Allis-Chalmers Model B	391	David Brown 2D	379	Fordson Super Dexta	209
Allis-Chalmers Model C	369	David Brown 2D Narrow	342	Fordson Super Major	300
Allis-Chalmers Model EB	389	David Brown 30D	294	Fordson Super Major Commercial	349
Allis-Chalmers Model ED40	366	David Brown 50TD	287	Fordson Super Major KFD 68	322
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<b>B</b>		David Brown Cropmaster 6	388	International 10-20	270
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BMB President	211	David Brown Selectamatic 770	375	International 634	380
BMB President	266	David Brown Super Cropmaster	222	International B-250	217
BMB President	267	David Brown Taskmaster 30IC	311	International B-250	262
BMB President	382	David Brown Threshing Model VTK1	253	International B-275	355
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		David Brown VIG 1/100	238	International BTD-6	296
				International Farmall A	383
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Caterpillar D7 3T model	236	Fordson E1ADKN Major	276	International McCormick W-6	341
Caterpillar R2 4J model	228	Fordson E27N Major	226	International T-20	310
Caterpillar Fifteen	316	Fordson E27N Rowcrop	288	International T-35	350
Chamberlain Super 70	324	Fordson Model N P6	229	International TD-14	348
Cletrac General	305	Fordson Model N Water Washer	269	International Titan 10-20	240
Cockshutt 30	223	Fordson Model N Cork	357	International TK-40	308
County Full Track Model Z	292	Fordson Model N	376	International W-4	301
		Fordson Model N - L4	256	International WD-9	260
		Fordson Model N Row-Crop	325		
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## INDEX OF TRACTORS *continued*

MODEL	LOT	MODEL	LOT	MODEL	LOT
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John Deere Model BW	286	Minneapolis-Moline ZTU	385		
John Deere Model BW	363			<b>R</b>	
John Deere Model D	354			Ransomes Marquis plough	237
John Deere Model GM	297	<b>N</b>		Rumely OilPull Type H 16-30	336
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Massey-Harris Pony 820V	282	Oliver 60 Rowcrop	340		
McCormick Deering W-12	258	Oliver 60 Standard	264		
McCormick Deering W-12	365	Oliver 70 Standard	225		
Minneapolis-Moline GT	232	Oliver 80 Standard	314		
Minneapolis-Moline RTI	356	Oliver 80 Standard	318		
Minneapolis-Moline RTS	362	Oliver 90	326		
Minneapolis-Moline RTU	272	Oliver Super 55	302		
Minneapolis-Moline UBE	378				
Minneapolis-Moline UTS	353				
Minneapolis-Moline UTS	360				

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Land & Farm Agency



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Agricultural Machinery & Plant



Estate Management

Last year we found homes for over 400 families, bought and sold more than 3,000 acres of land for clients, and we continued to manage 65,000 acres.

We also sold antiques and fine art to buyers from 28 countries including Australia, Russia, China and the USA - and a total of some 50,000 lots at our weekly Monday Sale!

Take a look at our new website  
**[www.clarkeandsimpson.co.uk](http://www.clarkeandsimpson.co.uk)**

Clarke & Simpson, Well Close Square, Framlingham, Suffolk, IP13 9DU T: 01728 724200  
Clarke & Simpson Auction Centre, Campsea Ashe, Nr Wickham Market, Suffolk, IP13 0PS T: 01728 746323



## VINTAGE & CLASSIC TRACTOR SPARES

- 1 Qty Fordson E27N linkage spares
- 2 Qty Nuffield hydraulic spares
- 3 Fordson E1A Major radiator and exhaust spares
- 4 Qty Farmall tractor spares to include front axle, radiator, fuel tank and other engine spares
- 5 Pair Turner Yeoman front wheel weights
- 6 Turner Yeoman V4 engine block and crank
- 7 Qty Turner Yeoman engine spares to include gearbox housing, cylinder spares, steering wheels etc.
- 8 Qty Ransomes plough spares to include mouldboards and depth wheel, in red primer
- 9 International 10/20 cylinder head
- 10 4no. piston heads and liner, make unknown
- 11 4no. injectors and glow plugs
- 12 Pair Lambourn cab doors, ex Nuffield
- 13 Qty Ransomes plough mouldboards and points
- 14 Fowler Challenger Mk III bonnet, air cleaner assembly and other spares, to include water pump
- 15 Auxiliary hydraulic system ex David Brown 50 TD
- 16 Qty Lambourn cab spares to include frame, rollbar etc.
- 17 Standard Eight De Luxe front end panel and a gear box
- 18 Front fairing and 2no. wings for David Brown Cropmaster
- 19 Nuffield seat pan
- 20 Fowler, Leeds, a brass name plate
- 21 Meadows 6cylinder diesel engine for spares on frame  
Engine type: 60C630 Mark: 8/14  
Engine No: 502278



- 22 Fordson E27N Major canvas engine cover, appearing in original condition

- 23 Qty John Deere 3130 tractor spares to include seat assembly, PTO guard, exhaust, brackets and top link
- 24 IH Titan 10-20 cylinder head
- 25 Qty Caterpillar parts catalogues to include R4, D2 and Thirty
- 26-39 Spare lots
- 40 Pair cage wheels
- 41 Pair 18.4 - 34 Goodyear Traction Sure Grip tyres and inner tubes, Ex JD Model R
- 42 Pair 7.50-16 tyres
- 43 Single 11.25-24 Dunlop Farm Tractor cross-pattern tyre and inner tube
- 44 Single 10-28 India Farm Tractor cross-pattern tyre and inner tube
- 45 Single 10-16 tyre
- 46 Pair John Deere 6stud wheel rims
- 47 Pair 12.5/80-18 Goodyear tyres
- 48 Qty front tyres
- 49 Qty tractor tyre inner tubes
- 50 Spare lot
- 51 Pair Nuffield front tractor rims
- 52 Single 9-38 Firestone cross-pattern rear tyre
- 53 Pair 38inch rear tractor rims
- 54 Single 7.50-18 front tyre
- 55 Single 7.5-18 tractor tyre unused t/w another
- 56 5no. 6.70-15 wheels and tyres
- 57 Pair 13.6-38 Continental rear tractor tyres and inner tubes
- 58 2no. 16.9-38 rear tractor tyres and inner tubes
- 59 Pair 16.9-34 tractor tyres
- 60 Single 6.00-16 tyre t/w pair 6.00-16 8stud implement wheels and tyres
- 61 Pair 6.50-48 rowcrop wheels and tyres
- 62 Single 13.6 R38 tyre
- 63 Pair 42 inch diameter road bands
- 64 Railway lamp t/w road lamp
- 65-111 Spare lots

## WORKSHOP EQUIPMENT

- 112 1995 Caterpillar GP25 2.5tonne gas forklift with triple mast  
Hours: 4,040
- 113 Glasurit Spray Booth, plumbed for air, 7m x 4m sold in situ (purchaser to dismantle and remove)
- 114 Qty air line equipment to include spray guns, paint etc.
- 115 Sealey YK30 30tonne hydraulic press
- 116 HPC Plusair compressor unit and Tepar air conditioner unit
- 117 Colchester Triumph 2000 lathe
- 118 Sealey Shot Blasting Cabinet sand blasting unit
- 119 Oxford oil filled welder
- 120 Sealey 7tonne hydraulic trolley jack
- 121 ABAC 50hp 2 B259-50 single phase workshop compressor on trolley
- 122 Spare lot
- 123 Belt driven angled grindstone on cast iron base
- 124 Nilfisk Alto Neptune 5 hot/cold pressure washer, single phase
- 125 Metal workshop bench and vice
- 126 Metal workshop double cabinet workbench
- 127 Metal workshop cabinet and workbench
- 128 4no. axle stands
- 129 4no. axle stands
- 130 2no. 20ltr and 2no. 10ltr Jerry cans
- 131 Sundry oils and lubricants
- 132 Qty aluminium drip trays
- 133 6no. band stands
- 134 Hand crank pressure tester and plate
- 135 Large qty nuts, bolts and washers, (imperial)
- 136 Large qty nuts, bolts and washers, (imperial)
- 137 2no. Faithfull Power Plus twin halogen floodlight tripod, single phase
- 138 Airline hose and reel
- 139 Spare lot
- 140 9 inch and 4.5 inch DeWalt grinders, single phase
- 141 Spare lot
- 142 Selecta double ended bench grinder
- 143-144 Spare lots
- 145 12tonne bottle jack
- 146 12tonne bottle jack
- 147 3/4 inch drive impact socket set, metric

- 148 SP gear puller set
- 149 Spare lot
- 150 Ryobi 240v drill c/w Dormer drill bit set
- 151 1/2 inch impact, socket set, (imperial)
- 152 3/4 inch drive air wrench
- 153 Spare lot
- 154 Torque wrench
- 155 Air hammer and chisel set
- 156-173 Spare lots

## **PLOUGHS & IMPLEMENTS**

- 174 David Brown 2furrow trailed plough, believed to be for use with a DB VAK1
- 175 Ransomes RSLD No.9, 2furrow trailed plough for restoration



- 176 Ransomes, Sims & Jefferies YLDA 3furrow trailed plough, in restored condition



- 177 Ransomes Sims & Jefferies RSLM No.9 2furrow trailed plough in restored condition with TCPT bodies
- 178 Spare lot
- 179 Ransomes RSLD No.9 2furrow trailed plough for restoration



- 180 Ransomes Unitrac single furrow deep digger trailed plough, in restored condition with UN25 mouldboards

- 181 Ransomes mounted single furrow plough in original condition



- 182 International B200 mounted 2furrow plough in restored condition

- 183 Spare lot



- 184 International B13 mounted 3furrow plough in restored condition



- 185 International B12 2furrow mounted plough

- 186 Ransomes single furrow headland plough

- 187 Single furrow mounted reversible plough, suitable for a compact tractor



- 188 McCormick International B46 trailed conventional baler, restored to a high standard



- 189 One man lorry loader. Designed by F. Thomas Smart Esq, Whittlesford, Cambs. Owned and fully restored in 1982 from a rusty hulk by John H.R. Baker, who with his father bought it new for R. Baker & Son (Elmswell) Ltd in 1946. This type of loader driven by a petrol engine was very welcome on farms saving the humping of sacks by hand. About 150 of these machines were built before they were superseded by the telehoist ram and cradle fitted to corn lorries after 1950. Was a silver medal winner at the Royal Show, Lincoln 1947.



- 190 Fordson mounted cultivator in restored condition



- 191 David Brown 2row ridger in restored condition

- 192 Spare lot

- 193 Nicholson type CMK distributor full width artificial manure spreader, 3m

- 194 New Idea E101 trailed fertiliser applicator, 3m  
Serial no: 3284

- 195 Lely mounted fertiliser spreader

- 196 Chain harrow

- 197 Grays bale spike

- 198-207 Spare lots





## 208 1966 WINGET 42 Series III single cylinder diesel TRACTOR

Reg No: HTL 86D

Serial No: 55035

The Winget four-wheel garden tractor was made at Gloucester by Slater & England, a company better known for its dumpers and concrete mixers. The tractor was powered by a 7.75bhp air-cooled Lister SR1 direct-injection diesel engine. Much was made of the economy of this engine, which used just 1.5 pints of fuel per hour. The specification included a three-forward and one-reverse Newage gearbox, a rear transaxle incorporating a differential lock, adjustable wheel track and power take-off. The Winget 42 was introduced in 1966 with a choice of three models. The basic Series I tractor had a hand lift and cost £438 10s. Hydraulic linkage was fitted to the Series II, which was available for £492, while the Series III cost £560 with hydraulic linkage and a front-end loader, which is fitted to this example. About 500 Winget tractors were made before Slater & England sold the production rights and the remaining stock and parts to MSW Machinery of Wood Vale of London in 1968. A very well presented example fitted with front loader, rear wheel weights, rear linkage and good tyres. V5, original instruction manual and copy of service manual available.



## 209 1964 FORDSON Super Dexta 3cylinder diesel TRACTOR

Reg No: ABN 873B (expired)

Serial No: 09D 927701

The Fordson range was extended in early 1962 with the introduction of the Super Dexta. This new model, carrying the 960E designation, was announced at the Smithfield Show in November 1961, but did not go into production until the following April. The revised nose-cone on the Super Dexta was the result of changes to the cowl to accommodate a larger radiator. This Deluxe model has 'live' power take-off and hydraulics. The year 1963 saw the launch of the 'New Performance' tractors, the ultimate and final development of the Fordson range. Modifications introduced with the new range saw the Super Dexta fitted with an up-rated P4696 Minimec pump which boosted the power to 44.5hp. This Super Dexta has benefited from some earlier restoration work and stands on good tyres.



## 210 1965 NUFFIELD 10/60 4cylinder diesel TRACTOR

Reg No: ETL 91C

Serial No: 60B/5/1742/69574

The Nuffield 10/42 and 10/60 models were launched in October 1964 with a new 'dual-flow' hydraulic system. The 10/60 had the OEE version of the four-cylinder BMC diesel engine with a 100mm bore delivering 60bhp and an inline Simms Minimec pump with mechanical governing. An earlier refurbished example with good tinwork and tyres, V5 available.



## 211 1956 BMB President 4cylinder petrol/paraffin TRACTOR

Reg No: 433 XUD

Serial No: STV 347317

The BMB President was second only to the Ferguson TE-20 in the market for small tractors during the early 1950s. By 1955, the range included agricultural, orchard and vineyard versions available with hydraulic lift and rear- or mid-mounted linkage. The accessories included a choice of wheel and tyre equipment, lighting equipment, power take-off, wheel weights and an oil gauge. This tractor is fitted with the hydraulic lift, rear-mounted linkage, belt pulley and power take-off. It has the standard agricultural 9.00x24 rear and 4.00x15 front wheels and tyres. The tractor is fitted with a single-furrow plough from the BMB range, which would have cost £29 10s in 1955. A V5 is available.





## 212 1940 FORDSON Standard N 4cylinder petrol/paraffin TRACTOR

Reg No: BBW 721

Serial No: 861492

The Fordson tractor was available as an agricultural model on either cleats or spade lugs. The Land Utility model, first introduced in 1935, offered farmers more versatility with a choice of Firestone, Dunlop or Goodyear pneumatic tyre equipment. There was also a choice of two gear ratios available in the transmission: the standard gear ratio was known as the Green Spot, and the Red Spot was a special low gear ratio. Both could be specified with either a 4.3 or 7.75 mph top gear. This wartime example of the Land Utility has wheel centres of Ford's own manufacture, which were introduced in 1939. Its serial number dates it as a 1940 tractor but it was not registered until 1943 and was actually the very last vehicle to be registered in Oxfordshire that year. The tractor would have been finished in an all green colour scheme when new, but dealers often highlighted the wheels in orange paint to make them more attractive when trading them on second-hand in post-war years. V5 available.



## 213 1965 DAVID BROWN 880 Implementac 3cylinder diesel TRACTOR

Reg No: MVG 192C

Serial No: 880/E/525755/S

David Brown's first three-cylinder engine, a compact and economical 42.5hp unit, was introduced on the 880 Implementac in September 1964. The tractor also gained a slight restyling, bringing a more modern appearance to the Implementac range. This E Series Livedrive model, one of the last 'red' 880s built, was registered in Norfolk in 1965 and has a V5 available.



#### 214 1936 INTERNATIONAL 10-20 4cylinder petrol/paraffin TRACTOR

Reg No: 497 XUA

Serial No: KC207643

The International 10-20, also sold in certain territories as the McCormick Deering 10-20, was one of IHC's most famous tractors. It was revered in the USA and the UK for its reliability and rugged construction. Advertised as a 'Gear Drive Tractor' with 'Triple Power' it was constructed from high quality materials with generous use of anti-friction ball and roller bearings. 'Triple Power' referred to the 10-20's ability to deliver power at the drawbar, the pulley and also by a power take-off. Numerous 10-20 tractors were imported into the UK by the International Harvester Company of Great Britain Ltd, based in London. This machine was last used by W R Palmer of Railway Farm, Sporle, near Swaffham in Norfolk. It is fitted with road bands on the rear wheels which would have cost £6 10s extra. Spade lugs for the rear wheels and ploughing skid rings for the front wheels were standard equipment. A V5 is available.



#### 215 1964 INTERNATIONAL B-414 4cylinder diesel TRACTOR

Reg No: SEP 281

Serial No: 34370

The B-414's lineage dates back to the launch of International's first small British tractor, the B-250, in December 1955. The B-250 had a 30-hp four-cylinder indirect-injection diesel engine, a five-speed gearbox and a mechanical system of depth control. It was made at the former Jowett car works at Idle, near Bradford; International had acquired the plant in mid-1954 after the Jowett business ran into financial difficulty. The B-414 with the more powerful BD-154 engine and full hydraulic draft control was introduced in July 1961. The model remained in production until February 1966 when it was replaced by the 434, basically a restyled B-414 with cleaner lines. A V5 is available along with an original registration extract from the council.





## 216 1971 LEYLAND 154 4cylinder diesel TRACTOR

Reg No: GVG 387K

Serial No: 154D 16641

The Leyland 154 was the Nuffield 4/25 with a new livery and was the result of the formation of the British Leyland Motor Corporation from British Motor Holdings (BMC's parent group) and the Leyland Motor Corporation in May 1968. This led to some rationalisation of the various product lines and a new tractor assembly plant was also established at Izmir in Turkey. This example is an earlier restoration and has a V5 available.



## 217 1958 INTERNATIONAL B-250 4cylinder diesel TRACTOR

Reg No: 8760 HK

Serial No: 17214

The successful International B-250 was being sold in 50 countries of the world by 1957. It was the first British-designed general-purpose tractor to be made at the International Harvester Company's Bradford factory and was the beginning of a line of small tractors that at the time were classed as medium-horse power machines. This original looking example was supplied into Essex in early 1958 and still retains its original buff log book with V5.



## 218 1952 FORDSON E1ADKN Major 4cylinder diesel TRACTOR

Reg No: CDO 753 (expired)

Serial No: 1244649

The 'New' Major was launched in November 1951. Proper production didn't get underway until January 1952 and this tractor dates from the first year of production. The new tractor had a more modern appearance with uncluttered styling and the air-cleaner tucked away under the bonnet. Many of the early tractors also had an under-swept exhaust system. The model was available with a choice of petrol, vaporising oil or diesel versions of a new overhead-valve engine, which was mated to a new six-speed transmission. This very early example, which was supplied new to south Lincolnshire, has no hydraulic lift. Several farmers continued to use their trailed equipment and didn't specify hydraulics to save money. The lever that locks the brake pedals is another early feature. An original looking example that would suit either restoration or further preservation.



## 219 1956 DAVID BROWN 2D 2cylinder diesel TRACTOR

Reg No: N/A

Serial No: VAD12/10166

David Brown's rowcrop 2D was introduced in 1956 as a specialist machine ideally suited to precision market garden work. Its lightweight air-cooled two-cylinder diesel engine was rear mounted and developed 14hp. The most interesting feature of the 2D was its lift system, which was operated by compressed air from an engine-driven compressor. The tractor's tubular frame acted as an air reservoir and the lift was controlled by two levers in front of the steering wheel. This tractor is equipped with beet hoes, as were many 2Ds sold in Eastern England. Ultimately, the 2D proved too specialised for general farm operations and just over 1,600 were made before production ended in 1961.





## 220 c.1961 FORD 4000 3cylinder diesel TRACTOR

Reg No: PGV 345H

Serial No: B874953

The three-cylinder 4000 was the second most powerful model in Ford's new range of 6X 'Worldwide' tractors launched in 1964. In 1968, the range was upgraded to 6Y Ford Force spec and the 4000 was now rated at 65hp. Fitted with drawbar, linkage, top link and roll bar, this example has 5,073 hours on the clock and is on 12.4-36 rear (new) and 6.00-16 front wheels and tyres. Supplied by Knights of Diss and appearing in ex-farm condition. Engine re-built by Fred & John Goldup with only 20 hours use since. HPI check indicates active registration, but no V5 exists.



## 221 1978 DAVID BROWN 885 Vineyard diesel TRACTOR

Reg No: WNG 413S

Serial No: 11007806

The second series of David Brown 885 Narrow tractors, introduced in January 1976, were tailor-made for orchard or vineyard work with a slimmed-down overall size and a reduced turning circle. The headlamps and air-cleaner were recessed to minimise the risk of entanglement with foliage. Other modifications included a shortened steering column, squat stub-axle, cranked lower-links and an underslung exhaust. This example, appearing in ex-farm condition, is fitted with a roll frame, PAS and front weight frame.



## 222 1951 DAVID BROWN Super Cropmaster 4cylinder petrol/paraffin TRACTOR

Reg No: 456 XUA

Serial No: SP12162

The highly successful Cropmaster spawned many variants including the VAK/3/1C Super Cropmaster, which was introduced to meet the demand for a more powerful version of the petrol/paraffin model. It was basically a Cropmaster fitted with the larger bore engine from the Trackmaster crawler. This same block was later commonised across the range to simplify production costs with the standard Cropmaster being fitted with sleeves to reduce the bore. This tractor has the optional combined belt pulley and power take-off, the standard 'geometric' drawbar and benefits from refurbishment. V5 available.



## 223 1948 COCKSHUTT 30 4cylinder petrol TRACTOR

Reg No: N/A

Serial No: 30-18-16950

Although similar in appearance to the pre-war Cockshutt-badged Oliver tractors, the 30 was a completely new model of Cockshutt's own design. The team that developed the tractor was led by Ivan McRae under the supervision of Cockshutt's chief engineer, Maurice McCurdy. One of the concepts identified for the design was a constant-running power take-off. Production of the Cockshutt 30 at the company's Brantford facilities began on 7 October 1946 and it was claimed to be the first tractor with 'live' PTO. The independent clutch for the power take-off was driven via a shaft directly from the engine. A well presented earlier restoration standing on good tyres.





