



Dumfries & Galloway

**VINTAGE MACHINERY
CLUB**

Newsletter

No: 54

SPRING 2002

Editors Notes

First of all I must say a few words by way of an OBITUARY to our deceased friend **Peter Steele** who very sadly passed away on 31st Dec last after a short illness. Peter was just 61. He will be very much missed by members and his friends in the club. He was a source of great encouragement to fellow Fergy owners and by his background of working for many years at Tweedies in Dumfries also had the background workshop knowledge that perhaps we wish we had.

Latterly Peter worked at Carnation but more recently in 'semi-retirement' he had become computer literate and was bitten by the new technology bug!

I can count myself fortunate to have been given the benefit of his workshop experience on grey Fergies and how encouraging he was. He was always pleasant and cheerful with a smile on his face and had a welcome for all, out and about or at home. What I remember fondly was his immaculate car and home and his smart TVO Fergy running like a Swiss watch. A model for all Vintage enthusiasts.

The only other comments are to mention that the Club's 25th Annual Rally is to be held at Park Farm as usual - the last Sunday in May - the 26th - run by Billy Gordon. Robert is now semi-retired from organising events - he deserves a rest after dealing with all the previous rallies. May I thank him too for being the only contributor this year to this magazine - at least I can rely on something amusing and informative written by him on the back of some second hand blank fax message or similar! I only wish I could get others to emulate him!

A thank you also to Willy Cruickshanks for purchasing for the club a set of videos and books relating to the Vintage movement. They are to be available for hire from Willy at our meetings at moderate charge (to be 'ploughed in' for purchasing other similar 'library' matter). Willy is also similarly holding for hire the other videos and books donated by the late founder member Billy Hastings. Complete list at the end of this newsletter.

Finally a word of thanks to Sandy McCulloch for organising the Tractor Road Run 2002 (the route described for 2001 - which unfortunately didn't occur due to Foot & Mouth). I hope all who participate have a nice dry day and enjoy the scenery.

Peter Tavernor April 2002

Postscript by the Ed. January 2002

As an update to my articles on lorry building in Sandbach in S Cheshire, I have recently learnt that ERF is to close in July. ERF was taken over only about a year ago by MAN of Germany, from Western Star of Canada, who had moved lorry production 18 months ago to a new factory in nearby Middlewich. The ERF truck-making plant, employing nearly 1000 people, is one of only 2 such plants in the UK. (The other is Pacar plant at Leyland, making Foden trucks, amongst others.)

So truck-making is going the same way as car-making – Fords do not make (assemble) cars in Britain – General Motors Vauxhall closed their Luton plant quite recently. There has, in recent months, been a big question mark over the most efficient car assembly plant – Nissan at Sunderland. However, expansion is going ahead at Honda at Swindon and a new Rolls Royce factory is being built in Sussex, while expansion by the Volkswagen group at the former Rolls Royce – now Bentley – factory in Crewe is planned. Finally, many Toyota cars are now being turned out from their new plant near Derby.

Notes from WA Gordon- Treasurer

Members will be aware that 2001 has been a rather lean year as far as income is concerned, with having no rally or working day, due to Foot and Mouth restrictions. It is unfortunate that many of the expenses were still incurred. Membership numbers were down at 92 being fully paid up (a number of members usually join and rejoin at our Rally).

I can confirm that the club is in a healthy financial position, nevertheless – with a reasonably healthy bank balance – but there is no reason for complacency and the club still needs your full financial (and other) support.

The 2001 Road Run

Sunday 29th April

I've always enjoyed tractor driving, especially old ones. No cab, the wind in your hair. My first road run was at West Mains, courtesy of my old friend Bill Cruickshanks. He very kindly loaned me a T20 P3, and despite a small hitch (fuel starvation), I thoroughly loved it.

The next road run was at Russell Kingans, Beeswing, on a TEF20, again loaned by Bill. A great run over the hills, plenty of good humour and grand company.