## 224 1972 ALLIS-CHALMERS 200 6cylinder diesel TRACTOR

Reg No: 431 XUD

Serial No: 200-2201D

Allis-Chalmers upgraded its tractor range with the introduction of the numbered series in the mid-1960s. It came with more modern styling with streamlined tinwork; a sloping hood (bonnet) and high driver's platform improved visibility while an adjustable steering wheel and a raised upholstered seat provided greater comfort. New features brought in at this time included a control console, with the instruments and controls grouped in one area, hydrostatic steering, hydraulic remote spool-valves, a hydraulically-operated clutch and independent power take-off. The long list of options gave the farmer the benefit of the 'Snap Coupler', the 'Traction Booster' and the 'Roll-Shift' adjustable front axle. The new models introduced for 1972 included the 200, which was the largest tractor in the Allis range with the exception of the four-wheel drive 440 model. The 200 was based on the earlier One-Ninety XT with the Power-Crater 2900 diesel engine enlarged to 301cu/in and turbocharged. This very well presented example has been subject to a restoration costing in excess of £10,000 by South Farm Engineering and has a V5 available.



## 225 1945 OLIVER 70 Standard 6cylinder petrol/paraffin TRACTOR

Reg No: 814 XUK

Serial No: 310509KD

The Oliver 70 changed the face of power farming. It was a modern tractor in every sense of the word with a level of styling, mechanical refinement and driver comfort more associated with the automotive industry than the agricultural marketplace. The model was a world apart from its flat-fronted and functional contemporaries when it first appeared in 1935 and it left the other manufacturers' tractors looking dull and uninspiring. The tractor was launched in rowcrop configuration with the engine and transmission supported by a single-piece cast-iron hull. The radiator was shielded and the engine compartment was enclosed. This four wheeled example appears to have had an earlier repaint. V5 available.



## 226 1950 FORDSON E27N Major 4cylinder petrol/paraffin TRACTOR

Reg No: N/A

Serial No: 1164926

The Fordson E27N Major was launched on 19 March 1945 to replace the Model N. Out went the old worm-drive transmission and in came a conventional crown-wheel and spiral-bevel pinion with spur final-reduction gears. A more efficient single-plate clutch was fitted. The engine remained the same apart from extra power gained by an increase in the governed engine speed. Three models were available: the standard agricultural, the Land Utility and this example, the rowcrop. The rowcrop version of the E27N Major had independent steering brakes and an adjustable front axle. The rear tread could also be altered by turning the dished wheel centres. Pneumatic tyres were available on the rowcrop model for an extra £45 from 1946. This 1950 example has the improved vaporiser that was introduced in the June of that year. This provided a quicker warm-up and changeover from petrol to vaporising oil, as well as better idling and increased economy. The tractor is fitted with the single-lever Smith hydraulic lift, which is driven from the top of the gearbox via a dog clutch; it also has power take-off and a belt pulley attachment. The tractor was the subject of a £7,000 restoration by Fred & John Goldup, some images of the restoration work and the original instruction book are available.



## 227 1958 DAVID BROWN 900 4cylinder diesel TRACTOR

Reg No: MJL 822

Serial No: L900D 53643

Launched in November 1956, the 900 was a carryover of the earlier 30C/30D design with more modern tinwork and a new red/blue livery to emphasise the new styling. This very original tractor is the L Series 'non-live' diesel model. It has only had two owners in the same village of Sutton Bridge in Lincolnshire and has covered just over 2,000 hours. It was supplied by the local David Brown retail depot of South Lincolnshire Tractors at Kirton. Available with this tractor is an original David Brown Live-Drive instruction book and V5. This tractor was once part of Stuart Gibbard's collection.





## 228 1940 CATERPILLAR R2 4cylinder petrol CRAWLER TRACTOR

Reg No: 249 XUG

Serial No: 4J836SP

Introduced in 1938, the 'J' model Caterpillar R2 was the spark-ignition version of the D2. Two versions of the R2 were available: the 6J (50 in. wide-gauge) and the 4J (40 in. standard-gauge). This 4J model has an 'SP' suffix to its serial number which shows that it was a 'special purpose' build with at least one item of non-standard equipment - in this case a power take-off attachment. This tractor was previously owned by two of the UK's leading Caterpillar collectors, Arthur Hinch and Peter J Longfoot. The R2 was not produced in great numbers and remains rare in the USA. Much of the production run was exported to the UK where several farmers still preferred spark-ignition tractors and were reluctant to change over to diesel. Production ended in 1942. This is a superb looking example which has been re-painted to a high standard. It is offered for sale with V5, original spec' sheet, parts catalogue and photographs of its restoration, by Andrew Joss.



## 229 1937 FORDSON Model N - P6 Diesel Conversion 6cylinder TRACTOR

Reg No: BVF 15

Serial No: 808492

The P6, P4 and P3 engines became the cornerstone of Perkins production and the 4,730cc P6 in particular was the power unit that put the company on the map. Perkins was launched firmly into the agricultural field in February 1948 following an order from the Ford Motor Company for P6(TA) engines to be factory-fitted to the Fordson E27N Major on the Dagenham assembly line. Ford had been searching for some time for a viable alternative to its ageing four-cylinder side-valve petrol-TVO unit. The P6(TA) was also offered as a conversion pack for retro-fitting into various tractors, but the Fordson N was never an approved conversion, however several tractors have been converted by enthusiasts in recent years, particularly for ploughing matches. Restored by the late Tim Golden having previously been owned by the late Joe Parker of Worsted, Norwich. A V5 is available.



## 230 1974 FORD 4000 3cylinder diesel TRACTOR

Reg No: GBJ 337N (expired)

Serial No: B940598

One of the most popular models in Ford's 6Y range, the 4000 was a tough contender in the marketplace, combining strength with stamina. Its short-stroke, big-bore three-cylinder engine had massive reserves of torque, which delivered tremendous lugging power. This very original tractor is a late example with several of the features that were introduced towards the end of the Ford Force era including the new plastic grille insert and a 'de-luxe' version of the Fieco safety cab, plus a set of original Ford front-weights.



## 231 1939 CASE Model R 4cylinder petrol/paraffin TRACTOR

Reg No: 457 XUA

Serial No: 4326810

The Case R was introduced in 1935, initially in rowcrop form as the tricycle RC, with the standard four wheel Model R appearing in 1938. The R was an attempt to introduce a cheaper and smaller version of the Model C tractor, the early models were finished in grey. In the summer of 1939, Case introduced the new Flambeau Red colour scheme, an attempt to revitalise the Case image and get away from the anonymous grey livery of its earlier tractors, the new colour was chosen to represent 'Old Abe' - the famous eagle on the Case emblem. Legend has it that 'Old Abe' was once captured by an Indian brave from the Flambeau Reservation, the Indians used flaming torches for hunting and flambeau is the French for torch; it was also the name given to several geographical features in the Racine area. The Flambeau Red Case R was virtually identical to the grey model apart from the new colour and more streamlined styling with a new 'sunburst' radiator grille in cast iron. The model never sold in great numbers, despite Case continually reducing the price, and production ended on 30th October after 15,948 had been built. Examples sold in the UK, through the agents, the Associated Manufacturers Company, were normally fitted with a 'low cost' fuel manifold for burning vaporising oil. This example has been the subject of an earlier restoration and is sold with V5 documentation.





### 232 1941 MINNEAPOLIS-MOLINE GT 4cylinder petrol/paraffin TRACTOR

Reg No: 494 XUA

Serial No: GTS 1612465

The Minneapolis-Moline GT appeared in 1938 and was the largest of MM's new line of 'Prairie Gold' tractors with 'Visionlined' design. MM advertised the GT as 'The Mighty Master of All Jobs.' It was only available as a standard-tread machine and was fitted with a sturdy front axle made from drop-forged steel. Designated a '4-5 Plow' tractor, it was aimed at wheatland farmers who needed a rugged machine with a proven engine and a strong transmission. The GT remained in production through to the end of 1941 and just over 1,200 were built before it was replaced by the improved GTA. The earlier model can be distinguished from the later GTA by its red grille and exposed flywheel. Both were popular with threshing contractors in the UK. Offered for sale with V5.



### 233 1952/53 LANZ D2206 Model L single cylinder hot bulb TRACTOR

Reg No: N/A

Serial No: 543414

The Lanz Bulldog tractor was an unprecedented success and was the machine that mechanised German agriculture; not only was it the best-selling tractor on the home market, but it was also accepted worldwide and became the most popular German tractor abroad. More than 100,000 had been built by the outbreak of the Second World War, which inflicted considerable damage on the Mannheim plant. In 1940, the site extended to 118 acres with 69 acres covered by factory buildings employing a workforce of 9,100. Sustained Allied bombing raids during 1944 and 1945 meant that just four acres of buildings remained standing at the end of the conflict. The D2206 was the 22hp model in a new range of all-purpose farm Bulldog tractors that had been launched in November 1952 with better comfort, a better driving position, a more modern appearance and greater reserves of power. Features included electric starting and lighting, a six-speed transmission and front and rear fenders, it has been the subject of an earlier restoration.



## 234 1940 FORDSON Roadless Half-Track 4cylinder petrol/paraffin TRACTOR

Reg No: PAF 977 (expired)

Serial No: N/A

The Air Ministry placed a large order for Fordson Roadless crawlers during 1936. The tractors had been distributed to various airfields by 1937. However, the RAF encountered some problems with the tractors pitching when travelling at speed. To overcome this, Roadless introduced a fore-carriage arrangement in 1938. The front axle turned the crawler into a half-track, and the front wheels now controlled the steering, the half-track was more stable and easier to drive. The fore-carriage arrangement also provided a platform for other attachments such as the chain-driven Hesford winch fitted to this machine. Such tractors provided sterling service with the RAF throughout the war years and were used for mowing airfields, aircraft recovery, hauling fuel bowsters and bomb trailers, and even sweeping the runways clear of snow. The E-type (elastic girder) rubber-jointed tracks had rubber blocks that acted as flexible joints between the metal plates. They were silent in operation and Roadless claimed that the frictionless joints were more efficient and required no maintenance; the rubber blocks eliminated shocks and the wear was said to be negligible. This excellent example is finished in green drab.



## 235 1968 INTERNATIONAL 634 'Four-Wheel Drive' 4cylinder diesel TRACTOR

Reg No: NTL 101F

Axle No: 4822

The International 634 'Four-Wheel Drive', introduced in 1968, was a Roadless conversion as opposed to the County version, the 634 'All-Wheel Drive', which appeared the following year. Roadless, better known for its Ford and Fordson conversions, became associated with IH in 1961 after the International Harvester Company of Great Britain requested a four-wheel drive version of its B-450 model. A prototype four-wheel drive version of the International B-614 was built at Roadless's Hounslow factory in August 1966. In 1968, Roadless supplied 50 conversion kits for the B-614 to Doncaster. This was followed by the introduction of the 634 'Four-Wheel Drive', for which just 218 kits were supplied between 1968 and July 1971. Launched in July 1968, the 634 was the first British tractor to have lower-link sensing. The model was an update of the earlier B-614 with new styling; a power increase to 66 bhp from its BD-281 engine; a new 13in cerametallic clutch; and a new draft-control hydraulic system. The 634's hydraulic system was known as 'Vary Touch'; both draft and position could be controlled by two levers in a quadrant to the right of the driver's seat. Lift capacity was upped to 5,000 lb. This superb example has been subjected to a £15,000 restoration by Ivan Cowlen and is fitted with new tyres all round. V5 documentation available.





## 236 1948 CATERPILLAR D7 3T model 4cylinder diesel crawler TRACTOR

Reg No: BCF 978

Serial No: 3T 08185

Introduced in 1944, the 3T model was the successor to the famous wartime Caterpillar D7 7M series, which first appeared in 1940 and was extensively used by both the US and British military. Both the 7M and 3T models were identical mechanically with a four-cylinder diesel engine started by a two-cylinder four-stroke petrol engine. The standard gearbox provided five-forward and four-reverse speeds. Features included double-reduction final drives and hydraulically-assisted steering clutches. A range of attachments, such as bulldozing blades and cable-control units, was available. A total of 28,058 3T series machines were made before production ended in 1955 when the D7 17A appeared. This tractor was supplied new on 8 September 1948 by George Thurlow & Sons Ltd to the Suffolk contractor, Harry Waspe of Cockfield, Bury St Edmunds, Waspe operated no less than 13 D7s. This machine clocked up over 42,000 hours and remained in the hands of the same family until it was bought for the collection. Another superb restoration by Fred & John Goldup in 2005 which is complimented by the original sales invoice, various photographs and service history from 1957 - 1970 together with other paperwork, V5, operation and maintenance instruction and parts catalogues.



## 237 Ransomes Marquis 5furrow trailed conventional plough in restored condition

*All lots are sold strictly as seen without warranty, purchasers are urged to satisfy themselves prior to the sale as to the condition of each lot and whether the lot accords with its description.*



### 238 1941 DAVID BROWN VIG 1/100 4cylinder petrol TRACTOR

Reg No: KBJ 870 (expired)

Serial No: AW/C 29

During the Second World War, David Brown was asked to develop a tracklayer based on its VAK1 tractor for the Air Ministry. Designated AC1 (Air Crawler One), over 500 of these machines were supplied for aircraft handling from 1940-41. As the RAF moved from grass to concrete runways, a new specification of wheeled Air Ministry tractor was required. The contract, worth £1.5 million, was awarded to David Brown. The Air Ministry tractor, designated VIG1/100, was based on the agricultural skid unit with a petrol engine and a four-speed gearbox. The specification included Dunlop 'Ground-Grip' tyres, ballast weights, a single braking system and full-width fenders. The David Brown winch was driven from the power take-off via a chain, bevel-reduction and spur gears. Trials of the VIG1/100 were carried out at RAF Leeming in Yorkshire during 1941. Some 650 were supplied to the Air Ministry between October 1941 and December 1942 when it was replaced by the VIG1/462 with the Brockhouse torque converter transmission. The Air Ministry tractors were used on the wartime airfields for handling the heavy bombers and hauling fuel bowlers and bomb trailers. The AW designation on this tractor indicates that it was one of the original wartime Air Ministry VIG1/100 tractors, but its 1950 registration number suggests that it was demobbed for civilian use after the war. This must be the finest example of this tractor in the UK having been authentically restored at a cost of more than £20,000 by Ivan Cowlen and finished in full RAF drab colours and insignia, buff log book available.



### 239 1951 TURNER 'Yeoman of England' 4cylinder diesel TRACTOR

Reg No: DCF 906

Serial No: Mk 2B-811

Turner Manufacturing expanded its core business of producing winches, automotive and aircraft components by tapping into the post-war demand for agricultural tractors. Its Mark 2 design, introduced after an earlier two-cylinder Mark 1 prototype was shelved, featured a 40 bhp version of the company's 4V95 series V4 diesel engine. The tractor was launched as the 'Yeoman of England' at the Royal Show at Shrewsbury in July 1949. This 1951 model features the Mark 2A improvements. The 'Yeoman of England' was dogged by reliability problems and the Turner was no match for the competition in the form of the cheaper and arguably better Fordson Diesel Major and production ended in 1955. This example was purchased from the Gilbert Reed Collection of Lingfield, Surrey in 2003 and has been restored by Fred & John Goldup in March 2005 at a cost of over £10,000. There are photographs of the restoration, original instruction manual, copy of the service manual, V5 and buff log book. It was originally sold by Cornish & Lloyds of Bury St. Edmunds to Harold Cawston of Rede, Suffolk. Front weights are fitted.





#### 240 1919 INTERNATIONAL Titan 10-20 2cylinder petrol/paraffin TRACTOR

Reg No: BF 4092

Serial No: TV31506

Simple in construction and easy to handle, but sometimes complicated to start, the International Titan was a popular import into the UK during the First World War and after. It had a horizontal two-cylinder engine with tank cooling. The gearing gave two forward speeds and a single reverse and the final drives were via roller chains. Known as the 'Little Titan' in the USA, the 10-20 was introduced in 1915 after International recognised the need for a smaller, lighter and more manoeuvrable tractor in the 20 hp class. It was manufactured at the Milwaukee Works until 1922, achieving record production figures. A total of 17,657 were made in 1918 in response to the demands of the First World War. Production for 1920 was a record 21,503 machines. No other International model of the time came close to these volumes and total production reached 78,363. The Titan was imported into the UK through the International Harvester Company of Great Britain. It took part in the 1919 Lincoln Tractor Trials where it was commended by the judges for land work but was not considered suitable for road work. This Titan was originally part of the late Sir Neville Bowman Shaw's Toddington Manor Collection in Bedfordshire before being bought by Paul Rackham in May 2003. V5 available.



#### 241 1928 AUSTIN 11-15 hp 4cylinder petrol/paraffin TRACTOR

Reg No: N/A

Serial No: N/A

The French version of the English Austin tractor was built at Liancourt, a former shoe factory 35 miles north of Paris. It was based on the English R-type, which Herbert Austin introduced at Longbridge in 1919 as the British answer to the American Fordson tractor. The French concern was established at about the same time; production started at the end of 1919 and was in full swing by June 1920. Sales in France were much better because import tariffs restricted imports of the Fordson. British production ended in the mid 1920s and manufacture of the Austin was then centred on Liancourt. The French Austin was not sold in Britain until 1930 when both the 12-20 hp petrol version and the 11-15 hp petrol/paraffin tractor made an appearance at the World Agricultural Tractor Trials in Oxford. Production of the French Austin ended after the factory was seized by the Germans during the Second World War. This tractor is fitted with steel wheels all round, optional power take-off attachment and was purchased from the 'Buzzy Bush Collection' auction held by Cheffins at Bungay, Suffolk in 2002 before undergoing substantial restoration by Fred & John Goldup.



## 242 1932 MASSEY-HARRIS 'GP' 4cylinder petrol TRACTOR

Reg No: N/A

Serial No: 302391

With four driven wheels, the Massey-Harris 'GP' caused something of a stir at the time of its launch in 1930. The drive from its Hercules engine via a Twin Disc clutch was taken beneath the front axle to a three-forward speed, single-reverse gearbox. A gear-set on top of the gearbox transmitted the drive to the front and rear differentials. The front drive-steer axle had a brake band on each differential shaft to aid steering and was fitted with universal swivel-joints running in an oil bath. The drive to the rear axle was via an enclosed torque-tube, which swivelled to allow the axle to oscillate and follow the contours of the ground. The design seemed to have plenty going for it - near-perfect weight distribution, a good turning circle and exceptional clearance for rowcrop cultivations. Its traction would have been unbeatable for the time and the model lived up to its name as a 'General Purpose' tractor in every respect except one - it was short on power. The 'GP' was available with various tread widths; this is the standard 66in version. The tractor was introduced to the UK in April 1931. 'GP's imported to the UK were painted green with red wheels as opposed to grey and red for the home US market. Production ended in 1937. Fred & John Goldup carried out an extensive restoration with over £8,000 being spent. Various paperwork is available together with an original brochure.



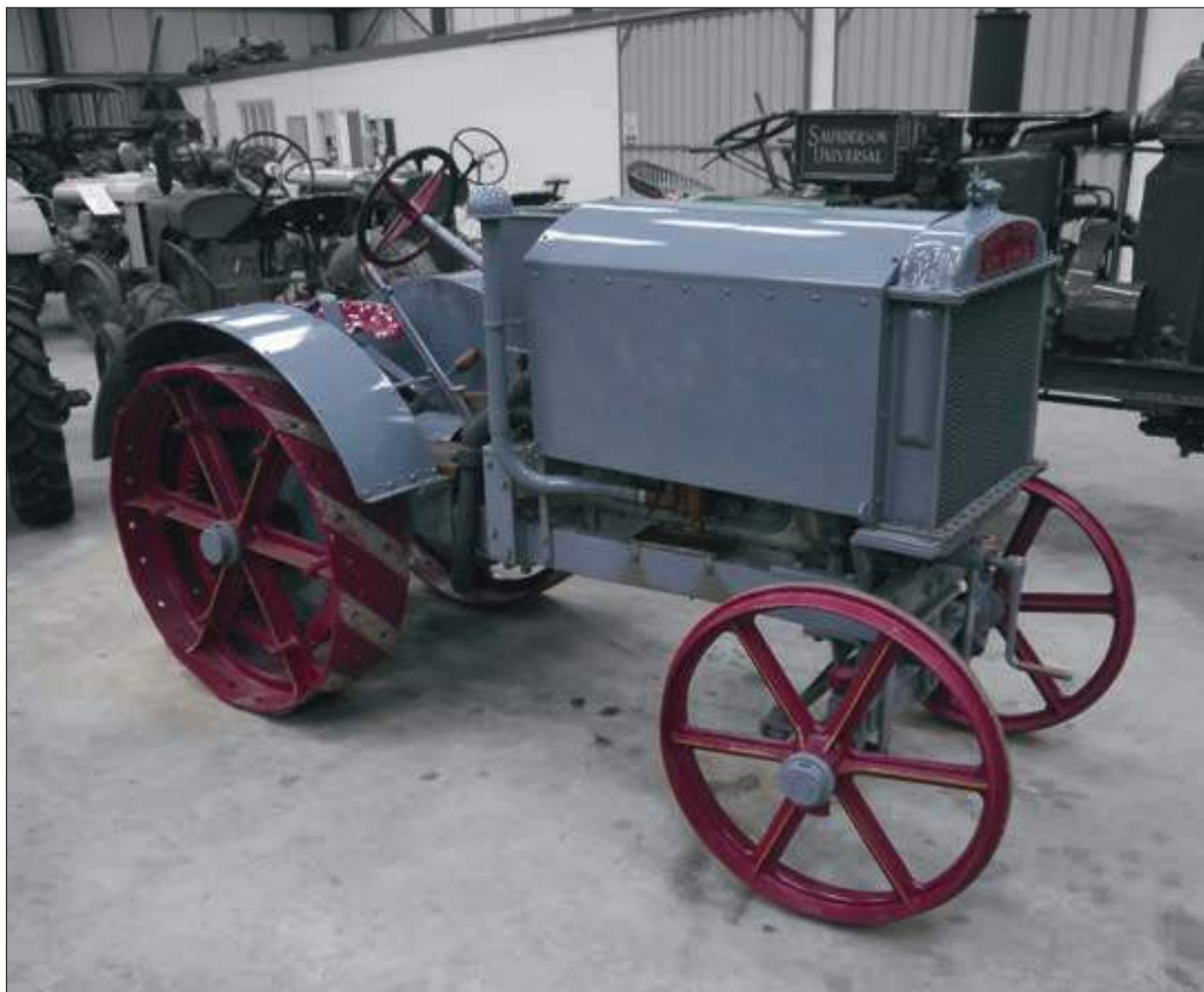
## 243 1938 MARSHALL 12/20 single cylinder diesel TRACTOR

Reg No: N/A

Serial No: N/A

Confident that the single-cylinder two-stroke diesel design was the right direction to go, Marshall introduced the improved 12/20 to replace its earlier 18/30 model. The first prototype appeared in 1934, but full production did not get under way until 1936 due to a cash crisis within the company. The 12/20 was lighter than the 18/30 and the lack of weight was compensated for by the provision of a differential lock. The gearbox gave three forward gears and a single reverse. Options included steel wheels with spade-lugs or a choice of pneumatic tyres, a rear-mounted winch, power take-off, hydraulic rear-wheel brakes and a driver's canopy. The 12/20 evolved into the Marshall Model M in 1938 following the introduction of a number of minor changes. Total production was approximately 190 tractors. This tractor is one of eight that were exported to New Zealand between 1936 and 1938. It is thought to be one of five sent out in 1938 through the agents, W Kingsbury Ltd of Ashburton, but this cannot be verified because the serial number is missing. The tractor would have originally been fitted with wide wings and an extended air-breather pipe, which were features of the export models. The 12/20 was brought back to the UK by Patrick Oyston of Hertfordshire in 2002 and was restored by Fred & John Goldup in 2006 after being acquired by Paul Rackham.





#### 244 1922 WEEKS-DUNGEY 'New Simplex' 4cylinder petrol/paraffin TRACTOR

Reg No: N/A

Serial No: 0509

The idea for the Weeks-Dungray tractor came from Kent farmer, Mr Dungray, who wanted a compact machine to operate in orchards and hop gardens. He approached the local agricultural engineering company of William Weeks & Son, a long-established firm dating back to 1742, who agreed to put his design into limited production. The first tractor, which was known as the Weeks-Dungray Patent 'Simplex' with a four-cylinder engine, a three-speed gearbox, an exposed final-drive and tank-cooling, was introduced in 1915. A new model, the Weeks-Dungray 'New Simplex' appeared at the 1919 Lincoln Tractor Trials. It had a more powerful engine with radiator cooling and an enclosed final-drive, which was by spur gears and internally-toothed rings. The engine was supplied by the Waukesha Motor Company of Wisconsin while the gearbox was sourced from the Detroit Gear Engineering Company of Michigan. These American components were assembled on an angle-girder frame chassis in Weeks's Perseverance Works at Maidstone. Novel features included a differential lock, rack-and-pinion steering and a foot throttle. The tractor remained in production for about ten years and approximately 220 were built. This extremely rare example is thought to be one of only two 'New Simplex' tractors in existence. It was originally part of the Power Farmer Collection put together by D N McHardy in the early 1950s. It subsequently became part of John Moffitt's Hunday Collection in Northumberland before going to Stapehill Abbey. It was acquired by Paul Rackham at the Stapehill Abbey sale conducted by Cheffins in October 2006, and has since been extensively restored by Ivan Cowlen. It is finished in what is believed to be the correct colours of grey and red, these were identified during the restoration process. A copy of a 'New Simplex' brochure is available together with other paperwork.



#### 245 1916 SAUNDERSON 'Universal' G 2cylinder petrol/paraffin TRACTOR

Reg No: Y9323

Serial No: 1133

Herbert Saunderson was one of the leading pioneers of tractor development and his experiments with farm motors dated back to 1896. He built up a successful business with a succession of partners and his works at Elstow in Bedfordshire was producing more tractors than anyone else in Britain at the time of the First World War. Despite his achievements, his exploits have often been overshadowed by the publicity given to his competitor, the other Bedfordshire pioneer, Dan Albone. The tractors, which were exported and sold around the world, had many advanced features, including a four-wheel drive model in 1905 and differential lock from 1909. One of his early designs also won an RASE silver medal in 1906. By 1910, his acclaimed range of 'Universal' tractors with forward driving positions and tank-cooling were being produced under the Saunderson & Mills name. During 1915, Saunderson redesigned the 'Universal' range and the tractors were re-launched (possibly in September 1915, but dates are unclear) with radiator-cooling and a more conventional rear driving position. The new range of 'Universal' tractors consisted of just three models - the 'J' 10-12hp, the 'G' 23-25hp and the 'B' 30-32hp. In 1916 (again, dates are unclear), the business was reorganised as the Saunderson Tractor & Implement Company. During that year, the firm received a large order from the Ministry of Munitions for Model 'G' tractors for the wartime ploughing campaign. Saunderson immediately suspended production of the 'J' and 'B' models and announced that only the Model 'G' would be supplied for the duration of the war. According to the sales literature, the Model 'G' was a 'handy general-purpose tractor of strong and simple construction'. It had a two-cylinder vertical engine and a three-speed, single-reverse gearbox. Saunderson claimed it would drive a full-size threshing drum and the features included a high-tension magneto, a vaporiser for running on paraffin, and efficient enclosed governors. In June 1920, the company changed its engine supplier from National to Crossley. By 1923, the Saunderson concern was running into financial difficulty; the creditors met for the first time in September and the business was sold to Crossley of Manchester the following month for £79,000. Crossley eventually wound down tractor production, but continued to supply spares until the outbreak of the Second World War. The Saunderson Model 'G' in the collection is a tractor with a long and interesting provenance. Thought to date from late 1916, it has Saunderson & Mills on the radiator and a plate for the Saunderson Tractor & Implement Company on the transmission. Registered Y9323 in 1921, it was supplied new with a Saunderson plough and spent most of its working life, much of it on belt-work, at Yeovil in Somerset. During the 1960s, the tractor was discovered near either Ilminster or Crewkerne in Somerset by a local collector, Henry Fry. In 1967, it was rescued for preservation by Phillip Jenkinson and formed part of his Alscott Farm Museum at Shebbear in Devon, where it remained until 1999. The next owner, who purchased the Saunderson from Jenkinson's daughter, had the tractor mechanically overhauled by Fred & John Goldup, it has since been re-painted to a high standard. The Model 'G', which was purchased by Paul Rackham in 2010, is a well-known machine. It has featured in several publications, including Great Tractors by Michael Williams (1982) and in an article by Stuart Gibbard in Old Tractor magazine (2008). A V5 accompanies this tractor with images of the restoration, copy of an instruction book and manual.





## 246 1954 MARSHALL MP6 6cylinder diesel TRACTOR

Reg No: 969 BBE  
Serial No: 6520003

This Marshall MP6 is of great historical significance, being a pre-production model and the third to be built. The tractor was part of a project that began in 1953 to develop a large wheeled tractor constructed along similar lines to the Fowler Challenger crawler with the engine, transmission and final-drives supported in a heavy-duty hull-shaped chassis. The engine chosen was a four-cylinder Meadows diesel and the tractor was known as the MP4. During the development programme, Marshall decided more power was needed and opted for the Leyland UE.350 six-cylinder diesel engine. The two MP4 tractors already built were stripped of their Meadows engines, which were replaced with the Leyland power units. Following successful trials, the third MP4 prototype (No. 6520003 and the machine in the collection), which was only partly assembled in the works, was also fitted with the Leyland engine. The three prototypes were then submitted to a rigorous evaluation programme. The MP6, as the model became known, was announced in November 1954, but did not go into full production until two years later and only 197 were built with all but 10 being exported. This tractor was used for trials and as a demonstrator in Australia, New Zealand and Tasmania before being returned to the UK. As such, it has the reputation of being one of the first MP6s to be built, and almost certainly among the last to be sold. It was eventually supplied by Ben Burgess of Norwich (and rumoured to have been sold while still at the docks) to W Tout of Thornfalcon, Taunton. The MP6 changed hands in 1977 and was then used for many years to drive a reed comber for thatching straw by the second owner up until it was sold at the Cambridge Vintage Sale to Paul Rackham in April 2008. The tractor still retains its Boughton 16N heavy-duty winch and a full set of original literature including spare parts list service manual sales and leaflets and V5. It is in very original condition bearing several scars from its working life but in remarkable condition for its 61 years!



## 247 1925 BRITISH WALLIS 4cylinder petrol/paraffin TRACTOR

Reg No: BF 4616

Serial No: 1557

After entering the tractor market as Ruston, Proctor with a small batch of 'gas' tractors built from 1910-13, the company returned to tractor production following its merger with Richard Hornsby that led to the formation of Ruston & Hornsby in 1918. An agreement was reached with the J I Case Plow Works of Racine to build its Wallis OK 15-27 under licence. The Wallis had pioneered the U-frame concept with the crankcase and transmission enclosed in a curved frame made from boiler plate. Introduced in 1919, and launched at the Lincoln Tractor Trials in 1920, the British Wallis was almost identical to its American counterpart but had a different steering arrangement and a Ruston-built engine and gearbox. Listed at £525 in 1919, its price had to be reduced to make it competitive with the Fordson and other American rivals. The tractor remained in production until about 1928. Early models have a sloping bonnet, but this 'flat' bonnet version was introduced in about 1924 when the engine power was increased from 20 to 28 bhp. This tractor is thought to be the only surviving UK-supplied example. It was bought by Paul Rackham from the Stapehill Abbey dispersal sale, conducted by Cheffins, in October 2006. It had formerly been owned by pioneer collector, Derek Hackett of Ross-on-Wye, who acquired it from a local farmer in 1958; it later became part of John Moffitt's Hunday Collection in Northumberland. V5 is available.





**248 1920 WATERLOO BOY Model 'N' 2cylinder petrol/paraffin TRACTOR**

Reg No: BF 4091

Serial No: 26118

The 12-25 hp Model 'N' with a two-speed transmission was introduced in 1917. The following year, the company was acquired by John Deere for \$2.1 million and the Waterloo Boy tractors became the basis of the future JD models. Early Model 'N' tractors, including the example in the collection, have chain-type steering, but this was replaced by automotive-style Ackermann steering during 1920. It was a popular tractor in the USA and nearly 20,000 were built before production ended in 1924. This tractor was formerly part of the Glen Mosier Collection in Canada. It was purchased on behalf of Paul Rackham at the dispersal auction on 8 April 2006 and subsequently brought to the UK. The V5 is supplied with a copy of the instruction manual and parts list.



#### 249 1957 JOHN DEERE Model 820 2cylinder diesel TRACTOR

Reg No: N/A

Serial No: 8202713

The John Deere 820 was basically a revamped 80 model, which was itself a successor to the 'R', the company's first diesel model. Despite being a diesel, the 820 continued the two-cylinder tradition with the engine being built to the same configuration as the spark-ignition models in the JD line. The main engine was started by a V4 gasoline auxiliary engine, which also pre-heated the diesel motor. The auxiliary engine had electric starting. The two-cylinder diesel engine was mated to a six-speed gearbox. The 820 also featured 'live' power take-off and larger brakes. The options included Powr-Trol hydraulics, spool valves, a Float-Ride seat and power steering (as fitted to the tractor in the collection). An all-steel cab with a heater attachment was also available. This suitably restored tractor is the earlier 'green dash' model as opposed to the improved 'black dash' version that was introduced in July 1957 with more powerful engine, a more efficient starting-engine operation and sealed-beam headlights. When tested at Nebraska, the 820 proved to be the most economical tractor on the market with the exception of John Deere's own 720 model. It remained in production until July 1958. This tractor has been the subject of a nut and bolt restoration by David Kidd of South Farm, Engineering Ltd.



#### 250 1953 FIELD MARSHALL Series 3A single cylinder diesel TRACTOR

Reg No: 289 XUG

Serial No: 15833

The Series 3 version of the single cylinder Field Marshall tractor was launched in December 1949 to replace the earlier Series 2. It utilised the gearbox from the Fowler VF crawler to give a six-forward and two-reverse speed transmission. A hydraulic lift, made in Scotland by Adrolic, was offered as optional equipment for the first time. Further improvements made to address customer dissatisfaction with the tractor's lack of power led to the introduction of the Series 3A in November 1952 with a new injector nozzle giving a higher atomising pressure of 2,500 psi to deliver a constant 40 hp. The tractor was later finished in a new livery of Fowler orange with black lines. Continuing improvements were made throughout the 3A's production run, which lasted until 1957. The last 3A, No. 17331, left the Britannia Works in February 1957 as the single cylinder Field Marshall succumbed to the pressure from the new multi-cylinder diesel models on the market from Fordson, Ferguson, International and David Brown. Beautifully finished in Fowler orange having been purchased in a restored condition from R.H. Crawford & Sons, the tractor carries a V5 and copy spare parts list and instruction manual.





## 251 1958 DAVID BROWN 50D 6cylinder diesel TRACTOR

Reg No: 251 XUG

Serial No: VAD/6/11084

The David Brown 50D, designated VAD6, was Meltham's first six-cylinder wheeled tractor. It shared its engine - a direct-injection power unit with a CAV injector pump, detachable wet liners and a seven-bearing crankshaft - with the 50TD crawler. The 50D had a six-speed transmission and the specification included a swinging drawbar, four-speed power take-off and a side-mounted belt pulley, but no differential lock, hydraulic lift or linkage was offered. The model was introduced as the Cropmaster 50 at the 1951 Royal Show. In April 1953, it was re-launched as the 50D to bring it in-line with revisions across DB range. The lack of hydraulics restricted sales in the UK, although several tractors were exported to the West Indies, Australia and Canada. The 50D was phased out in June 1958 after just 1,260 were built. This example is one of only 13 that were released as forestry tractors. Features include a Portland cab, a Boughton heavy-duty winch and sprag, a heavy front fender and a radiator guard. The conversion was carried out by David Brown Construction Equipment Ltd, a subsidiary of David Brown Tractors Ltd, at its Moll Springs depot near Netherton. The tractor was supplied new in 1958 to the Bolton Estate in Leyburn, North Yorkshire, to replace an earlier David Brown threshing tractor and was originally fitted with vacuum braking to handle a timber trailer. It remained on the estate until 1973 when it was traded in for a David Brown 1210. It spent the next 19 years with a contractor in Northumberland and was used for land reclamation and recovery work, during this time, the engine was rebuilt and the winch refurbished. It was then passed to the late John Machin before being purchased by Paul Rackham at the Cambridge Vintage Sale in 2006. A number of photographs of the tractor at work and its original serial plate are offered with the tractor. V5 available.



*Original picture showing this 50D recovering an RAF plane from the Yorkshire Moors*



## 252 1919 INTERNATIONAL Junior 8-16 4cylinder petrol/paraffin TRACTOR

Reg No: N/A

Serial No: N/A

At the time of its introduction in 1917, the Junior seemed a very modern tractor with its overhead-valve engine, enclosed tinwork and sloping bonnet line. Despite having a frame construction, it was a transitional model between International's old designs, like the Titan and Mogul, and the future 10-20 and 15-30 models. The Junior was launched in the UK at the Lincoln tractor trials in September 1919 and around 2,500 were imported to Britain. The engine was a vertical four-cylinder power unit and had originally been designed for automotive use (hence its smooth running) and had been developed for the company's Model L truck. The tractor inherited another feature from the International truck range in that the radiator was mounted behind the engine. A gear-driven fan sucked air in through the radiator (which faced the driver) and exhausted it through two side panels. Both axles were spring mounted. A sympathetic finish has been carried out to the paintwork giving an authentic impression, by Fred & John Goldup.



## 253 1948 DAVID BROWN Threshing Model VTK1 4cylinder petrol/paraffin TRACTOR

Reg No: EDM 611

Serial No: TS 2015

Aimed at farmers and contractors, the new VTK1 machine was officially known as the David Brown Heavy Duty Tractor (Threshing Model). Launched in May 1946, it was priced at £750. Only limited numbers were available, and then only against a War Agricultural Executive Committee permit. The threshing model was based on the VIG1/100 but featured a TVO engine with all the latest VAK1/A modifications. Its David Brown winch, sprag, four-point rear towing hitch and front-mounted shunting socket were all ideal for manoeuvring or recovering a threshing drum on soft ground. Heavy-duty electric starting and lighting (with two 6-volt CAV batteries) were standard. A belt-pulley with its own gearbox was mounted on the front nearside of the chassis frame. The VTK1 was only on the market for a couple of years and around 85 were built. The big drawback to sales was its price, which was more than double that of a standard agricultural tractor. This example, which has been retro-fitted with David Brown's factory Portland cab, was formerly part of a private collection of tractors belonging to John and Geoff Goodman from Hampshire and was purchased at the Cheffins Cambridge Vintage Sale in April 2007, V5, buff log book and copy of instruction book are available.





## 254 1946 FIELD MARSHALL Mark 1 single cylinder diesel TRACTOR

Reg No: CNV 884

Serial No: 2272

Marshall's line of single-cylinder two-stroke diesel tractors received a revamp in 1945 with the launch of the new Field Marshall to replace the previous Model 'M'. Much of the design was completely new with strengthened components to absorb the additional power provided by the 38 bhp engine, which had a greater cooling capacity. The tractor had new styling and the raised driving platform offered better visibility for the operator and easier access to the controls. The Field Marshall was also provided with a cartridge-starting device. The Mark 1 Field Marshall can be easily identified by its cigar-shaped exhaust and protruding rear hubs. There was also a Mark 2 Contractor's model. Production ceased in September 1947 after just over 2,000 of both versions had been built. A V5 and buff log book are available.



## 255 1927 HART-PARR 18-36 Model G 2cylinder petrol/paraffin TRACTOR

Reg No: BF 4523

Serial No: 28652

Hart-Parr claimed to be 'Founders of the Tractor Industry' and boasted that it had been the first to coin the word 'tractor' in 1907 to describe 'a machine for pulling or hauling' on the farm. This tractor was one of the company's lightweight models, a design first seen in 1918. The water-cooled two-cylinder engine is mated to a two-forward and single-reverse sliding-gear transmission. The 18-36 was based on the previous 16-30 model and was reclassified as the 'G' in 1926 when the size of the bore was increased. It was replaced by the H model 18-36 with a three-speed transmission during 1927. In February 1929, Hart-Parr was incorporated into the Oliver Farm Equipment Company and the 18-36 was dropped the following year. This tractor was acquired from a collector in Germany, a V5 is supplied.



## 256 1941 FORDSON Model N - L4 Diesel Conversion 4cylinder diesel TRACTOR

Reg No: 531 XUG

Serial No: 6R023170

A Muir-Hill dumper, based on a Fordson tractor fitted with a Wolf diesel, exhibited at the 1936 Building Trades Exhibition revealed the endless possibilities of using Perkins engines to power agricultural tractors and industrial machines. In early 1937, the Staffordshire Ford dealership of Reginald Tildesley supplied Perkins with a Fordson tractor that was fitted with a Leopard II engine at Peterborough. The Perkins-powered Fordson was exhibited at the Royal Show at Wrottesley Park, near Wolverhampton, in July 1937. Another 28 were converted and sold through Reginald Tildesley between September 1937 and March 1939; all but one is thought to have been supplied to Australia or New Zealand. In 1953, Perkins introduced the renowned four-cylinder L4 engine with gear-driven timing and wet liners. Designed for slow running (2,000 rpm) industrial or agricultural use, it was offered as a conversion pack in L4(TA) form for various tractors of the time. This green wide-wing example has been the subject of extensive restoration work by Ivan Cowlen, and is fitted with cross-pattern rear tractor tyres. V5 supplied along with Perkins L4 handbook.



## 257 1964 NUFFIELD 4/60 4cylinder diesel TRACTOR

Reg No: N/A

Serial No: 60N/1500/49152

Up until 1961, all Nuffield tractors were built at the former Wolseley works at Ward End in Birmingham. That year, a new factory opened at Bathgate in West Lothian and there began a phased transfer of tractor production from the Midlands to Scotland. The same year saw the introduction of the new 3/42 and 4/60 models featuring hydraulic depth control with top-link sensing and a new valve unit connected to a control lever on the right-hand side of the hydraulic housing. The hydraulic system was also now independent. The 4/60 had a new OEE version of the four-cylinder BMC diesel engine with an increased bore delivering 60bhp. Some of the 4/60's extra power came from a new fuel-injection pump. Nuffield had been seeking a replacement for the ageing pneumatically-governed inline Simms pump for some time and had experimented with both Simms and CAV rotary pumps on test tractors. It eventually opted for an inline Simms Minimec with mechanical governing. The tractor's transmission was also strengthened to cope with the additional horses. This extraordinary example has been subject to an extensive restoration programme to a very high standard. The tractor file contains various invoices, as if proof was needed of the quality of the restoration by Ivan Cowlen.





## 258 1934 McCORMICK Deering W-12 4cylinder petrol/paraffin TRACTOR

Reg No: 489 XUA

Serial No: WS813

The International W-12, sold in certain territories as the McCormick Deering W-12, was advertised by the company as 'a smaller International general purpose gear drive tractor suitable for any size of farm'. It was the smallest tractor in the IHC range and was ideal for orchard and hopyard cultivations as well as general farming work. Operating from the drawbar, belt or power take-off, it was said to use only one gallon of fuel an hour. It could plough from four to seven acres per day. Production of the W-12 began at serial number WS501, which make this tractor a very early example; it was previously owned by the late Dougie Walker of Norfolk before passing through the hands of Frank Townshend to Bob Dockeray. The W-12 formed part of the Dockeray Collection in Kent before being bought by Paul Rackham at the dispersal sale in April 2005. V5 available.