Last September I was lucky enough to purchase a TEF20 of my own. Bob Paterson, one of my pals, bought a TED20, a real cracker, and along with another two friends, Gary Amos (MF 35 four cylinder), and Brian Burgess (Ford 3000), the talk got round to a Road Run down Twynholm area.

Well, at the November 2000 A.G.M of the Vintage Machinery Club I was nominated and elected to serve on the Committee, something I am very proud of. At the end of the meeting I asked if I could organise a road run, and that was agreed.

God, what have I done! We go for chips after each meeting, then down to the Sands to watch the boy racers as we eat. The chat was all about the Road Run. Where to go, what we had to do, who to see. Police approval, how many folk would turn up and would they enjoy it. We had meetings in Underwood Vintage Tractor Shed (my garage), where we discussed the best route to take.

The Route

Gather at Tarff Valley road end, on Valleyfield farm side. Plenty of room to unload and park up. Head up Barcaple road ½ mile, turn down onto old coach road across Fellmans fields and into ringford. Left up Queenshill farm track, and onto Lauriston road. Enter Kirkconnel estate over hills onto Miefield farm and into Glengap. Through the forest exit near Gatehouse. Back over, past townhead and Littleton farms and turn into Auchengassel, Shell road past Irelandton-Muirhead, past Mark farm and back to the start.

It sounded grand, but would the owners think so? Well they were great. Robin Austin,

Queenshill, no problem – just no spud wheels.

Kirkconnel owner is a steam engine man. “A great idea”. He looked forward to seeing us. Gary did a great job with the Forestry, and managed to get a choice of routes. Robert Graham of Irelandton: “Splendid boys,” and again gave us a choice.

Now, was it the distance? Bob asked his boss, Robert Maitland, Cumpstown Estate, if he could borrow his truck. That was fine, but No Smoking. So, on my weekend off in the middle of January, we went for the truck. Boy, were we excited! Talk about weans!

My first reaction on entering the vehicle was “No smoking”, that’s the least of its worries! Never mind, it was very much appreciated. We tripped the odometer (which is in kilometres), at start point and set off. Bob was driving, Gary marking down road numbers, and distance, on each part of the road. I got the job of opening and closing gates – “Good eh?”

The coach road at Fellnaw crosses 4 fields and would be a pleasant drive on a nice spring day. Fellnaw now belongs to my employer Tom Clark.

Queenshill Road – “Jesus Christ” I thought:- “my poor wee tractor.” “This is hellish,” I said, “We’ll drown in these potholes.”

“Och, stop your moaning, says Gary, “It’s fine.” A few “Jesus Christs” later, we’re out onto a tarmac road. This was more like it! Kirkconnel estate – well, it’s a lovely run – hard track, some steep hills, beautiful scenery across a wooden bridge to Miefield. Some skilful driving here. We pass Coverters monument. “We could stop and have a look at that,” I thought.

Steep rise next and into Glengap. Next, it’s the forest; in we go and it’s time for a smoke of the pipe and a call of nature.

“What dae ye think?” says Gary. “What dae I think!” – the fog was that thick liquid was going down my wellies! More “Jesus Christs” followed by “Yer aye b----y moaning!”

Anyway, the fog cleared – and what a view! You can see to the Isle of Man. I was impressed. We came out of the forest into a field with sheep in it. Hmmm, hadn’t bargained for this. Decided it must belong to Mr Taylor, Disdow. Well, if he says no, we’re up yon creek!

We found Mr Taylor scraping a big shed with a TEF 20. It looked and ran well, and had been there since new. A very pleasant man is Mr Taylor, and wished us well. “Just drive

canny in the field if the sheep have lambs," he said.

"No problem," we said, and left relieved. Next, a good fast run on a B road past Bryan's house at Townend. He was milking that weekend and couldn't come.

Turn left at Auchengassel, across the hill road at Irelandton-Muirhead and right up to Mark farm.

I first met Robert Copland when I lived there many years ago, before being moved to Underwood. But that's a story for another time.