## 259 1929 JOHN DEERE Model 'GP' 2cylinder petrol/paraffin TRACTOR

Reg No: BF 4094

Serial No: 204971

Introduced in August 1928, the tractor was powered by a two-cylinder horizontal unit with a 5¾in bore and 6in stroke. The engine ran on kerosene and developed 10hp at the drawbar and 20hp on the belt. The 'GP' was rated as a 'two-plow' or 'three-row' machine. John Deere advertised its 'GP' model as having 'four forms of power outlet - drawbar, belt, power take-off and power lift'. The belt pulley, which incorporated the clutch, was mounted on the crankshaft. The power shaft attachment was used in connection with the power lift and ceased in 1935. This example is on pneumatic tyres all round with straight tinwork which has developed an authentic patina. Some paperwork available including V5.



## 260 1949 INTERNATIONAL WD-9 4cylinder diesel TRACTOR

Reg No: 235 XUG

Serial No: 36966W12

The WD-9 was launched in 1945 and was the diesel-powered version of the W-9, which had been introduced in 1940, joining the W-4 and W-6 as part of International's new line of standard wheel tractors. Although the W-4, W-6 and W-9 tractors were brought into the UK in fairly large numbers as part of the lend-lease agreement during the Second World War, few WD-9 models were seen. Rumour has it that the reason for this was that the boat shipping the WD-9 tractors was torpedoed by a German U-boat while crossing the Atlantic. International's petrol-start/diesel method, as pioneered in the TD crawler range, was already a proven arrangement. The WD-9 remained in production until 1953 when it was replaced by the Super WD-9. An imposing tractor with oversized rear tyres, good tinwork, lights and V5.



## 261 1943 CASE Model 'LA' 4cylinder petrol/paraffin TRACTOR

Reg No: GV 9054 (expired)

Serial No: 4711176 LA

The 'LA' was the largest model in Case's wartime Flambeau Red range. It was announced in 1940 and remained in production until 1952. The main improvement over the 'L' being an additional fourth gear to give improved road speeds. The 'LA' was a very popular tractor in Britain, particularly with the threshing contractors who needed a heavy and powerful machine; it was sold in this country through the agents, the Associated Manufacturers Company. Tractors were supplied during the war on steel wheels and were later fitted with rubber tyres after the restrictions were eased. This example was supplied new to Suffolk and was the second vehicle to be registered in January 1944 by the West Suffolk Licensing Authority and a buff log book is available.





## 262 1957 INTERNATIONAL B-250 4cylinder diesel TRACTOR

Reg No: N/A

Serial No: B12622

The International B-250 was the first British-designed general-purpose tractor to be made at the International Harvester Company's Bradford factory, formerly the Jowett car works. International was seeking extra manufacturing space outside of Doncaster, where its larger tractors were made, because of an increasing volume of business. The factory was converted to tractor production in time for the B-250 to be launched at the Smithfield Show in December 1955. The model was International's answer to the Ferguson TE-20. It was a 30 bhp diesel tractor with a five-speed gearbox and 'live' hydraulics with mechanical depth control. The B-250 was a successful little machine and by 1957 it was being sold in 50 countries of the world with nearly 8,000 exported that year alone. It was superseded by the B-275 in December 1958, but remained in limited production until 1961. The tractor in the collection is fitted with a period LTC/14 Mark 2 weather cab made by Lambourn Engineering of Berkshire. Restored by the late Tim Golden.



## 263 1961 NUFFIELD 3/42 3cylinder diesel TRACTOR

Reg No: 5482 UN

Serial No: 23T 24060

The 3/42 was little different to the 'Universal Three' apart from the hydraulic changes and a slight increase in power to 42bhp. The number of cylinders and the horsepower was reflected in the 3/42 designation. The 23T prefix to the serial number on this tractor, which is fitted with a Lambourn weather cab, denotes that it has the standard power take-off, the flanged axle and hydraulic lift. The tractor was supplied new by F H Burgess and is offered for sale with V5 log book.



#### 264 1947 OLIVER 60 Standard 4cylinder petrol/paraffin TRACTOR

Reg No: N/A

Serial No: 811652

The 60 was Oliver's first small tractor. Launched as the tricycle Rowcrop 60 in late 1940. The 60 Standard was added to the range in 1942. Oliver advertised the model as 'the biggest little tractor built'. Unlike the 70, which had a Continental engine, the 60 had a Oliver-Waukesha power unit like the 80 model. This overhead valve four cylinder engine gave the tractor a '1-2 plow' capacity. The 60 featured streamlined styling with a swept-back radiator shield and horizontal louvres to the bonnet sides. The narrow bonnet line ensured that visibility was excellent. The Standard 60 was available on steels or rubber with a choice of wheel options and this example is fitted with front V twin rowcrop wheels and pneumatics all round.



#### 265 1941 MASSEY-HARRIS 102 Senior 6cylinder petrol/paraffin TRACTOR

Reg No: 252 XUG

Serial No: 365085

The Massey-Harris 101 and 102 Senior tractors were launched in 1941 with Continental engines to replace the earlier Chrysler-powered 101 and 102 Super models. At the same time, slight changes were made to the styling with a new design of engine side-panels. The company retained its much-vaunted 'Twin-Power' feature that provided two different governed engine speeds for drawbar or belt work. The Continental engine fitted to the 102 Senior was the six-cylinder side-valve A-244 and had a four-speed gearbox while power take-off and power lift were optional. This is the standard tractor and a rowcrop version was also available, however only just over 2,350 of the 102 Senior standard tractors were built and this is a very early example because production commenced at serial number 365001. Offered with V5.





## 266 1954 BMB President 4cylinder petrol/paraffin TRACTOR

Reg No: LSL 448

Serial No: STV 294224

The BMB President was available with hydraulic lift and rear- or mid-mounted linkage, The accessories included a choice of wheel and tyre equipment, lighting equipment, power take-off, wheel weights and an oil gauge. There was also a large choice of matched implements consisting of ploughs, mowers, harrows, ridgers and cultivators. The MKII BMB President (the MKI model never went beyond prototype stage) was launched at the 1950 Royal Show. It was a product of Brockhouse Engineering at Crossens in Lancashire. By 1953 sales of the President were on the increase with tractors being exported abroad with particular interest being shown from Turkey, Ceylon and Africa. However, by 1954 sales were beginning to decline and production eventually ceased in 1955. This tractor is fitted with the hydraulic lift (no link arms), rear-mounted linkage, belt pulley and power take-off. It has the standard agricultural tyres for land work and it is understood to have been in service at Old Trafford cricket ground, alongside lot 267. V5 available.



## 267 1954 BMB President 4cylinder petrol/paraffin TRACTOR

Reg No: LSL 447

Serial No: STV 287011

The origins of the President can be traced back prior to the Second World War when a London trading organisation known as British Motor Boats (BMB) was importing marine engines and later horticultural tractors from the USA. After the war BMB was taken over by Brockhouse Engineering and the company's activities were moved to Crossens in Lancashire. Brockhouse decided to introduce a light ride-on tractor for market gardeners using a number of proprietary automotive parts including a Morris engine. A large number of President tractors were bought by councils and local authorities for amenity work on parks and sports grounds. The balloon-type agricultural tyre as fitted to this tractor allowed it to work on fine grass, even bowling greens. President tractors with this type of tyre were used to maintain the famous Trafford Park cricket ground in Manchester as late as 1976 where this example is believed to have also been in service. Some photographs of the restoration are available along with a V5.



**268 1953 DAVID BROWN 25C 4cylinder petrol/paraffin TRACTOR**

Reg No: GSU 363

Serial No: P25 10807

The 25C petrol/paraffin and 25D diesel models were a carryover of the earlier Cropmaster design and were launched at a convention in Harrogate in 1953 as low-specification 'no-frills' models. Built to a price, the 25C was basically a stripped down version of the petrol/paraffin Cropmaster. Nearly 25,000 of the 25 series tractors were built before production ended in 1958. The tractors were popular with small farmers and were also bought as second machines by larger holdings. This early model dates from the first months of production and is more properly known simply as a '25' because the 'C' suffix was not added until later in the production run. Supplied with V5.



**269 1936 FORDSON Model N - 'Water Washer' 4cylinder petrol/paraffin TRACTOR**

Reg No: 815 XUK

Serial No: 800919

Ford tractor production moved to Dagenham during the second half of 1932 but full production did not get under way until the following year. The Dagenham-built Fordson N was mechanically identical to the previous Cork N and still had the water-bath air cleaner. However, the tractor had a new dark blue and orange colour scheme, said to reflect that of the Essex farm cart. The standard agricultural tractor was originally supplied on steel wheels with cleats or spade lugs until 1935 when the Land Utility model was introduced, offering farmers more versatility with a choice of a Firestone, Dunlop or Goodyear pneumatic tyre equipment, this tractor has Firestone rear centres and Dunlop front wheels. Supplied by Crimble of Staines, it dates from 1936, a year when the Fordson recovered much of its market share following an earlier downturn in the farming economy. It was fitted with an adjustable drawbar by the previous owner, the late Bill Froom, who won many prizes with it at ploughing matches. V5 available.





## 270 1938 INTERNATIONAL 10-20 4cylinder petrol/paraffin TRACTOR

Reg No: 496 XUA

Serial No: KC214419

The famous International 10-20 had a massive production run that lasted from 1923 to 1939 and totalled over 216,000 tractors. It was advertised as a 'Triple Power' machine with the ability to transmit power at the drawbar, the pulley and also by a power take-off. The 10-20 was popular with farmers because of its rugged reliability, while drivers praised its uncomplicated design and smooth-running engine. The model was imported into the UK by the International Harvester Company of Great Britain Ltd. This 1938 example has the later style of oil-bath air cleaner, the rear wheels have been replaced with pneumatic tyres using British Dunlop centres. The 'KC' prefix to the serial number indicates that this is a 'Regular' model with the standard tread as opposed to the 'NT' narrow-tread model for orchard work. V5, original 1936 price list and workshop manual are available. Buff log book is supplied with original registration number (GV 7382).



## 271 1939 JOHN DEERE Model 'H' 2cylinder petrol/paraffin TRACTOR

Reg No: 454 XUA

Serial No: H-8683

The tractor in the collection is a standard tricycle 'H' with twin front wheels. Other variations included the 'HN' with a single front wheel and the high-clearance 'HNH' and 'HWH' versions. The Model 'H' was a popular addition to the John Deere line and was capable of ploughing and other general-purpose jobs. John Deere claimed that the 'H' would replace the last team of horses on many small farms. Production of the 'H' ended on 6 February 1947. V5 available.



## 272 1946 MINNEAPOLIS-MOLINE RTU 4cylinder petrol TRACTOR

Reg No: 495 XUA

Serial No: RTU 414172U

Minneapolis-Moline entered the small tractor market in 1939 with the Model R. Like the Z, the new model was finished in the Prairie Gold livery with MM's 'Visionlined' streamlined styling; the tapered bonnet, narrow fuel tank and offset steering wheel gave the operator clear vision for row-crop work. The tractor had adjustable rear wheels and a number of mounting points for mounted or under-slung equipment. It was offered with power take-off and several wheel arrangements were available. The RTU was the standard Universal R tricycle with a vee front-wheel arrangement. The RTU remained in production until 1954 with some RTU models imported into the UK under the Lend-Lease agreement during the Second World War. V5 supplied.



## 273 1930 TWIN-CITY K-T 4cylinder petrol/paraffin TRACTOR

Reg No: 416 XUA

Serial No: 300267

The Minneapolis-Moline Power Implement Company was formed in 1929 when the Moline Plow Company merged with the Minneapolis Steel & Machinery Company and the similarly named Minneapolis Threshing Machine Company. However, the true progenitors of the Minneapolis-Moline line were the Twin City tractors produced by the Minneapolis Steel & Machinery Company. One of the transitional models produced after the merger was the Twin City K-T. The designation was an abbreviation of 'Kombination Tractor' - an early attempt to marry a standard tread machine with row-crop features. The first tractor to be entirely designed and produced under the auspices of the MM concern, the K-T was in production from 1929 to 1934. V5 log book supplied.





#### 274 1957 NUFFIELD 'Universal Three' 3cylinder diesel TRACTOR

Reg No: N/A

Serial No: 3DL 772-552

The 'poppy orange' Nuffield line became a two-model range in 1957 with the launch of the 37bhp three-cylinder 'Universal Three' tractor, identified as the 3DL and powered by the BMC 2.55-litre OEC/2 (OEC/2B with the double clutch) diesel engine. The 'Universal Three' was introduced to compete with the Ferguson FE-35 and Fordson Dexta in the small tractor market, but never achieved the same popularity. It embodied the proven Nuffield concept of general construction with the strong cast-iron mainframe forming a rigid backbone to the tractor, which meant that servicing was simplified.



#### 275 1948 INTERNATIONAL Farmall C 4cylinder petrol TRACTOR

Reg No: 414 UXB

Serial No: FC1851

Introduced in 1948, the Farmall C was a late edition to International's 'styled' range of Farmall tractors, the A, B, H and M models, which made their debut almost a decade earlier in 1939. The Farmall C was powered by the same four-cylinder gasoline engine as fitted to the A and B models, but developed slightly more power from an increased engine speed of 1,650 rpm. During the production run, which lasted until 1951, the C was fitted with the improved C-123 engine with a larger bore. Some 79,836 units were built before the Super C replaced the Farmall C in 1951, which later evolved into the Farmall 200. V5 supplied.



## 276 1952 FORDSON E1ADKN Major 4cylinder petrol/paraffin TRACTOR

Reg No: YSL 210

Serial No: 1217667

The E1A series 'new' Fordson Major was launched in November 1951 to replace the earlier E27N model. The tractor featured a new Empire blue and orange colour scheme, a new overhead-valve engine and a new six-speed transmission and 'Live' Drive was not an option until 1956. This example is the E1ADKN vaporising oil model, which is fairly uncommon as most farmers opted for the superior diesel version of the tractor. The E1ADKN model was dropped in about 1957 from a lack of demand, whereas the petrol version remained an option, but mainly for export territories. V5 available.



## 277 1976 DAVID BROWN 1210 4wd 4cylinder diesel TRACTOR

Reg No: SAH 338R

Serial No: 1210/8/Q11154443

First launched in 1971, the David Brown 1210 was an update of the earlier 1200 model with a three-lever twelve-speed synchromesh gearbox. Four-wheel drive and high-clearance versions were available and with all DB power units, it exhibited good torque, low fuel consumption and easy starting. Launched at the 1975 Royal Smithfield Show to meet the forthcoming UK cab noise regulations, the DB 'Q' cab had a raised floor level, sound-insulated cladding and was supported on rubber mountings. From 1976, David Brown fitted its four-wheel drive models with a German Kramer axle, identified by the large casing. This was a high-clearance unit which necessitated the rear final-drive units being rotated to keep the tractor level. This is an original example with V5 log book.





## 278 1938 ALLIS-CHALMERS Model 'WF' 4cylinder petrol/paraffin TRACTOR

Reg No: FAF 601

Serial No: WF1204

The Model 'WF' represented the middle of the Allis-Chalmers range for over a decade from the late 1930s. It was a four-wheel standard-tread version of the 'WC' rowcrop tractor. Designed as a 'two-plow' model, the 'WF' was also easily adapted for orchard work. Some 1,900 'WF' tractors were produced before the model was restyled in 1940. None were built in 1943 due to a shortage of materials but production resumed in 1944 and the last 'WF' (No. 8353) was built in 1951. The 'WF' was available on both steel wheels and rubber tyres. Several were imported into the UK through the lend-lease scheme in the Second World War and it proved to be a dependable machine. The tractor in the collection is fitted with pneumatic tyres, wheel weights and belt pulley. HPI check indicates an active registration number but no V5 exists.



## 279 1956 ALLIS-CHALMERS D-270 4cylinder petrol/paraffin TRACTOR

Reg No: 432 XUD

Serial No: D270-15267

The Allis-Chalmers D-270 was the first tractor to go into full production at Allis's British facility at Essendine. This former Sale-Tilney factory near Stamford was acquired by Allis-Chalmers Great Britain Ltd in 1950. Launched in September 1954, the D-270 was basically an upgrade of the earlier Model 'EB' with new styling. The D-270 had slightly different styling to the 'EB' with enclosed tinwork above the torque tube and steering column. A driver's platform was fitted above the rear working parts for convenience and safety. An interchangeable hitch permitted the use of three-point implements but retained the advantages of Allis's single-point line of draft. The D-270 was replaced by the D-272 in 1957. This tractor is the petrol/paraffin version supplied new by Ernest Doe & Sons of Ulting and is offered for sale with V5.



## 280 1947 CASE Model VAC 4cylinder petrol TRACTOR

Reg No: 824 XUK

Serial No: VAC5162976

Although not seen in the UK, the Case VAC Series was a very popular small tractor in the USA. Introduced in 1942 it was designed to compete against the John Deere Model H, the Allis-Chalmers Model B and the International Farmall A. A strike at Case's plants during 1946 meant that the VA Series was the only Case tractor built for around fifteen months and nearly 150,000 were made during a fourteen year production run. This straight petrol model is fitted with electric start, power take-off and has V5 documentation.



## 281 1940 INTERNATIONAL Farmall H 4cylinder petrol/paraffin TRACTOR

Reg No: 481 XUD

Serial No: FBHV241971X3

The Farmall H, the replacement for the earlier F-20 model, was the middle model in International's 'styled' range of Farmall tractors introduced in 1939; in terms of power, it slotted into the range between the smaller A and B models and the larger Farmall M. The Farmall H was an incredibly successful tractor and over 400,000 were made before production ended in 1954. Very many were imported to the UK and it is not an uncommon tractor in Britain, where the Farmalls dominated the rowcrop market with John Deere's A and B models during the wartime and immediate post-war years. This example with the twin front-wheel arrangement was not as popular in Britain as the single front-wheel layout that was favoured by the farmers in eastern England. V5 supplied.





## 282 1953 MASSEY-HARRIS Pony 820V 4cylinder petrol TRACTOR

Reg No: 479 XUD

Serial No: 10442

The French Massey-Harris factory was established at Marquette-les-Lille in November 1925 to build hay equipment. Production increased dramatically after the Second World War and Massey-Harris put plans in motion to implement tractor manufacture at Marquette. An agreement was finally reached with the French government to put a version of the North American Pony into production in 1951 with 2,400 tractors being built that first year. The early 811 and 812 ('8' being the prefix for French-built MH equipment) tractors were superseded by the 820 model at about the time of the Massey-Harris-Ferguson merger in 1953. The 820V in the collection is a vineyard model with a four-cylinder Simca petrol engine, and is supplied with a V5 log book.



## 283 1943 MINNEAPOLIS-MOLINE ZTS 4cylinder petrol/paraffin TRACTOR

Reg No: 492 XUA

Serial No: ZTS 6121995

The ZTS was finished in the new Prairie Gold livery with MM's 'Visionlined' streamlined styling consisting of a tapered bonnet, narrow fuel tank and offset steering wheel to give the operator clear vision for row-crop work. It was offered with a mechanical power lift, belt pulley and power take-off. This ZTS is the 'standard' version of the Universal Z and is seen here in good ex-farm condition with pneumatic tyres all round, the surface rust has combined with the general patina of the paintwork to give a good used look. It is offered for sale with V5 documentation.



## 284 1969 NUFFIELD 4/65 4cylinder diesel TRACTOR

Reg No: MAV 658G (expired)

Serial No: 65N/1501/126635

The 3/45 and 4/65 models were arguably the final incarnation of the established Nuffield concept, embodying much of the mechanical lineage, but sweeping away tradition with more modern styling and new sheet metalwork, heralding the eventual introduction of the Leyland range. The 4/65 was ergonomically designed with the throttle control and instrument panel grouped beneath the steering wheel. The handbrake was also moved alongside the mudguard and the steering geometry was improved and simplified. This tractor was supplied by the Scottish main dealer, Neil Ross (Tractors) Ltd, and in very good condition with maybe some cosmetic restoration over the years.



## 285 1954 INTERNATIONAL Farmall Super FC-C 4cylinder petrol TRACTOR

Reg No: 491 UXB

Serial No: SFC04251

Although badged as a Farmall C, this tractor is actually the French-built Farmall Super FC-C. This model, built at the St Dizier factory, replaced the earlier Super FC, which had the American C-123 engine, in 1953. The Super FC-C had the FC-123 French-built engine, which was made at St Dizier. During the mid-1960s, St Dizier became International's transmissions plant for the European market. In April 2001, CNH sold St Dizier to ARGO, owners of the Landini and McCormick brands. The factory became McCormick's headquarters for operations in France and main manufacturing base for transmissions. The tractor in the collection is fitted with the optional electric start, lights, 'Touch Control' hydraulics and rear wheel weights. It was restored in 2004 and is fitted with good pneumatic tyres all round. V5 log book available.





## 286 1941 JOHN DEERE Model 'BW' 2cylinder petrol/paraffin TRACTOR

Reg No: ERT 177

Serial No: 122887

The John Deere 'B' was the ubiquitous American rowcrop tractor. Called 'Poppin' Johnnys' or 'John Pops' - both were terms of endearment for a simple two-cylinder tractor that captured the hearts of rowcrop farmers on both sides of the Atlantic. To English eyes, the rowcrop Deeres were unorthodox machines with their high stance, narrow-waisted design and unusual horizontal engines. It was the resonance of the exhaust beat of these two-cylinder motors that gave the tractors the distinctive 'pop' and their affectionate name. Although built in 1941, this tractor was not registered until 1942 after arriving in East Suffolk through the wartime lend-lease scheme and was acquired from Suffolk farmers E J Barker & Sons of Stowmarket. It is offered for sale in its working clothes, straight tinwork and good pneumatic tyres all round. V5 available.



## 287 DAVID BROWN 50TD 6cylinder CRAWLER TRACTOR

Reg No: N/A

Serial No: TAD/6/56/10371

The 50TD was the six-cylinder model in David Brown's crawler range. It entered production in 1952 as the Trackmaster Diesel 50 with DB's new AD6 diesel engine, a six-speed gearbox and controlled-differential steering, which was a carryover from the company's wartime involvement with tank developments. In 1953, the tractor was re-badged as the 50TD to bring it inline with the other revised models in the DB range with minor improvements to the design. This 56in-gauge model was built in May/June 1954. This tractor has undergone a recent restoration.



## 288 1951 FORDSON E27N Major 'rowcrop' 4cylinder petrol/paraffin TRACTOR

Reg No: N/A

Serial No: N/A

This 1951 example has the improved vaporiser, which provided a quicker warm-up and changeover from petrol to vaporising oil, as well as better idling and increased economy. The tractor is also fitted with the single-lever Smith hydraulic lift, which is driven from the top of the gearbox via a dog clutch; the lever is moved to the right to raise the implement and then automatically returns to the neutral position when the lift is completed. It also has a belt pulley and the 12-volt optional electrical system with a battery, generator and starter motor. Offered with original instruction manual.



## 289 1950 ALLIS-CHALMERS Model 'EB' (Perkins P3) 3cylinder diesel TRACTOR

Reg No: 813 XUK

Serial No: EB104567

During 1954, the Perkins P3 three-cylinder diesel engine was introduced as an alternative to the four-cylinder petrol/paraffin engine fitted to the Allis-Chalmers Model 'EB' tractor assembled at Totton, near Southampton. The 'English B' or 'EB' was a British version of the American Model 'B' tractor with a 'straight' adjustable front axle rather than a bowed axle as fitted to the Milwaukee version. The P3 was also offered as a conversion for existing petrol/paraffin models of both the British and American Model 'B' tractors. This restored example is badged with the familiar Perkins Diesel emblem on the front grille. A V5 is available.





## 290 1969 DAVID BROWN 780 Selectamatic Narrow 3cylinder diesel TRACTOR

Reg no: RES 802J (expired)

Serial No:780/VA/645111/S

Manufactured from June 1969 until December 1971, the David Brown 780 narrow tractor was a compact, powerful and versatile machine for operating in confined areas. It was ideally suited for orchards, vineyards, hop fields, market gardens and similar locations where working space was limited. Its low overall height and reduced width meant that it could also be used in greenhouses, piggeries and other farm buildings. Just under 650 were made, making this a very desirable and uncommon variant. In addition, it was featured on the May 2007 edition of Tractor & Machinery magazine. Appearing to be in very original condition this tractor was formerly part of a private collection belonging to John and Geoff Goodman from Hampshire, having spent much of its working life in Perthshire. It was purchased at the Cambridge Vintage Sale in 2007.



## 291 1950 NEWMAN AN3 10hp 4cylinder petrol TRACTOR

Reg No: N/A

Serial No: N/A

The light tractors made by Newman Industries of Grantham in Lincolnshire were based on the three-wheeled Kendall-Beaumont design. The Kendall Model AN light tractor, launched in 1945, was designed by Denis Kendall MP. It was manufactured under the name of Grantham Productions Ltd until this concern ceased trading. Newman Industries from Yate, near Bristol, bought the Grantham business in March 1948. It refurbished the wartime factory and re-launched the tricycle design as the Newman tractor.



## 292 1952 COUNTY FULL TRACK Model Z 4cylinder diesel CRAWLER TRACTOR

Reg No: FBT 209D

Serial No: 1246309

County No: CTFB 5624

County introduced its crawler conversion of the Fordson tractor on the E27N model in 1948, and this machine evolved into the 'Z' model in late 1951 following the introduction of the 'new' Major skid unit. The running gear was entirely of County's own design and manufacture; because the crawler had no conventional final-drive cases, larger than usual sprockets were fitted to the half-shafts with front idlers to match. County also used its own design of pin-and-bush tracks. This example appears to be an earlier restoration having developed an authentic patination over a period of time. Both V5 and buff log book together with engine instruction book are available.



## 293 1932 CASE Model C 4cylinder petrol/paraffin TRACTOR

Reg No: 455 XUA

Serial No: C 361540

Case tractors were sold in Britain through the agents, the Associated Manufacturers Company, which introduced both the Case C and L models to the UK at the 1930 World Tractor Trials, held near Oxford. They were well received and became popular machines on the British market. This very well presented example is fitted with a good set of pneumatic tyres all round. Supplied with V5 and parts list.





**294 1955 DAVID BROWN 30D 4cylinder diesel TRACTOR**

Reg No: SDT 965

Serial No: PD30 14515

Launched in March 1953 at David Brown's Harrogate Convention, the new 30 series were the middleweight tractors in the company's range and were the direct replacement for the famous Cropmaster. This tractor, which was supplied to South Yorkshire in the summer of 1955 and is from the second series of 30D tractors that were introduced in April 1954. It is extremely well presented with excellent paint and on good pneumatic tyres all round. Supplied with V5.



**295 1955 FORDSON Diesel Major 4cylinder TRACTOR**

Reg No: N/A

Serial No: N/A

This winch tractor is based on a mid-production Fordson Diesel Major. The winch is a Boughton HDF2 winch and the tractor has no hydraulics fitted. The importance of the diesel engine was now signified by a new style of bonnet badge with a big 'D' for diesel. Another very well presented example, restored by Fred & John Goldup and previously owned by well know Suffolk contractors, H. Waspe & Co.



## 296 1974 INTERNATIONAL LTD-6 4cylinder diesel CRAWLER TRACTOR

Reg No: FVL 149M

Serial No: 20956

The International LTD-6 had the longest production run of any British-made crawler. It was based on the American TD-6 but was built entirely at Doncaster by the International Harvester Company of Great Britain. The LTD-6 was a very popular & versatile tractor in its day and was excellent for a variety of farm work. This tractor is one of the very last to be made. It is the rarer extended-frame version with five-bottom rollers instead of the usual four. It is fitted with a front weight, cab and auxiliary hydraulics and the engine has been reconditioned. Appearing in good original condition the paintwork has appeared to have withstood the test of time. Supplied with V5.



## 297 1946 JOHN DEERE Model 'GM' rowcrop 2cylinder petrol/paraffin TRACTOR

Reg No: N/A

Serial No: 18742

Introduced in 1941 the Model 'GM' was the modernised version of the John Deere 'G' and was only produced for eight months before being dropped for two years due to wartime restrictions. Production resumed in October 1944 and lasted until March 1947. Further changes in 1947 saw electric starting and lighting fitted as standard with the battery located beneath an armchair seat. The specification also included power take-off and John Deere's Powr-Trol power lift. The engine was designed to be an all-fuel unit that would run on gasoline or distillates. The company claimed that it was the largest rowcrop tractor on the market at the time and it was designated a '3-Plow' machine. The last 'G' was built in February 1953. This rowcrop tricycle tractor is fitted with twin front wheels and cross pattern rear tyres. Very few 'G' tractors were imported into the UK. This tractor was originally part of a collection belonging to James Coward of Thorney, near Peterborough. It is offered for sale with original operators manual.





## 298 1942 MINNEAPOLIS-MOLINE ZTN 4cylinder petrol/paraffin TRACTOR

Reg No: 238 XUG

Serial No: ZTN 570478

The ZTN was the tricycle version of the Universal Z model with the single front wheel arrangement. Quite a number of Minneapolis-Moline tractors were imported into the UK under the Lease-Lend agreement during the Second World War. Most came in through Liverpool docks and were distributed by the British agent, Sale Tilney, from its depot at Winnersh, near Wokingham in Berkshire. This tractor was supplied new by Eastern Farm Implements of Stamford in 1942. For many years, it was owned by well-known MM enthusiast, George MacDonald of Wisbech. It is offered for sale with V5 and original instruction book.



## 299 1953 NUFFIELD 'UNIVERSAL' M4 4cylinder petrol/paraffin TRACTOR

Reg No: FDO 805

Serial No: M4 NT12184

The Nuffield project was initiated, with government approval, in early 1945 and was launched in November 1948 as the Nuffield 'Universal'. The TVO models were available as M3 (three-wheel) or M4 (four-wheel) versions. This M4 model was originally supplied by H Leverton & Co Ltd of Spalding in 1953, and is an original example that has developed a pleasing patina to the paintwork. It is accompanied by both a V5 and buff log books.



### 300 1962 FORDSON SUPER MAJOR 4cylinder diesel TRACTOR

Reg No: MWC 282

Serial No: 08B775164

The Fordson Super Major was launched in November 1960 to replace the earlier Power Major. This tractor has the revised Simms Minimec fuel pump that was fitted to the Super Major from April 1962. It is a 'non-live' model with the standard transmission. The tractor was originally supplied into Essex through the Hythe Hill depot of Colchester Tractors, a subsidiary of Ernest Doe & Sons. It has been the subject of an excellent re-paint which shows off the Super Major's enhanced styling against the earlier Power Major. The tractor is supplied with V5 document.



### 301 1940 INTERNATIONAL W-4 4cylinder petrol/paraffin TRACTOR

Reg No: 476 XUD

Serial No: WBH587

The W-4 was part of the new line of International wheeled and crawler tractors introduced in 1939/40 and was in production until 1953. The compact and smooth running W-4 was a popular tractor in the UK and was brought into Britain as part of the lend-lease agreement during the Second World War. This tractor has a very low serial number and was probably only the 86th example built because the numbering began at 501. Its optional extras include a belt pulley and front wheel weights. The tractor was restored by Ivan Cowlen and comes with V5 log book.





### 302 1956 OLIVER SUPER 55 4cylinder diesel TRACTOR

Reg No: 294 UXH

Serial No: 351925-18

The Super 55 with three-point linkage and a choice of four-cylinder gasoline or diesel engines, was introduced by Oliver to compete directly with Ford and Ferguson's offerings. A very popular machine of its time, the Super 55 was Oliver's first low-cost 'utility' tractor. This diesel model has American Bosch fuel-injection equipment and Delco Remy electrics. The tractor was well specified with lights, belt pulley, independent power take-off and an hour-meter. It is believed that very few of these tractors exist in the UK and possibly this is the only example. Offered for sale with V5 documentation and original 1954 sales leaflet.



### 303 1956 CASE '500' 6cylinder diesel TRACTOR

Reg No: 288 XUG

Serial No: 8085301

The Case '500' when it appeared was essentially an 'LA' with a diesel engine which was the company's first 6cylinder power unit. This imposing 1950s tractor has a big and rugged engine with a displacement of 377cu/in (just over 6 litres) and a massive seven-bearing crankshaft. The '500' was tested at Nebraska in October 1953 where it recorded 56.32 drawbar horsepower and 63.81hp at the belt. It was a popular tractor and nearly 6,000 were built. An earlier restoration fitted with a good set of pneumatic tyres all round. A V5 is supplied.



#### 304 1957 ALLIS-CHALMERS D-272 Orchard

Reg No: 103 RDG (expired)

Serial No: D272 26798-1

The orchard version of this model is thought to have been developed by Drake & Fletcher of Ashford in Kent. This tractor was supplied new by Gibbs of Bedfont in Middlesex and was sold new to the Bunhill Estates Company Ltd of Walton-on-Thames. It later became part of John Moffitt's Hunday Collection before moving to Stapehill Abbey in Dorset. It was acquired by Paul Rackham at the Stapehill sale in October 2006. It is sold with a buff log book.



#### 305 1941 CLETRAC 'General' 4cylinder petrol TRACTOR

Reg No: N/A

Serial No: 3190

Manufactured by the Cleveland Tractor Co, Ohio, USA, the 'General' was Cleveland's first wheeled tractor and appears only to have been sold as a tricycle rowcrop model with a single front wheel. The tractor in the collection is an original import and is thought to be one of only ten in the country, it has been the recipient of a very good re-paint. Purchased in 2006 from Cheffins, Cambridge Vintage Sale.





### 306 1961 DAVID BROWN 950 Implematic 4cylinder diesel TRACTOR

Reg No: 3634 VF

Serial No: W950D 73062

This very original example is fitted with a David Brown hydraulic AL2 loader and grille-guard assembly. This W Series 'non-live' diesel model has only had one owner on a council holding in the village of Sutton Bridge in Lincolnshire. It has only covered just over 2,000 hours from new, and comes with V5C and original David Brown 950 Implematic instruction book.



### 307 1949 CASE 'S' 4cylinder petrol TRACTOR

Reg No: 826 XUK

Serial No: 5311426S

Although the tricycle Case 'SC' was familiar to British farms, with several being brought in under the 'lend-lease' agreement, the standard 'S' model was not imported to the UK. Derivatives of the 'S' Series included the standard 'S', rowcrop 'SC', orchard 'SO' and industrial 'SI'. This tractor has the optional electric starting/lighting equipment and pneumatic tyres. A very well presented example with excellent paintwork. V5 supplied.



### 308 1937 INTERNATIONAL TK-40 6cylinder petrol/paraffin CRAWLER TRACTOR

Reg No: 291 XUG

Serial No: TKC 6434

The TK-40 was the spark-ignition sister model to International Harvester's first diesel crawler, the TD-40 Diesel TracTracTor. The whole machine had a clean, modern appearance and was finished in battleship grey until 1 November 1936 when International changed the colour of all of its tractors to red. This tractor was formerly part of a private collection belonging to John and Geoff Goodman from Hampshire. Previous to this, it had been owned at various times by both well-known collectors, Frank Smith and Bob Dockeray. It was purchased from Cheffins at the April 2007 Cambridge Vintage Sale. V5 available.



### 309 1936 CASE 'CC3' 4cylinder petrol/paraffin TRACTOR

Reg No: 287 XUG

Serial No: C329920

The Case 'CC' was sold in the UK as the 'CC3' to differentiate it from the four-wheel 'CC4' and was based on the Model 'C', which had become the benchmark machine in its class after being introduced in 1929. With an excellent reputation for being well-engineered and very reliable. This tractor, formerly part of the Williams Collection at Symonds Yat in Hertfordshire and was bought by Paul Rackham in April 2007. Fitted with vee form twin front steel wheels and rear steel skeleton wheels. The tractor has been finished in Case battleship grey and is supplied with V5 together with old tax discs.





### 310 1933 INTERNATIONAL T-20 4cylinder petrol/paraffin CRAWLER TRACTOR

Reg No: JE 2220

Serial No: ST 5006

The small T-20 TracTracTor proved to be a versatile machine, used for a variety of applications from orchard work to logging and grain harvesting. Despite being quite expensive, costing \$1,495 (around \$400 more than its wheeled counterpart), it was a popular machine and over 15,000 were sold between 1931 and 1939. International finished its tractors in battleship grey until November 1936 when the colour was changed to red. This restored example was formerly part of a private collection belonging to John and Geoff Goodman from Hampshire and was purchased at the Cheffins Cambridge Vintage Sale in April 2007. It benefits from a V5 and a selection of old tax discs.



### 311 1954 DAVID BROWN Taskmaster 30IC 4cylinder petrol TRACTOR

Reg No: XFO 367

Serial No: VIG/1A/AMZ/AM269

This 30IC version of the David Brown Taskmaster was one of 446 industrial wheeled tractors built to Air Ministry specification between March 1954 and June 1956. Such machines were supplied to both the RAF and the Fleet Air Arm for aircraft towing or ground support on airbases. The original markings beneath the paint on this tractor suggest that it may have seen service with the Fleet Air Arm, which also used some of the 301C AM2 tractors on aircraft carriers. Since being demobbed, the tractor was used for several years by a Yorkshire bus company and has been repainted in David Brown's civilian colours of Hunting Pink. The 30IC variant was based on the 30C agricultural model. It weighed less than 2 tons and could tow a trailer with a laden weight of 8 tons. This example was formerly part of a private collection of tractors belonging to John and Geoff Goodman from Hampshire. A V5 is supplied with this tractor.



### 312 1948 ALLIS-CHALMERS Model 'U' 4cylinder petrol/paraffin TRACTOR

Reg No: HUY 554 (expired)

Serial No: U21211

This late model 'U', fitted with electric start and a belt pulley, was built in 1948 but was not registered in Worcestershire until 1949. The Allis 'U' was probably the first tractor to be offered on rubber tyres and was launched in 1932 with the gear ratios altered to give a top speed of 15 mph. In publicity stunts to promote the 'Air Tired' tractors Allis recruited several well-known racing drivers of the day, for staged 'tractor races' at state fairs. The enduring popularity of the 'U' saw it built into the 1950s. Production appears to have officially ended in 1950, but small batches were assembled to special order until 1952/3. A spec sheet and some correspondence accompany this well presented tractor, which was restored by Fred & John Goldup. No V5 available and documentary evidence will be required to obtain original registration number.



### 313 1951 JOHN DEERE Model 'GW' 2cylinder petrol/paraffin TRACTOR

Reg No: 480 XUD

Serial No: 48630

The 'GW' was the version of the model 'G' with the wide-front axle, the standard model having a tricycle configuration. Very few 'G' tractors were imported into the UK and only one 'GW' was known in the country as late as the 1980s. This example was more recently imported from Canada and was subsequently restored by Cambridgeshire collector, Chris Goodley. It has electric start, a full lighting set, power lift and V5 registration.





### 314 1942 OLIVER 80 Standard 4cylinder petrol/paraffin TRACTOR

Reg No: 290 XUG

Serial No: 809741KD

The Oliver 80 was introduced in October 1937 following a revamp of the earlier Oliver-Hart-Parr line and over 12,000 were made with production ending in 1948. This 'standard' 80 is the KD (kerosene distillate) model, designed for starting on petrol and running on paraffin. It is fitted with an optional electric starter, pneumatic tyres and a belt pulley. Brought into the UK during the Second World War under the lease-lend agreement, it would probably have been supplied on steel wheels when new. The British agents were John Wallace & Sons of Glasgow and the tractors were distributed in England from a depot at Welwyn Garden City in Hertfordshire. Supplied with V5.



### 315 1944 FORDSON Standard N 4cylinder petrol/paraffin TRACTOR

Reg No: 413 XUA

Serial No: 957854

During the Second World War, the Ford Motor Company was nominated to meet the needs the Ministry of Agriculture and the Ministry of Supply for tractors. This led to machines being supplied not just to British farmers for the extensive wartime ploughing campaigns but also to the Royal Air Force, the Admiralty and the War Office. It was a massive undertaking that stretched Dagenham to its limit. During peak periods, one tractor was rolling off the assembly line every 17 minutes and 36 seconds. Between the outbreak of hostilities in September 1939 and VE Day on 8 May 1945, Ford built 137,483 tractors, which represented 95 per cent of all the wheeled tractors made in the UK during the war.

The colour of the Fordson tractors was changed from orange to green during 1940 to make them less conspicuous as they stood out on the jetty at Dagenham awaiting despatch because the factory was a prominent target for German bombers. Material shortages led to the introduction of narrow-wing mudguards to save on sheet steel.

It has been recorded that that this tractor may have seen service with the RAF. However, it remains a typical example of the standard agricultural tractor with steel wheels fitted with spade lugs. Original features include the narrow-wing mudguards and Fordson toolbox. The multi-hitch drawbar was not original Fordson equipment. Such attachments were available from a number of aftermarket suppliers including Russell, Kerry and Bower. This example was acquired from the 'Gavin Paterson Collection' and is supplied with V5.



### 316 1931 CATERPILLAR 'Fifteen' 4cylinder petrol CRAWLER TRACTOR

Reg No: N/A

Serial No: PV6551

This diminutive but no less desirable crawler is a narrow version straight-petrol model, but an additional two-gallon gasoline tank has been fitted to hold the starting fuel and was the only attachment needed for the tractor to run on paraffin or kerosene. Early models were painted grey, but some of the last examples were finished in Caterpillar's new 'Highway Yellow' livery. The 'Fifteen' PV model is not to be confused with the Caterpillar 'Fifteen' 7C model, which was a reclassification of the 'Ten' built from 1932-33. Caterpillar tractors of the period were brought into the UK by Tractor Traders Ltd of London, which held the agency from 1927-36. This excellent restoration was under taken by Andrew Joss who has supplied a comprehensive selection of photographs of the restoration.



### 317 INTERNATIONAL FARMALL Super BMD Coronation TRACTOR

Reg No: N/A

Serial No: 56345 BMD

The importance of the diesel engine to International's sales was recognised in 1953 when the company painted the batch of Super BMD tractors in gold to commemorate the Queen's coronation. The tractor's BD-264 engine had only recently been up-rated to 50 horsepower when the gold model was launched. The special tractor was the ideal vehicle for International to highlight its intent to become as serious contender in the diesel market at a time when more and more farmers were switching to diesel power. The new Monarch, Queen Elizabeth the Second, was crowned at Westminster Abbey on the 2nd June. International's Coronation tractor made its appearance a month later at the July Royal Show at Blackpool. Despite the special paint, which was very expensive, the gold model cost no more than its red counterpart at £725 including the wide front axle. Exactly how many Coronation models were finished in gold has always been a matter for speculation, but the number built was probably less than 50. International had problems making the paint stick to the casting and the tractors quickly became shabby and many were subsequently repainted in red, this is an early restoration.





### 318 1942 OLIVER 80 Standard 4cylinder petrol/paraffin TRACTOR

Reg No: N/A

Serial No: 809203

The Oliver Farm Equipment Company was formed in February 1929, incorporating the assets of several firms including Hart-Parr. By 1937 the Hart-Parr name was dropped. Over 12,000 80s were made and production ended in 1948. Oliver tractors were brought into the UK by John Wallace & Sons of Glasgow, which established a distribution depot at Welwyn Garden City in Hertfordshire. This tractor is the KD (kerosene distillate) model, designed for starting on petrol and running on paraffin. It is fitted with optional electric starting, lighting and pneumatic tyres. Brought into the UK during the Second World War under the lease-lend agreement, it would probably have been supplied on steel wheels when new and is offered for sale on excellent tyres all round.