Back to start-finish point for the result. If we left out that Queenshill road it would be 32 kilometres spot on. Sent a detailed letter to the Police and back came a polite reply. Tractors in small groups, flashing beacons on leading vehicle and rear. My employer Mr Clark offered feeding trailers, with bales for passengers.

Jim Henry, tractorman at Cumpstown, would bring a portable generator and compressor in case of punctures. Willie Patterson, Bob's brother, in front with the Vitara to see to traffic. The leader of each group would have a two-way radio to keep in touch. That's it, the stage was set.

Then, disaster! The news came on with reports of foot and mouth down south. Maybe it would stay down there. One day Tom Clark came into my calf house.

It was bad news. Irelandton was confirmed. Well, you all know the rest. I my dog at nights and the glow in the sky from the pyres.

At Irelandton – Trostrie – Mains of Twynholm – Greenslack and others will live with me forever.

I phoned Bill Cruikshanks on the odd occasion to see how they were. Nobody visited, no talk of tractors; just long days wondering if we were going to be next. My sympathies go to any of you who were confirmed. It must have been hell.

God willing, next year the run will go ahead. You are all welcome – even as a passenger on a trailer. We will be pleased to see you.

Sandy McCulloch

CROOKLANDS QUIZ 9th MARCH 2002

The Mastermind of the Vintage World took part in the Crooklands Quiz (now in its 21st year), on Saturday 9th March this year at Crooklands Village Hall, near Kendal, where 6 teams attempted to answer the questions – attempted was the word! For our team, Robert and Russell, when asked questions on tractors, got a shocker – “What did AIRFLX make before toys?” – A tractor question indeed!

Many of the questions seemed to be hand picked just for us, as the Questionmaster said to me before the event started – “I’ll get you this year!” The bugger that he is – but we took it all in good part.

The final scores after 8 rounds:

1 st : Ribble Valley	66 points
2 nd : Fylde Country Life Preservation Society	63 points
3 rd : The North West Stationary Engine Association	61 points
4 th : Cumbria Steam & Vintage Vehicle Society	57 points
5 th : Dumfries & Galloway Machinery Club	52 points
6 th : Vintage Metal	51 points

Afterwards, a good Hot Pot supper was enjoyed by all.

R. Copland

WORLD PLOOIN' IN DENMARK - Robert, Davie, Brian, Leon

Brian, Davie, Leon and myself arranged to go to the World Event in Denmark. This was in July. Leon took up the seat vacated by John Kerr.

We loaded up Brian's new BMW car complete with roofbox at 6am on Thursday 20th September, and set off from Locharwoods to Harwich, where we boarded the ferry Dana Anglia for Esbjerg. On our journey south, we stopped off for a real truck driver's breakfast. Davie knows all the good bits (to eat, that is). We boarded, and set sail at 6pm, on our 19hr 50 min sea crossing. (I volunteered to do the driving during the sea crossing. The rest thought I was very generous, as Brian and Davie drove south).

The boat accommodation was clean, but small – four adults in an oven. The food was excellent. In all, a good crossing. We got off the boat at Esbjerg on Friday 21st at midday. Then we drove up to our digs, at a place called Fly just outside Skive. They were very clean and tidy etc and the people couldn't have been nicer.

To the match on Saturday 22nd after getting up early. Breakfast was boiled egg, sweet bread and jam. As we drove to Breum it was wet to say the least. However, we braved the rain as we didn't pay to get in. There was some good, but also some poor work. The Scotsman didn't do well at all in the Conventional. However, in the Reversible the Scotsman was first. A most enjoyable day. In the evening we went to our digs, washed, changed and went out to Skive for a meal. It was good.

One of the first people we met at the field was our own Billy Gordon. As he is Chairman of the Scottish Ploughing Association, he was there in an official capacity, and had been in Denmark since the Monday.

On Sunday we awoke to a very nice dry morning, so it was on with the kilt and off to the second day of ploughing. This was the Grassland. Again, our conventional ploughman didn't do too well. However, our Reversible man did very well. We all thought he had done enough to be the World Champion. However, this was not to be, as in the overall scores he finished a very creditable 3rd. Well done to Gordon Beattie and Jim Walker. The Team Coach was none other than Gordon Rae from Lockerbie.