### 319 1941 DAVID BROWN VAK 1 4cylinder petrol/paraffin TRACTOR

Reg No: JL 7903

Serial No: 2775

Initially known simply as the David Brown agricultural tractor, the VAK 1 designation (standing for Vehicle Agricultural Kerosene No. 1) was introduced in 1941 to differentiate the model from the industrial and aircraft-towing derivatives. The VAK 1 remained in production until April 1945 and some 5,350 units were made. This tractor has the optional U18 (front) and U19 (rear) pneumatic wheels and tyres, the U36 hydraulic lift and the U4 geometric drawbar. Note the original cast-iron grille, which was vulnerable to damage and was often replaced by a 'tin' grille. The tractor was supplied new by the south Lincolnshire distributors, David Brown & Belton Ltd of Kirton, near Boston. It was restored in 2005 by Fred and John Goldup and is accompanied by a V5.



### 320 1948 FIELD MARSHALL Series 2 Mark II single cylinder diesel TRACTOR

Reg No: AJE 350

Serial No: 5549

Launched at the Royal Show in July 1947, the Series 2 featured more power (40 bhp) a better cooling system, a more comfortable operator's seat and larger tyres among other improvements. Two versions were available with the Series 2 Mark I being the basic agricultural tractor. This example is the Series 2 Mark II, which was the special 'Contractors Model' equipped with a heavy-duty winch giving a line pull of 8,500 lb and a drum capacity of 75 yd of wire rope. The Series 2 Mark II also featured a higher top speed (9 mph) for road work, 12-volt CAV electric lighting, a rear-view mirror and additional brakes. The tractor was very popular with threshing contractors who liked the economy and dependability of the single-cylinder two-stroke diesel engine. The Series 2 was replaced by the Series 3 in December 1949. This tractor spent its working life with one owner, Grummitt Brothers, a plant hire firm from Whittlesey, near Peterborough. It was restored by John and Fred Goldup and has a V5 and various photographs of the restoration process.



### 321 1917 MOM FORDSON Model F 4cylinder petrol/paraffin TRACTOR

Reg No: N/A

Serial No: 177

The Fordson tractor was introduced at the request of the British Government, which desperately needed machines to increase food production during the First World War. Known as the Model F, it used a Hercules engine mated to a three-speed gearbox, a trembler-coil ignition system with the engine flywheel acting as a giant magneto. Original MOM tractors, such as this machine, have plain radiator tops without the Fordson script. Early features include ladder radiator side-panels and six-spoke rear wheels. The serial number of this machine puts it in the second batch to be manufactured at Dearborn for the Ministry of Munitions. This batch (numbers 75 to 259) was built in December 1917 and would have been delivered to Britain in early 1918. This makes it one of the earliest surviving MOM tractors. It has the correct Holley carburettor and manifold and the original trembler-coil ignition system. The Fordson was originally part of the late Sir Neville Bowman-Shaw's Toddington Manor Collection in Bedfordshire before being bought by Paul Rackham in May 2003. It was restored by Fred & John Goldup in 2004, and is offered with an original Fordson F tractor manual dated 1917.





### 322 1964 FORDSON Super Major KFD '68' 4cylinder diesel TRACTOR

Reg No: 421 KP

Serial No: 08D 952539

This rare KFD '68' orchard version of a 'New Performance' Super Major has an interesting provenance, having spent all of its working life in Kent. KFD, which stood for 'Kent Ford Dealers', was a consortium marketing special narrow, orchard and industrial conversions of Fordson tractors. The conversion work was carried out by one of the collaborating dealers, Stormont Engineering, first at its Mount Ephraim depot and later at its Hildenborough works. Most of the KFD conversions date from 1953 to 1957, and it was thought that this much later tractor, based on a blue/grey Super Major skid unit, was a special order supplied by Stormont Engineering to meet the requirements of a hop farm at Offham in Kent. Its 421 KP registration number and 08D 952539 engine number both match a production date of March-May 1964, and as such it was probably the last KFD ever built. Retired from the hop farm in the early 1970s, the tractor was bought by fencing contractor, Brian Butler of Longfield Hall, Meopham. Following his death, the KFD went to work in a local stable-yard before being purchased on behalf of Paul Rackham by John Goldup who completed the restoration in 2008. V5 documentation is available and there are a selection of photographs of the tractor prior to the restoration together with a operators handbook.



### 323 1926 BAKER 22-40 4cylinder petrol TRACTOR

Reg No: N/A

Serial: G2739

The AD Baker Co, Ohio, USA was originally a manufacturer of steam engines before its first tractor, the 22-40 model, was introduced in early 1926. The tractor was little more than a collection of proprietary parts with the engine supplied by the Beaver Manufacturing Company of Milwaukee (later taken over by the LeRoi Company, also of Milwaukee). It was a four-cylinder vertical valve-in-head engine with the cylinders cast in pairs. The two-speed transmission was an IXL Model D supplied by Foote Bros of Chicago. Very little of the tractor, probably only the front axle and frame, was built in Baker's factory. The tractors, however, were rugged and powerful, if a little thirsty on fuel. Baker lacked the financial resources to upgrade the designs, which remained in production almost unaltered until the late 1930s. It was purchased by Paul Rackham from Peter Philpot at the Barleylands Sale in June 2008 and a copy of the Cheffins catalogue is included with the accompanying paperwork together with various invoices.



### 324 1960 CHAMBERLAIN Super 70 3cylinder diesel TRACTOR

Reg No: UAS 879

Serial No: 70DA962

Chamberlain Industries, with the backing of the Australian government, established tractor production with its kerosene 40K model at Welshpool, near Perth, in 1949. A diesel model, fitted with a General Motors Detroit two-stroke engine, was launched in 1953 as the Chamberlain 60D. The 60 was well received and production was planned at 200 tractors a year. However, farmers soon began to demand more power and the model was dropped within a year (after only 190 or less had been built) to be replaced by the more-powerful Super 70 diesel with an uprated version of the GM 3-71 engine and 15 x 30 rear tyres. This example appears to be in very original condition. The GM-powered models remained in production until 1966, the last manifestation of these being the mighty Super 90 tractor of 1963. Later tractors also used Perkins and Meadows engines. The company was taken over by John Deere in 1970. Offered with V5.



### 325 1941 FORDSON Model N Row-Crop 4cylinder petrol/paraffin TRACTOR

Reg No: FRO 281

Serial No: 894976

The Fordson Row-Crop was first introduced in 1936 in an attempt to satisfy the needs of farmers in the USA and recover some of the share of the American market lost after the Model F went out of production. The rear wheels could be steels or pneumatic tyres on American French & Hecht centres (as seen on this tractor), a single pneumatic front wheel was usual equipment in the UK. This Fordson Row-Crop, built in late 1941, was sold by Cleales of Saffron Walden and registered in Hertfordshire in early 1942. It is a rare machine as few were sold in the UK and has been the subject of an excellent restoration including mechanical overhaul by Fred & John Goldup and paint by Ivan Cowlen. V5 documentation is available.





### 326 1950 OLIVER 90 4cylinder petrol/paraffin TRACTOR

Reg No: 248 XUG

Serial No: 516294

The 90 was the successor to the earlier 28-44 model, which appeared in 1930 after the merger of Hart-Parr into the Oliver Farm Equipment Company. The 90 was designed for big acreage as a 'four plow' tractor and is an imposing machine said to be one of the strongest and most efficient of its peers. Oliver tractors were brought into the UK during the Second World War through John Wallace & Sons of Glasgow and its distribution depot at Welwyn Garden City in Hertfordshire. The 90 was not as common in Britain as its sister 70 and 80 models. Note the engine side-panels that served to enhance its rather plain styling. A V5 is available.



### 327 1954 JOHN DEERE Model 'R' 2cylinder diesel TRACTOR

Reg No: N/A

Serial No: R17498

The John Deere 'R' was a milestone tractor for John Deere, being the company's first diesel model. The new diesel engine was mated to a five-speed gearbox and featured 'live' power take-off for the first time and in 1949 proved to be the most economical tractor ever tested at Nebraska. The 'R' remained in production until September 1954 and 21,294 were built. When tested at Nebraska in April 1949, the John Deere Model 'R' proved to be the most economical tractor yet tested. It eventually gave up that honour to the John Deere Model 70, which was the company's first diesel rowcrop tractor. The replacement for the Model 'R' was the John Deere 80, which was introduced for the 1955 model year and was rated at 67.6hp. This 'R' is surely one of the finest examples in the UK, and is another David Kidd restoration.



### 328 1942 CATERPILLAR D2 5J model 4cylinder diesel CRAWLER TRACTOR

Reg No: 234 XUG

Serial No: 5J5494SP

Introduced in 1938 and launched in the UK at the Royal Show in June of the same year, the 'J' model Caterpillar D2 was the replacement for the model '22'. This 5J model has an 'SP' suffix to its serial number which shows that it was a 'special purpose' build with at least one item of non-standard equipment - in this case a power lift for the Killefer toolbar attachment. Note the features of the late 'J' series model including the side fuel tank, cranked steering levers, air-cleaner top with Ball's glass jar and the starting engine exhaust going through the main engine manifold. The D2 was probably the best known of all the Caterpillar tractors and was a very popular machine with British farmers and is also one Paul Rackham's favourites. The wide-gauge model was ideal for 'top' work - drilling, rolling and harrowing. This example was restored by Fred & John Goldup and is supplied with original brochure, parts list, period photographs, V5, instruction and serviceman's reference book available along with a parts book for a 3J model.



### 329 1958 TRACK-MARSHALL 4cylinder diesel CRAWLER TRACTOR

Reg No: N/A

Serial No: N/A

The Track-Marshall crawler was launched in 1954 as a replacement for the ageing single-cylinder Fowler VFA. The power unit was the Perkins L4, a four-cylinder indirect-injection diesel engine set to deliver 48hp at 1,600 rpm. Full production got underway in 1956 and the engine was later uprated to 50hp. The model is properly known as just the 'Track-Marshall' and was not, as is popularly believed, called the '50'. It had remarkable gripping ability for its size and was able to withstand a fair degree of abuse. The tractor was a good seller and earned Marshall a solid reputation. The production tractors were built by Fowler in Leeds but all the development work was done at Gainsborough. Another excellent and well restored tractor, by Ivan Cowlen with over £10,000 spent on restoration, having been purchased from E. J. Barker & Sons, Westhorpe, Stowmarket.





### 330 1952 CATERPILLAR No.112 MOTOR GRADER

Reg No: N/A

Serial No: 3U3995

An older restoration of a Caterpillar No. 112 tandem-drive motor grader dating from the early 1950s. The 75hp engine drove via a six-speed gearbox with two reverse speeds. The 1ft blade had a 90-degree cutting angle and the total weight was 19,880lb. it was manufactured to Caterpillar's usual high standards, carefully balanced between power, weight and traction to give outstanding performance. A magnificent example that would enhance any collection of earthmoving equipment and a unique opportunity for the serious collector to acquire such a scarce and imposing machine.



### 331 1938 FORDSON Roadless Type FE 4cylinder petrol/paraffin CRAWLER TRACTOR

Reg No: N/A

Serial No: N/A

Roadless Traction Ltd was founded in 1919 by Lieutenant Colonel Philip Johnson, mainly to pursue patents held by a group of army officers who had been involved in tank development during the First World War. In the early years, the company fitted tracks to everything from wheelbarrows to steam traction engines. Roadless enjoyed great success in the mid-1930s with its E-type (elastic girder) rubber-jointed tracks for various tractors, including the Fordson 'N'. The first Fordson Roadless was constructed in 1929 for Margate Corporation to haul seaweed off the beach. Following successful trials of this machine, Roadless reached an agreement in 1931 with the Ford Motor Company, which approved the track equipment for use with the Fordson tractor that was going into production at Dagenham. Roadless would either supply a complete machine or the track equipment separately for £180. It was the beginning of a long association between Roadless and Ford that lasted into the 1980s. The tracks had rubber blocks that acted as flexible joints between the metal plates. They were silent in operation and Roadless claimed that the frictionless joints were more efficient and required no maintenance; the rubber blocks eliminated shocks and the wear was said to be negligible. Type E3 tracks were fitted to the Fordson and the tractor was steered by Ferodo-lined differential brakes operated by hand levers either side of the driver's seat. Two or three bottom rollers were fitted. This machine was originally supplied new to a large estate in Leicestershire and used for ploughing. A very original example, which has been subject to a much earlier restoration.



### 332 1946 FIELD MARSHALL (Series 1) Mark II single cylinder diesel TRACTOR

Reg No: FVF 625 (expired)

Serial No: 2233

The Mark II version of the Field Marshall (Series 1) was the contractor's model fitted with a heavy duty winch. The rope capacity was 75yd and the speed varied between 64 and 120ft per minute. The Field Marshall Mark II was also the first to use the cartridge-starting device. All this came at a price and the Mark II was nearly £300 dearer than the standard Mark I at £840. The Field Marshall line was introduced in 1945 to replace the previous Model 'M'. The tractor had new styling and the raised driving platform which offered better visibility for the operator and easier access to the controls. The Mark I and II Field Marshall (Series 1) tractors can be easily identified by their cigar-shaped exhaust and protruding rear hubs. Production ceased in September 1947 after just over 2,000 of both versions had been built. This example was registered new to Kings Lynn Norfolk in mid-1946 and is offered for sale with buff log book.



### 334 1951 FOWLER CHALLENGER 3 6cylinder diesel CRAWLER TRACTOR

Reg No: CGV 224

Serial No: 448088/4481021

This early tractor, which is fitted with the Meadows engine, was supplied new as serial number 448088 on 1 October 1951 by Manns of Saxham to the Suffolk contractor, Harry Waspe of Cockfield, Bury St Edmunds. The following year, it was exhibited at the Suffolk Show at Rougham. The crawler was originally supplied with bulldozer equipment and was used for land clearance. In 1956, the tractor was taken in to Fowler's depot at Cambridge and was modified to Mark II specification with epicyclic final drives. At the same time, it was renumbered 4481021. Waspe's Challenger 3 became legendary, often working both through the day and night. Stories are told of it rattling down Melford High Street at 10 o'clock in an evening in the days before crawlers were transported on low loaders. Despite the amount of work done by the tractor, it still has its original engine which has been untouched apart from a set of piston rings, although it has benefitted from a refurbishment in the form of a re-spray in Fowler orange. Although the engine was not rebuilt, work which was required has been completed by Ivan Cowlen. A file of paperwork is included containing spare parts list, maintenance manual, driver's field manual and a V5.





### 335 1925 RUMELY OIL PULL Type M 20-35 2cylinder petrol/paraffin TRACTOR

Reg No: BF 4093

Serial No: 553

In October 1924, Advance-Rumely introduced its new line of 'Lightweight' OilPull tractors, which included the Type M, to compete against the likes of the Fordson and the latest Internationals. There were four models in the range, all featuring pressed-steel frames for lightness. The Type M remained in production until 1927 and was said to be an exceptionally economical machine. The Rumely line eventually came to an end in 1931 when the company sold out to Allis-Chalmers amid mounting losses. On steel wheels all round, with the rear wheels fitted with rubber tyres over the steel wheels. This tractor was purchased from a collector in Germany and since then a V5 has been applied for which is available for this tractor.



### 336 1919 RUMELY OIL PULL Type H 16-30 2cylinder TRACTOR

Reg No: BF 4617

Serial No: 11272

The Type H 14-28, was introduced in 1917 and had high-tension ignition in place of the earlier 'make and break' low-tension system. In October 1918, it was re-rated as the 16-30. Features included cylinders cast in pairs, valves in head and modifications to the original Secor-Higgins carburettor. Production ended in 1924. This tractor was acquired from a collector in Germany alongside the previous lot and a V5 has been successfully applied for. There is also a copy of the service and operator's manual.



### 337 1918 HOLT 75 4cylinder petrol CRAWLER TRACTOR

Reg No: N/A

Serial No: 102425

This Holt 75 is a machine of great historical significance - being the sole surviving example operated by the British Army during the First World War. An iconic machine, feted on both sides of the Atlantic, the 75 was a product of the Holt Manufacturing Company and was built at both its Stockton (California) and Peoria (Illinois) plants. The model was in production from 1914-24 and 4,161 were made, including a total of 1,810 military tractors, supplied from Peoria to the British, French, Russian and US armies during the First World War.

The military specification included full-length canopies with canvas side-screens and a sheet-metal cover over the steering clutches. Inadequate cooling, an endemic problem with the 75 tractors, saw most of the military models, particularly those supplied to the British Army, also fitted with an auxiliary 54-gallon header tank to feed the radiator. The military tractors had no belt pulley but were fitted with a rear-mounted capstan, which was driven off the steering-clutch input-shaft. With both clutches disengaged, the capstan would revolve without the tractor moving, making it ideal for recovery work on the battlefield.

Of the 1,362 tractors supplied to the British War Department, most were used as gun tractors, hauling heavy Howitzers. Some were also used as prime movers for supply trains in various theatres of war. All were manned and maintained by the Army Service Corps. The big four-cylinder petrol engine (7½in bore by 8in stroke) developed 75hp at a leisurely 550 rpm. A crude design by modern standards, it featured an exposed flywheel, governors and magneto drive. With flat-top pistons, it was a largely inefficient unit that drank fuel like it was going out of fashion. The tractor's big 74-gallon tank would not have represented that many hours' work and keeping the big Holts fuelled must have been a logistical nightmare all in itself!

The chassis of this tractor carries a number of 102425, which reveals that it was shipped from Peoria in October 1918. This meant it would have arrived in the UK after the Armistice had been signed on 11 November, which explains why our Holt was not sent to France and remained in Britain. The Allies arbitrarily cancelled any outstanding orders for Holt tractors after the cessation of hostilities, so this tractor may have been the last 75 to arrive and the last to enter service with the British Army. The chassis is also stamped with T.5972, which is the engine number from Holt's Aurora engine plant in Illinois.

According to legend, the Holt spent its military service controlling barrage balloons at Dover. However, there is no evidence to support this and much more research needs to be done to uncover the true extent of its military career. It probably spent most of it in storage before being demobbed. The tractor eventually ended up with a dealer in ex-military equipment. Stored in a quarry in Essex along with several other 75s, it was the only one not to have had its engine removed. At the end of the Second World War, the Holt was purchased by the Ferguson brothers, who farmed at Whitfield, near Dover.

The Ferguson brothers, Joe, Bill and Dave, had come to Kent from Northumberland with their father in 1925. They wanted the 75 for its capstan to clear their land of coils of barbed wire left over from the wartime coastal defences. The tractor was also used with a trailed ripper to clear the barbed wire entanglements. The brothers also tried ploughing with the Holt, but they couldn't keep it straight and it proved difficult to turn on the headlands. Eventually, the 75's incredible thirst for fuel saw it relegated to the nettles to be replaced by a wartime 7M model Caterpillar D7. In later years, a shed was built over the Holt and Dave continued to periodically start the engine until the tractor was sold for preservation to a Suffolk collector, the late Peter Fordham of Badwell Ash, from whom Paul purchased the tractor in 2007.

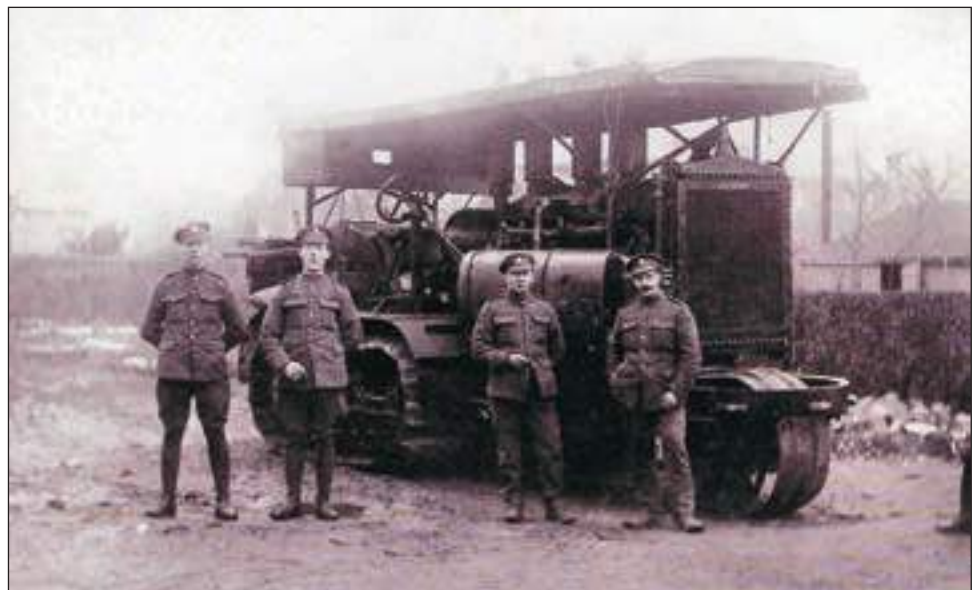
An extensive restoration programme was carried out by Fred and John Goldup at a cost of over £60,000 to bring this historic tractor to a condition far better than it would have been when it left the factory in Peoria, Illinois and deservedly so, as there is no other like this with such important provenance in existence.

There is a large history file containing copious invoices of restoration work, email correspondence, archive images from the First World War, photographic record of restoration and copies of price list and operators manual etc.





Holt 75



Holt 120



A line up of various Holt tractors



### 337A Howitzer 8 inch Artillery Field Gun

Decommissioned with an 8 inch recuperator sitting in a 6 inch trough. Currently undergoing a full restoration, if not completed by sale day the purchaser of the Holt 75 will be offered the first option to purchase this lot.



### 338 1925 PETERBRO 18-35 hp 4cylinder petrol/paraffin TRACTOR

Reg No: N/A

Serial No: 124

The renowned engineering company of Peter Brotherhood, based in Peterborough since 1907, introduced its Peterbro tractor in 1920 in an attempt to bring a more technologically advanced machine to the market. The layout, which was copied from the American Emerson-Brantingham Model AA, was conventional, but the engine was a complex power unit developed by Harry Ricardo from his work with tank engines during the First World War. It was a four-cylinder design with overhead valves and a unique cross-head piston layout. The engine ran on petrol or paraffin and developed 30-35 hp. The gearbox gave two forward speeds and a single reverse. The Peterbro was a well-built machine but struggled to compete against Fordson and other cheaper tractors at a time when British agriculture was in depression. Although produced for ten years, few were sold on the home market and most were exported to Australia or New Zealand. This example was sold in New Zealand through the agents, Andrews & Beaven Ltd. Recently re-imported to the UK, it is one of only a handful of tractors known with the original engine. Peter Brotherhood made a final attempt to promote the Peterbro tractor at the 1930 World Agricultural Tractor Trials held at Oxford, but the machine was withdrawn following engine problems and no more were sold after this date. Although a production run of 500 was planned it is not thought that many more than 100 were actually built. An earlier restoration which has developed an authentic patina. Documentation to include copy instruction manual and images during restoration.





### 339 1952 DAVID BROWN Cropmaster Narrow 4cylinder petrol/paraffin TRACTOR

Reg No: 253 XUG

Serial No: N10186

The Narrow or Vineyard version of the David Brown Cropmaster was introduced in late 1947 and less than 200 were built before production ended in 1953. The general specification was similar to that of the standard Cropmaster, but modifications were made to reduce its overall width. This petrol/paraffin version has the AK4/3/3½ engine that was introduced in February 1951. The tractor was formerly part of a private collection belonging to John and Geoff Goodman from Hampshire. It has period tyres with closed-centre tread, electric starting and lighting. The 12-volt system was an optional extra. A V5 is available together with old tax discs.



### 340 1948 OLIVER 60 Rowcrop 4cylinder petrol/paraffin TRACTOR

Reg No: N/A

Serial No: 766091

The tricycle Oliver Rowcrop 60 was launched in late 1940 and featured the same sleek styling as the 70. Unlike the 70, which had a Continental engine, the 60 had an Oliver-Waukesha power unit like the 80 model. The 60 was Oliver's first small tractor and the company advertised it as 'the biggest little tractor built'. It featured streamlined styling with a swept-back radiator shield and horizontal louvres to the bonnet sides. The narrow bonnet line ensured that visibility was excellent. A number of Oliver 60s, mainly the rowcrop model, were imported into the UK through John Wallace of Glasgow, which also had a distribution depot in Welwyn Garden City, but the tractor remains uncommon in Britain. This earlier restored example was purchased at Cheffins Harrogate Vintage Sale in August 2007.



### 341 1948 INTERNATIONAL MCCORMICK W-6 4cylinder petrol/paraffin TRACTOR

Reg No: HTX 189

Serial No: WBK26469W3

The quiet and very-smooth running W-6 was a popular tractor in the UK and a good number were brought into Britain as part of the Lend-Lease agreement during the Second World War. This particular tractor was supplied to the Glamorgan area in 1948. The W-6 was classed as a 'three plow' tractor. It was a rugged and economical machine with a willing engine and a versatile five-speed transmission. Tractors imported into the UK during the war had steel wheels while later models, such as this example, were equipped with pneumatic tyres. A V5 log book is available.



### 342 1961 DAVID BROWN 2D Narrow 2cylinder diesel TRACTOR

Reg No: 827 XUK

Serial No: VAD12/2DV10362

Just 364 examples of the VAD/12V narrow version of the David Brown 2D tractor were built between July 1957 and September 1961. This tractor was the antepenultimate to be made before production ended. The narrow model with an overall width of just over three feet was just one of several variants of the rowcrop 2D, which was introduced in 1956 as a specialist machine ideally suited to precision market garden work. The most interesting feature of the 2D was its lift system, which was operated by compressed air from an engine-driven compressor. The tractor was formerly part of a private collection belonging to John and Geoff Goodman from Hampshire. It has been completely restored including a full overhaul of the engine with the liners, pistons and equaliser-piston replaced, and the injector pump rebuilt. V5 and old tax discs are supplied with this tractor.





### 343 1944 INTERNATIONAL Farmall M 4cylinder petrol/paraffin TRACTOR

Reg No: JE 7189

Serial No: FBK 70740X3

The Farmall M, the largest and most powerful model in International's 'styled' range of wartime Farmall tractors. The M with the wide front axle was truly a general-purpose machine; suitable for rowcrop cultivations, yet ideal for road work with its high (nearly 17 mph) top speed, plus the power for heavy cultivations and belt-work, such as driving a threshing drum. The Farmall M was a very popular and powerful rowcrop tractor and nearly 250,000 were made before production ended in 1952. This is a fenland tractor, which has been the subject of restoration by Fred and John Goldup and was supplied to the Isle of Ely area of Cambridgeshire in 1944. It is accompanied by a V5C, green log book and old tax discs. This tractor was the first purchased in the Paul Rackham Collection.



### 344 1947 DAVID BROWN Cropmaster '4S' 4cylinder petro/paraffin TRACTOR

Reg No: CUD 175

Serial No: P10037

This early Cropmaster, built in either April or May 1947, is thought to be the 37th off the line. This '4S' model has the standard four-speed gearbox (a six-speed transmission was optional) and the 'S' suffix denotes that the tractor has electric starting. The tractor was first registered in Oxfordshire and is fitted with hydraulic lift, a geometric drawbar, a combined belt-pulley and power take-off unit, and lights. The tractor has been fully restored. The Cropmaster was one of the most famous David Brown tractors ever produced and the model became a milestone in David Brown's history after 100 tractors a week were rolling off the company's assembly line at Meltham Mills within a short time of its introduction. Fitted with rear tyres this shining example is complemented with V5 documentation and old tax discs.



### 345 1949 NUFFIELD 'Universal' M3 rowcrop 4cylinder petrol/paraffin TRACTOR

Reg No: BEB 522

Serial No: M3 NT1162

The tractor was launched in November 1948 as the Nuffield Universal and production of the TVO models, which were available as M3 (three-wheel) or M4 (four-wheel) versions, commenced at serial number NT 501. The first batch of 5,000 tractors was allocated, at the request of the Ministry of Agriculture, to the home market and exports did not begin until 1949, and then only on a limited scale. This tractor was originally supplied to the Ely area by H Leverton, and has been the subject of an extensive restoration by Ivan Cowlen. Supplied with V5.



### 346 1940 INTERNATIONAL Farmall M 4cylinder petrol/paraffin TRACTOR

Reg No: FSJ 460

Serial No: FBK 17104

The Farmall M was the largest model in International's 'styled' range of Farmall tractors. Introduced in 1939, they included the smaller A, B and H models. The styling was the work of industrial designer, Raymond Loewy, a former electrical engineer who became famous for many twentieth century American icons from the Coke bottle to streamlined cars and trains. Top gear, at nearly 17 mph, was extremely fast for the time and made the M a very popular and powerful rowcrop tractor. Nearly 250,000 were made before production ended in 1952. Several were imported to the UK. This example has the single front-wheel layout that was favoured by farmers in eastern England because it offered lower ground compaction, easier steering and greater manoeuvrability. This example was formerly part of the Gilbert Reed Collection and is offered for sale with V5.





### 347 1940 CASE Model D 4cylinder petrol/paraffin TRACTOR

Reg No: GV 7833

Serial No: 4400537

The D-Series arrived in the summer of 1939 bringing new styling and a more streamlined appearance, most noticeable was the new Flambeau Red colour scheme. Case tractors were sold in Britain through the agents, the Associated Manufacturers Company and this example was supplied new by Frank J Nunn & Sons of the Blackbourne Iron Works in the Suffolk village of Elmswell. Fitted with a Hesford winch and a belt pulley attachment, it was first registered to Alfred J Edwards of Bardwell Manor, Bury St Edmunds, on 12 July 1940 and transferred to Oliver Bull of Buxhall, Stowmarket, on 11 January 1949. The tractor was restored by Fred & John Goldup in February 2003 and is accompanied by V5, original parts list and a photographic record of restoration.



### 348 1944 INTERNATIONAL TD-14 4cylinder diesel CRAWLER TRACTOR

Reg No: GV 9311 (expired)

Serial No: TDF 1304

After marketing a successful range of spark-ignition and diesel crawlers during the 1930s, IHC introduced the diesel-powered TD-6, TD-9, TD-14 and TD-18 machines in 1939. International's petrol-start/diesel method, as pioneered in the earlier TracTracTor line, was already a proven arrangement. The TD-14 was used both by the US Army and for civilian use and this example is fitted with a rear-mounted winch for cable-operated equipment. Despite being outclassed by the Caterpillar D6, the TD-14 sold well into the 1950s. A Suffolk tractor from new this particular example was acquired from EJ Barker & Sons of Westhorpe, Stowmarket. Supplied with original log book.



### 349 1962 FORDSON Super Major 4cylinder diesel TRACTOR

Reg No: N/A

Serial No: 08B765780

The 'commercial' version of the Diesel Major, Power Major and Super Major tractors could be supplied with numerous options including without hydraulic linkage or power take-off. Among the range of options were dual braking systems, a rear-view mirror, speedometer, a choice of drawbars and hitches, air braking, an exhauster brake and various aftermarket winches. The tractor was also available with heavy-duty wheel/tyre equipment as fitted to this example. Ford claimed that the Super Major could be supplied in 120 variations of build for transport and industry. This example is fitted with the uncommon raised PTO.



### 350 1937 INTERNATIONAL T-35 6cylinder crawler TRACTOR

Reg No: N/A

Serial No: TKBB 2336

Introduced at the end of 1936 the T-35 was only in production for just over three years. Despite being built in small numbers (only 241 were made in 1937, the peak year of production), the T-35 proved to be an outstanding crawler in its power range. International described it as the 'in-between' model, slotting into the TracTracTor line between the smaller T-20 and more powerful T-40 models. It was a rugged design with a superbly reliable six-cylinder engine. Between 2005 and 2007, this tractor was part of a private collection belonging to John and Geoff Goodman from Hampshire. Before that, the crawler was owned by well-known Kent International enthusiast, the late Bob Dockeray, and was purchased from the Cambridge Vintage Sale in April 2007.





### 351 1942 ALLIS-CHALMERS Model 'IB' Orchard 4cylinder petrol/paraffin TRACTOR

Reg No: N/A

Serial No: B58552

There were several attempts to modify the Allis 'B' for orchard work. The best known conversions in Britain were those of Drake & Fletcher of Ashford in Kent and Ernest Doe & Sons of Ulting in Essex. Many of the conversions were carried out on the American industrial 'IB' model, such as this example which was a compact version of the Model 'B'. It was acquired from Cambridge Vintage Sale in October 2006.



### 352 1958 NUFFIELD 'Universal Four' 4cylinder diesel TRACTOR

Reg No: 648 UXC

Serial No: 4DM 792-1355

The Nuffield line became a two-model range in 1957 with the launch of the 37bhp three-cylinder 'Universal Three' tractor. At the same time, the four-cylinder model was upgraded to 4DM spec as the 'Universal Four'. From November 1958, the 'Universal Four' gained the tweaked OEA2/D (OEA/2E with the double clutch as indicated by the 792 prefix on this tractor) engine giving 56bhp. Morris Motors, claimed that the Nuffield tractors represented British engineering at its best. Right from the outset, two themes were followed: universal application (from which the model took its name) and simplicity. A V5 document is available.



### 353 1940 MINNEAPOLIS-MOLINE UTS 4cylinder petrol/paraffin TRACTOR

Reg No: AUD 601

Serial No: 314855

The UTS is probably the best known of Minneapolis-Moline's line of Prairie Gold tractors with 'Visionlined' styling. The standard U was one of MM's most successful tractors with a very long production run from 1938 to 1957. They were reliable units built for long life and economy. Quite a number of Minneapolis-Moline tractors were imported into the UK under the Lease-Lend agreement during the Second World War. Most came in through Liverpool docks and were distributed by the British agent, Sale Tilney, from its depot at Winnersh, near Wokingham in Berkshire. This tractor is an early UTS with the red radiator grille rather than yellow as on later models. This example is offered for sale with V5 documentation.



### 354 1945 JOHN DEERE Model 'D' 2cylinder petrol/paraffin TRACTOR

Reg No: JE 7584

Serial No: 160905

Introduced in 1939, the styled version of the Model 'D' remained the flagship model in Deere's wartime and early post-war tractor range. This tractor is fitted with a Hesford Minor winch, which is driven by the power take-off. The immensely popular Model 'D' was in production longer than any other John Deere tractor, or any other make of tractor for that matter, and survived from 1923 to 1953. The Model 'D' in the collection was originally supplied by F A Standen & Sons of St Ives in Huntingdonshire. Frank Standen was the original UK importer of John Deere tractors, appointed in 1934 on the strength of his success with the Overtime. The tractors were distributed from the company's main depot, the Stanpoint Works in St Ives, and also from branches in Ely, Wisbech and Whittlesey. Few of the two-cylinder tractors came into the UK after 1948. A V5 and buff log book are available.





### 355 1960 INTERNATIONAL B-275 4cylinder diesel TRACTOR

Reg No: SDO 57

Serial No: 29246

The International B-275 superseded the earlier B-250 in December 1958. The B-275 had an improved BD-144A version of the B-250's engine, that gave a power increase to 35 bhp and remained in production until 1968. The tractor in the collection was built in late 1960 and was first registered in February 1961. It was supplied through the south Lincolnshire dealership, Johnson Brothers of High Street, Spalding; a long established business dating back to 1907. Restored by David Kidd. V5 is available.



### 356 1948 MINNEAPOLIS-MOLINE RTI 4cylinder petrol TRACTOR

Reg No: 236 XUG

Serial No: 548001

The RTI is the industrial version of Minneapolis-Moline's small R-series tractors and this tractor was operated by the Corps of Engineers of the US Army and would have been originally finished in olive drab paint. It is fitted with a Model 128 TractoWinch made by the American Hoist & Derrick Company of St Paul, Minnesota. Other options include electric starting, lighting and the 210lb rear-wheel weights. Minneapolis-Moline won several awards for production efficiency during the Second World War and its tractors were extensively used by the American armed forces. A V5 is available.



### 357 1930 FORDSON Model N (Cork Production) 4cylinder petrol/paraffin TRACTOR

Reg No: 417 XUA

Serial No: 758512

The Cork-built N is easily identified by its long-wing mudguards or fenders, which were made from heavy-gauge steel and were designed to prevent overturning accidents caused by the worm-drive transmission. These were later tapered to avoid damage from trailed implements. The 'Irish' N remained in production from 1929 until 1932 and over 30,000 were made. The sales of the tractors were handled by the Ford Motor Company in England and they were distributed from Trafford Park in Manchester. A V5 has been obtained.



### 358 1933 ALLIS-CHALMERS Model 'U' 4cylinder petrol/paraffin TRACTOR

Reg No: N/A

Serial No: U7545

The Model 'U' was launched on the British market in 1933, with sales handled by A-C's UK subsidiary, the Allis-Chalmers Manufacturing Company, with offices at Salisbury House in London Wall and a distribution warehouse in Totton, near Southampton. H A Collings, a young tractor salesman from Biggleswade, was offered the Allis-Chalmers distributorship for Bedfordshire and Huntingdonshire. This tractor, supplied to C W Rawlings of Henlow, Beds, in August 1933, was the second Allis that Collings sold. Restored by Andrew Joss of Scotland and there are photographs of the restoration available.





### 360 1943 MINNEAPOLIS-MOLINE UTS 4cylinder petrol/paraffin TRACTOR

Reg No: 237 XUG

Serial No: 317702

A later version of the UTS without the red grille of the earlier model. The KEF series engines were heavy-duty vertical engines with a choice of high-compression versions for running on gasoline or low-compression units for burning kerosene. They were reliable motors built for long life and economy. Options included electric lighting and starting, power take-off, belt pulley and steel wheels. The serial number reveals this tractor to be the very first UT-series model to be produced in 1943 and is offered for sale with V5.



### 361 1968 NUFFIELD 3/45 3cylinder diesel TRACTOR

Reg No: NTL 98F

Serial No: 45N/300851/121549

The 3/45 and 4/65 models were arguably the final incarnation of the established Nuffield concept, embodying much of the mechanical lineage, but sweeping away tradition with more modern styling and new sheet metalwork, heralding the eventual introduction of the Leyland range. This tractor was supplied by PT Turney Ltd of Middleton Stoney, Oxfordshire. V5 is available.



### 362 1940 MINNEAPOLIS-MOLINE RTS 4cylinder petrol/paraffin TRACTOR

Reg No: GV 8024

Serial No: 404792

Minneapolis-Moline launched the Model R in 1939. Like the Z, the R-series was finished in the Prairie Gold livery with MM's 'Visionlined' streamlined styling; the tapered bonnet, narrow fuel tank and offset steering wheel gave the operator clear vision for row-crop work. The RTS remained in production until 1953 and some RTS models were imported into the UK under the Lease-Lend agreement during the Second World War. This example was sold to West Suffolk in 1941. A V5 and buff log book accompanies this tractor.



### 363 1942 JOHN DEERE Model 'BW' 2cylinder petrol/paraffin TRACTOR

Reg No: JE 6460

Serial No: 128874

John Deere's 'B' series, like its Farmall competitors, was a true general-purpose tractor in a power class that was suitable for both heavy cultivations and more specialised rowcrop operations. The standard rowcrop tractors were the tricycle 'B' with twin front wheels; the tricycle 'BN' with a single front wheel; and this 'BW', which has a wide adjustable front axle. This tractor was supplied new by F A Standen & Sons of St Ives in the former county of Huntingdonshire and has V5 and buff log book.





### 364 1951 INTERNATIONAL Farmall BM 4cylinder petrol/paraffin TRACTOR

Reg No: 452 XUD

Serial No: B5563

The Doncaster-built Farmall BM was virtually identical to the American M. Tractor production at the Doncaster works began in 1949 with the first Farmall M being driven off the line on 13 September. The first all-British engine completed in February 1951, this was fitted to tractors from serial number B5001 onwards and the model became known as the Farmall BM. The BM was available with a wide adjustable front axle (as on the machine in the collection) or a tricycle model with a single front wheel. V5 document is available.



### 365 1938 MCCORMICK DEERING W-12 4cylinder petrol/paraffin TRACTOR

Reg No: CNG 767

Serial No: WS4057

Produced from 1934 to 1938, the International W-12 was the smallest tractor in the IHC range. With a turning radius of just 9 ft, it was ideal for orchard and hopyard cultivations as well as general farming work. Total production for the W-12 was just 3,630 units and this late example, originally supplied to Norfolk in 1938, dates from the last year of production. Pneumatic tyres, as fitted to this tractor, were offered as alternative equipment to the steel wheels. Buff log book and V5 accompany this tractor.



### 366 1965 ALLIS-CHALMERS ED40 4cylinder diesel TRACTOR

Reg No: BGV 352C

Serial No: ED 4610

Launched in 1960, Allis's new British tractor was called the ED-40 (English diesel 40hp), it retained the famous Allis high 'wasp-waist' design to accommodate mid-mounted implements and ensure good driver visibility for rowcrop work. This 'Super De-Luxe' model had a 'live' pto, differential lock, cushion seat, tractormeter, fuel gauge, electric lights, horn, swinging drawbar and 11 x 28 (rather than 10 x 28) rear tyres. Originally supplied new by G Thurlow & Sons Ltd. Documentation includes copy of original sales invoice and operators manuals, V5 and buff log book.



### 367 1941 JOHN DEERE Model 'B' 2cylinder petrol/paraffin TRACTOR

Reg No: GV 8482

Serial No: 122342

The John Deere Model 'B', and its larger sister model, the 'A', first appeared in unstyled form in 1934. The new tractors were the brainchild of Charles Deere Wiman, the grandson of company founder, John Deere. The design of the tractors was the work of Wayne Henry Worthington, an experienced and very talented engineer who had joined Deere's Waterloo Works in 1930. Although built in 1941, this rowcrop tractor was not registered until 1942 after arriving in West Suffolk through the wartime lend-lease scheme. Offered for sale with V5 and a copy of the buff log book.





### 369 1943 ALLIS-CHALMERS Model 'C' 4cylinder petrol/paraffin TRACTOR

Reg No: PV 8577 (expired)

Serial No: C19681

Introduced in 1940, the Model 'C' was a tricycle version of the famous lightweight Model 'B'. The tractor was a very popular model for Allis a total of 84,020 were built before production ended in 1950. Fitted with steel wheels, mechanical lift and a mid-mounted toolbar, this example was restored by Ivan Cowlen. Purchased locally from EJ Barker & Sons, Westhorpe, Suffolk.



### 370 1953 INTERNATIONAL Farmall Super FC 4cylinder petrol TRACTOR

Reg No: UAS 607

Serial No: FFC02424

January 1951 saw the start of tractor production at CLIMA, St Dizier, France with the Farmall FC. The Super FC model was introduced in 1952 with the improved C-123 engine. The 'F' prefix designated assembled in France. 'Touch Control' hydraulics, as fitted to this tractor, were an option, as were the electric start and lights. V5 supplied and fitted with left and right hand ploughs.



### 371 1969 NUFFIELD 4/25 4cylinder diesel TRACTOR

Reg No: KFL 154G

Serial No: 25D/301520/5687

Replacing the 'Mini' tractor the 4/25 was launched at the 1968 Smithfield Show, joining the existing 3/45 and 4/65 models in the Nuffield range. The diesel model cost £564 without linkage or £648 with the hydraulic power lift. Features included an adjustable front axle, double drop-arm steering box, stepped adjustable rear wheels and category 1 three-point linkage. V5 supplied and driver's handbook for a BMC Mini.



### 372 1974 DAVID BROWN 885 Narrow 3cylinder diesel TRACTOR

Reg No: PVF 924M

Serial No: 885/N/646601

Manufactured from December 1971 until January 1976, the David Brown 885 narrow tractor was a compact, powerful and versatile machine for operating in confined areas. The model replaced the earlier 780 narrow and, although more common, just 1,360 were made. Standard specification included differential lock, power take-off, independent brakes, handbrake and the Selectamatic hydraulic system. This example looks to be in original ex-farm condition and in its working clothes. Offered for sale with V5.





### 373 1950 MINNEAPOLIS-MOLINE ZAU 4cylinder petrol TRACTOR

Reg No: 491 XUA

Serial No: 00604165

Although badged as a ZB, this tractor is actually a ZAU model, an upgrade of the earlier ZTU. It was supplied with a straight gasoline engine and was not sold in the UK as post-war restrictions had brought the import of Minneapolis-Moline tractors to an end. The ZAU was the tricycle row-crop version of the ZA-series. V5 available.



### 374 1936 INTERNATIONAL Farmall F-12 4cylinder petrol/paraffin TRACTOR

Reg No: 490 XUA

Serial No: FS49006

The F-12 was a scaled down version of the original Farmall and was introduced in 1932 with production continuing until 1938 with over 123,000 units being made. It was available with a choice of wheel equipment including pneumatic tyres or steel wheels and a wide-front axle or the tricycle arrangement as seen on this example. The F-12 was popular in the UK being supplied through the International Harvester Company of Great Britain. At the time, IHC was offering 12 different wheeled tractors and crawlers in the UK. V5 available.



### 375 1966 DAVID BROWN Selectamatic 770 3cylinder diesel TRACTOR

Reg No: EDO 218D

Serial No: 770A/582841/S

The 770 came in for an upgrade just ten months after it was launched as the 'red' 770, incorporating the Selectamatic hydraulic system, in January 1965. The revamp in October 1965 coincided with the introduction of the new white and chocolate-brown livery. The improvements to the hydraulics that resulted in the launch of the Selectamatic system were an attempt to tidy up the earlier Implematic system. Livedrive (with live hydraulics and power take-off via a dual clutch) and non-Livedrive versions were available with a twelve-speed gearbox. This Livedrive 770A model was supplied new to South Lincolnshire in 1966. V5 available.



### 376 1938 FORDSON Model N 4cylinder petrol/paraffin TRACTOR

Reg No: CWX 619

Serial No: 834453

The orange (or harvest gold) Fordson was produced from 1937 to 1940, and the Standard Fordson, as the Model N was usually known, was still the first choice for most British farmers. It was built to a price (£195) that no other manufacturer could match and the tractors were leaving Dagenham at the rate of 500 a month. This Land Utility model was supplied new by the Fordson main dealer, Stanley Richardson, who had a depot at Sandtoft, near Thorne, Doncaster. The Fordson's driving position made it an ideal ploughing tractor because the controls of the trailed ploughs were within easy reach. Both V5 and buff log book are available.





### 377 1967 NUFFIELD 10/42 3cylinder diesel TRACTOR

Reg No: KAJ 572E

Serial No: 42N/4/2388/96100

Launched in October 1964, the Nuffield 10/42 and 10/60 models were heralded as the first of a new generation of Nuffield tractors. What gave the revised models their '10' designation were new ten speed (and two reverse) gearboxes. Production difficulties and teething problems with the new Bathgate factory led to a number of reliability problems. The 10/42 and 10/60 models should have been the crowning glory of the Nuffield 'Universal' line, but the manufacturing defects shook customer confidence. That is not to say they were bad tractors, in fact, far from it; with many still doing a good day's work today. V5 available.



### 378 1955 MINNEAPOLIS-MOLINE UBE 4cylinder petrol/paraffin TRACTOR

Reg No: 821 XUK

Serial No: U05901415

The Minneapolis-Moline UB series, launched in 1953, was an upgrade of the existing UTS model with a raised operator's platform. The controls were grouped in front of the driver with the throttle at his fingertips beneath the raised steering wheel. The clutch and brake pedals were to the left and right of the wide platform. The 238B-4 power unit was a derivative of the earlier KEC/KEF series engines, they were proven and reliable engines built for long life and economy. Three versions of the UB series were available. The UBU was the tricycle rowcrop model with twin front wheels; the UBN had a single front wheel while the UBE had a wide-front axle. Just 353 UBE models were made between 1953 and 1955. The tractor in the collection is one of the last to be built and is supplied with V5.



### 379 1960 DAVID BROWN 2D 2cylinder diesel TRACTOR

Reg No: 908 DNP (expired)

Serial No: VAD12/11438

Still in its working clothes, this David Brown 2D was supplied by Worcestershire Farmers Ltd. The tractor is equipped with beet hoes, but the toolbar does not appear to be original DB equipment. David Brown's rowcrop 2D was introduced in 1956 as a specialist machine ideally suited to precision market garden work. Ultimately, the 2D proved too specialised for general farm operations and just over 1,600 were made before production ended in 1961. A surprising number, however, have survived into preservation after having being used for specialised rowcrop work in market gardens and similar enterprises.



### 380 1970 INTERNATIONAL 634 4cylinder diesel TRACTOR

Reg No: SWF 446H

Serial No: 1873

The International 634 was launched in July 1968 and was the first British tractor to have lower-link sensing. The model was an update of the earlier B-614 with new styling and a new draft-control hydraulic system. Safety cabs were fitted from September 1970. The 634 remained in production until July 1972 when it was replaced by the completely new 68 bhp 574 tractor. This example is in ex-farm condition and is fitted with a safety cab. Originally registered to the East Riding of Yorkshire it carries a V5 and an extract of registration from East Riding Archives.





### 381 1969 DAVID BROWN 990 Selectamatic 4cylinder diesel TRACTOR

Reg No: XBJ 274G

Serial No: 990/A 810364

The 990 was the largest tractor in the Selectamatic range at the time of its launch. Livedrive (with live hydraulics and power take-off via a dual clutch) and non-Livedrive versions were available with a choice of six- or twelve-speed gearboxes. This 'Livedrive 6' model (the 990/A designation denotes Livedrive) has a six-speed gearbox. It was supplied new to East Suffolk in 1969 and the V5 is available.



### 382 1955 BMB President 4cylinder petrol/paraffin TRACTOR

Reg No: WPP 267

Serial No: STV 309012

The BMB President was a product of Brockhouse Engineering, which had taken over a London trading organisation known as British Motor Boats (BMB) that had been importing marine engines and horticultural tractors from the USA. Production of the tractor was at Brockhouse's factory, the former Vulcan lorry works at Crossens in Lancashire. This tractor is the basic version with just the belt pulley and power take-off from the extensive list of optional equipment. It has the standard agricultural tyres (4.00x15 front and 9.00x24 rear) for land work. Other options included hydraulic lift and linkage, lighting equipment and a range of matched implements. It is offered for sale with a V5.



### 383 1942 INTERNATIONAL Farmall A 4cylinder petrol/paraffin TRACTOR

Reg No: GKT 310

Serial No: FAA90224

Introduced in 1939, the Farmall A was the smallest model in International's 'styled' range of Farmall tractors. The styling was the work of industrial designer, Raymond Loewy, a former electrical engineer who became famous for some of the most familiar icons of twentieth century American culture, such as the Coke bottle and the Lucky Strike cigarette logo. The A and B were identical except that the B was a tricycle tractor while the A had a wide-front axle. The Farmall A, and its nearest competitor, the Allis-Chalmers Model B, were the most successful small rowcrop tractors in their power class in the USA. The A remained in production until 1947; over 220,000 were built and several were imported to the UK. This example belonged to the well known International collector, the late Bob Dockeray. The tractor was actually purchased as a birthday present for Bob's daughter, who was ten at the time but was said to have preferred the speed of her pony! The tractor was bought by Paul Rackham when the Dockeray Collection was dispersed at Sutton on 23 April 2005. Offered for sale with V5.



### 384 1954 NUFFIELD 'Universal' DM4 4cylinder diesel TRACTOR

Reg No: OUP 504

Serial No: NT55494

Appearing to be in original ex-farm condition this is one of the last Nuffields to be fitted with the Perkins P4 engine before it was replaced by BMC's own diesel engine. First registered in Durham in 1954, V5 documentation available.





### 385 1940 MINNEAPOLIS-MOLINE ZTU 4cylinder petrol/paraffin TRACTOR

Reg No: 493 XUA

Serial No: ZTU567391U

Minneapolis-Moline launched its Universal Z model in 1937 to capitalise on the growing market for an 'all round' tractor to suit the farmer's every need from row-crop to general work. The machine was finished in the new Prairie Gold livery with MM's 'Visionlined' streamlined styling. The engine was unusual in that it had no detachable sump with access to the big-end bearings being through a side-plate on the left-hand side of the block. A second inspection plate allowed access to the valves, which were mounted horizontally and driven directly from the camshaft. There were no push-rods and few moving parts in the engine, which was designed for easy maintenance with the cylinders cast in removable pairs. Several wheel arrangements were available and the ZTU was the standard Universal Z tricycle with a vee front-wheel arrangement. V5 available.



### 386 1956 INTERNATIONAL Farmall Cub 4cylinder petrol TRACTOR

Reg No: 435 XUD

Serial No: FFCub 707727

A new small French tractor, based on the American Farmall Cub, was introduced at St Dizier in 1955. The styling of the Cub was the same as the American model apart from the radiator grille, which was changed to match the styling of the new F-235 model that went into production at St Dizier at this time. The French Cub was fitted with electric starting from 1956. Electric lighting, a belt pulley, hydraulic lift and linkage were optional. It remained in production until 1957. This example presents an ideal starter tractor for the budding collector having been restored by David Kidd. A V5 is present.



### 387 1965 NUFFIELD 10/42 3cylinder diesel TRACTOR

Reg No: ETL 91C

Serial No: 42N/4/1740/69967

The Nuffield 10/42 and 10/60 models were the ultimate evolution of the original 'Universal' design and were the last with the old bonnets/styling. Prices were inexpensive for a tractor offering a host of features, a proven engine, a multi-speed gearbox and high-capacity hydraulics. The 10/42 and 10/60 models should have been the crowning glory of the Nuffield 'Universal' line, but manufacturing defects shook customer confidence. The Nuffield name for quality was never regained and was finally swept away in 1969. Another original ex-farm tractor with good straight tinwork which has developed a nice patina and comes with V5.



### 388 1950 DAVID BROWN Cropmaster 6 4cylinder petrol/paraffin TRACTOR

Reg No: JRM 792

Serial No: P28797

This petrol/paraffin version with the six-speed gearbox (Cropmaster 6) was supplied new to Cumberland and was built in May 1950. It has the AK4 engine that was introduced in late 1949 and is one of the first to have the square-type front casting that only became a feature of the Cropmaster tractor in April 1950. An earlier restoration which features good paintwork, it benefits from a V5 certificate.





### 389 1949 ALLIS-CHALMERS Model 'EB' 4cylinder petrol/paraffin TRACTOR

Reg No: 823 XUK

Serial No: EB87342

In 1933, Allis opened its UK tractor division, Allis-Chalmers Great Britain Ltd, with sales offices located at 728 Salisbury House in London Wall. The tractors were imported and distributed from a warehouse at Totton near Southampton, which opened three years later in 1936. The first British tractor, the 'English B' or 'EB', was assembled at Totton from 1947 and remained in production until 1955. This tractor was supplied new by Ernest Doe & Sons of Ulting in Essex and is offered for sale with V5.



### 390 1955 NUFFIELD 'Universal' DM4 4cylinder diesel TRACTOR

Reg No: HJL 620

Serial No: N/A

This early Nuffield DM4 with the BMC diesel engine was supplied by H Leverton & Co Ltd of Spalding, one of the first appointed Nuffield distributors. Levertons were also involved in the early trials of the Nuffield tractor and manufactured a range of approved implements. The tractor's four-cylinder 3.4-litre unit, designated OEA/2, was a de-rated version of the Austin and Morris truck engine. HPI check indicates active registration number, but no V5 exists.



### 391 1939 ALLIS-CHALMERS Model 'B' 4cylinder TRACTOR

Reg No: 822 XUK

Serial No: B12403

The ubiquitous Model 'B' set the style for the lightweight rowcrop tractor and was the design that other manufacturers followed. The 'B' was in production for 20 years and 118,500 were built between 1937 and 1957. The model was later produced in Britain at Essendine, but the American version from Milwaukee is typified by its bowed front axle. The new paint, mixed for Allis by the Pittsburgh Plate Glass Company, was called Persian Orange and this example has had a recent new coat. The tractor was purchased from Ken Steward of Cockfield, Suffolk in 1987. Offered for sale with a V5.



### 392 1959 NUFFIELD DM4 Universal TRACTOR

Reg No: 4162 AH

Serial No: 7921757

Purchased from a local farm sale, now awaiting restoration or a magician. HPI check indicates active registration number, but no V5 exists.

**END OF SALE**





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## NOTES



## NOTES

# GENERAL CONDITIONS

## 1. DEFINITIONS

- 1.1. In these conditions the following terms have the following meanings, unless inconsistent with the context.  
'Auctioneers' means Cheffins of Clifton House, 1-2 Clifton Road, Cambridge, CB1 7EA and Clarke & Simpson of Well Close Square, Framlingham, Suffolk, IP13 9DU. 'Commission' means the commission charged on the sale of Lots in accordance with Clause 2 below.  
'Conditions' means the standard terms and conditions of business set out in this document.  
'Lots' means all machinery and all other items sold or intended to be sold in accordance with these Conditions.  
'Purchaser' means a person, firm or company who purchases lots. 'Vendor' means any person, firm or company who puts forward lots intended to be sold at the Sale.  
'Sale Day' means the day fixed by the Auctioneers for an auction and where the context so requires means the day fixed for the auction in which a particular lot is entered. 'Reserve Price' means the minimum price fixed by either the Auctioneers or the Vendor at which Lots are to be sold at the Sale.
- 1.2. Except where the context otherwise requires words denoting the singular include the plural and vice versa; words denoting one gender include all genders; words denoting persons include corporations and vice versa.

## 2. RESERVE PRICE & BIDDING

- 2.1. The auctioneers and/or the vendor reserve the right to fix a Reserve Price for any lot and withdraw that lot in the event that the highest bid price does not meet the reserve price.
- 2.2. The vendor may bid for any Lot either personally or through the auctioneers or through any other person and may withdraw any Lot any time before the sale of such a Lot.
- 2.3. The Auctioneers may without giving any reason refuse to accept the bidding of any person. In the case of a dispute as to any bid, the Auctioneers may forthwith determine the dispute or put up the Lot again at the last undisputed bid or withdraw the Lot.
- 2.4. No person may advance less at a bid than a sum to be named from time to time by The Auctioneers nor be allowed to retract a bid.
- 2.5. The highest bidder for each Lot shall be the Purchaser of that Lot.

## 3. AUCTIONEERS AS AGENT FOR VENDOR

- 3.1. The Auctioneers sell as Agent for the Vendor and as such are not responsible for any default by the Vendor or Purchaser.
- 3.2. In the event that a Purchaser fails to pay the purchase price for the Lot in accordance with these Conditions and the Auctioneers have previously advanced to the Vendor of such Lot an amount representing such purchase price the Vendor shall forthwith at the request of the Auctioneers assign all and any of his rights against the Purchaser in respect of the unpaid purchase price to the Auctioneers and shall execute such documents as may be required by the Auctioneers to give effect to such an assignment and further, shall give reasonable co-operation to the Auctioneers in any action, claim or proceeding brought or threatened by the Auctioneers against the Purchaser.

## 4. RISK

- 4.1. All Lots remain at the Vendor's risk until sold and following such sale shall be at the Purchaser's risk.
- 4.2. The Purchaser is on risk once the hammer falls and is strongly advised to effect insurance at once. Upon the fall of the hammer, the Purchaser shall assume all risks in and relating to such lots. The Purchaser is advised to effect in respect of all such risks arising thereafter any insurance it may consider necessary. The duty of the Auctioneers and/or the vendor to deliver lots shall be deemed performed upon the fall of the hammer even if a lot is subsequently and/or part thereof has been lost.

## 5. CONFIRMATION OF OWNERSHIP

- 5.1. The vendor warrants to the Auctioneers and to the Purchaser:-
- 5.2. That he is the true owner of the Lot or is properly authorised to sell the Lot by the true owner.
- 5.3. Is able to transfer a good and marketable title to the lot free from any third party claims liens and encumbrances and that all entries on the entry form are correct.
- 5.4. That no Lot is subject to any hire purchase, lease, contract hire agreement or any other finance agreement or contract.
- 5.5. That the auctioneers have been notified in writing if any of the items on this form, or any continuation form, have been recorded by any insurance company as a write-off or having been subject to a major insurance claim.

## 6. REMOVAL OF LOTS FROM THE SALE

- 6.1. All lots whether sold or unsold may not be removed from the sale site without a pass for the removal of Lots. Passes can be obtained from the Auctioneers' offices. All Lots must be checked out by the security.
- 6.2. All lots purchased must be cleared from the sale site on the day of sale unless otherwise stated in the catalogue.

## 7. EXCLUSION OF LIABILITY

- 7.1. The auctioneers shall not be liable for any expense, loss, claim or proceedings in any respect of any loss or damage whatsoever, to any property real or personal (including all lots) whether incurred before, during or after the sale.
- 7.2. The Auctioneers shall not be liable for any expense, loss, claim or proceedings in any respect of personal injury to or death of any persons arising out of or in the course of or caused by the Sale, except to the extent that the same is due to the negligence of the Auctioneers, their servants or agents.

## 8. DETAILS OF PURCHASERS AND PAYMENT

- 8.1. All purchasers are required to Register for a bidding number before the auction at the Auctioneers' office.
- 8.2. All lots must be paid for on the day of the sale by the Purchaser.
- 8.3. Any interest earned on client's monies will be retained by the auctioneers.

## 9. INSPECTION OF GOODS

- 9.1. All lots are sold with all faults and errors of description Purchasers should satisfy themselves prior to sale of the Lot as to the condition of each Lot and should exercise and rely on their own judgement as to whether the Lot accords with its description. Neither the Auctioneers, their servants or agents are responsible for errors of description or for the genuineness or authenticity of any Lot; unless otherwise stated no warranty is given by the Auctioneers, their servants or agents or by any Vendor to any Purchaser in respect of any Lot and any express or implied conditions or warranties are excluded to the fullest extent permitted by law.
- 9.2. The Auctioneers may at their discretion or upon the instruction of the Vendor alter or withdraw all or any lots referred to in the auction catalogue up to the moment at which the hammer falls in relation to such lot(s).

## 10. AUCTIONEERS' RIGHT TO ANNUL SALES

- 10.1. In the event of any dispute or refusal to pay or of non-payment on the part of the Purchaser, the Auctioneers may, entirely at their discretion, annul and cancel the sale of such lot or lots.

## 11. RESERVATION OF TITLE

- 11.1. If the Auctioneers allow the Purchaser to remove the Lot from the sale site before the Purchaser has made full payment for the Lot then title to the Lot shall remain vested in the Vendor.
- 11.2. If the Auctioneers pay the Vendor the price of the Lot before the Purchaser has paid the price to the Auctioneers, title to the Lot shall pass from Vendor to the Auctioneers and shall remain with the Auctioneers until full payment has been made by the Purchaser to the Auctioneers, when title shall pass to the Purchaser.
- 11.3. Notwithstanding that the title has not passed to the Purchaser all risk of damage to the Lot shall pass to the Purchaser immediately upon sale (the fall of the hammer).
- 11.4. The Purchaser shall until payment has been made in full keep the Lot in good marketable condition and readily identified and shall indemnify the Vendor or the Auctioneers as the case may be for any damage.
- 11.5. In the event of any sale by the Purchaser of a Lot before full payment has been made the Purchaser shall hold the proceeds of such sale on trust for the Vendor or the Auctioneer (as the case may be) and shall pay such proceeds into a separate identifiable bank account.
- 11.6. At any time before the title to the Lot has passed to the Purchaser, the Vendors or the Auctioneers (as the case may be) including the Auctioneers acting as agents for the Vendor shall have the right to enter upon the Purchasers property for the purpose of recovering the Lot.

## 12. COMPLIANCE WITH ROAD TRAFFIC ACTS

- 12.1. The Purchaser of any vehicle or trailer is responsible for complying with all legal requirements as to the construction and the use of such vehicle or trailer and for obtaining all certificates, permits or other authorisations necessary before such vehicle or trailer can be used on the road.

## 13. HEALTH AND SAFETY AT WORK ACT 1974 AND ALL OTHER ACTS AND REGULATIONS APPLICABLE TO FARM SAFETY

- 13.1. The Purchaser of any lot is responsible for complying with all legal requirements as to the safe use of lots purchased at the Sale and shall ensure compliance with all relevant legislation relating to the safe use of such lots.

## 14. TRADES DESCRIPTIONS ACT 1968

- 14.1. The vendor is reminded that under the terms of the Trades Descriptions Act 1968 the Vendor of any Lot to which a false description is applied may be guilty of a criminal offence punishable by fine or imprisonment.

## 15. GOVERNING LAW AND JURISDICTION

- 15.1. For the avoidance of doubt all contracts entered into between the Purchaser and Vendor and between either of them and the Auctioneers on the basis of these standard terms and conditions of business are governed by the laws of England and Wales and the parties hereby submit to the non-exclusive jurisdiction of the English Courts.

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