We attended the presentation of prizes in a village hall in Esbjerg. The hall had seated 600 for a full dinner. There was also a 5-piece live band playing all night, and dancing, we believe, until the early hours.

The Vintage Ploughing at the event was made up with about 15/20 tractors and ploughs. They included a Petrol David Brown 25, a Petrol Grey Fergy, a Kilmarnock made Massey Harris with a P6; Lantz Diesel AKAM and BUKH, and a Volvo. They were all doing good work.

In the horse Ploughing, there were 10/12 pairs and one 4. The four were pulling a 2-furrow plough; the rest single-furrow. The horses were very light, only really pony types but doing a good job.

The farm which hosted the event could be traced back to the 1300's, but the present farmers were a direct line of descendants from 1879. It was mainly a pig and grain place; a large farm of around 500 acres; a dwelling complete with a moat – a wonderful-looking home.

The return journey was relaxing, with me again doing the driving from Esbjerg to Horwich. Davie reckons it is as near to a Health Farm as he will ever get – no smoking, no drink and no ---.

Gosh! I just forgot what the third thing was!

Robert Copland

HOW BIG CAN YOU GET?

Did you know GEC (General Electric) annual sales figures?

Aircraft Engine Sales	£10.9 billion
Household Appliances	£5.9 billion
Plastics (cars to kitchens)	£7.8 billion
Industrial Products (power transmissions etc)	£11.8 billion
Financial Services	£66.2 billion
Technical products	£7.9 billion
Television Networks	£6.8 billion

That's what you call a reasonable sized company!

By C of E

(or is it Roving Reporter)

Stuart Nicholson and the pulsating milking machine –

BOMBIE, KIRKCUDBRIGHT

These are some notes taken by the Ed. at a meeting arranged by Ronnie Grieve at the home of Donald Henry at the Grange, Kirkcudbright. Donald is the nephew of Jim Nicholson, the son of Stuart, who developed the milking machine as it is basically today. Jim himself is a lively 94 year old who used to farm at Bombie, Kirkcudbright, where his father moved as a young man when he got married. It is from Bombie that Stuart pioneered the pulsating milking machine, as we now know it.

Jim recollected to us how his father had been keen to develop a machine to milk cows, after watching a group of lassies hand milking a dairy herd by hand and what a laborious process that was. Jim explained his father had worked together with a fellow of like-mind in Wigtownshire at first, but left him when he was satisfied with a very basic primitive “cup”.

He remembers his father lying for hours under a cow watching hand milking and seeing how the milk was extracted – to see how he could get a machine to pull the milk from the cows’ teats. Eventually he got something to suck, but many disintegrated or melted, or dissolved – but he went to an old plumber in Kirkcudbright – he remembers it as premises about 3 doors up from the Royal corner, about where McMurrays is. The plumber made the “cup” up from various ideas and drawings his father made. Anyway he got it eventually to suck.

Shortly after, his father met up with Robert Wallace of Castle Douglas, who he knew. At the time the cup used hand-powered vacuum to suck the milk and he got it to stay on the teat, but it sucked all the time steadily. When the cup came off, the teat was dry and hard. So, he realised he had to find something which would come off the teat to let air in, and then let milk

in and then air, and then milk.

Wallace just laughed at him and said he was too far advanced – but eventually Stuart Nicholson succeeded after some perseverance.

Wallace then said he would join him to make the machines and they both worked away together for some time till it was pulsating and everything working well. They had umpteen different pulsators before they got one they wanted.

Once they had succeeded old Wallace was keen to keep hold of it, so they decided they had better patent it because everyone was trying “to get a go at it; lots of folk were trying to make the same thing following on.”

Stuart Nicholson did not want his name on the patent because he had “this thing down in Wigtownshire – it would spoil a lot of people for buying it – I’ll have to get something better than that – “ says Stuart.

So Stuart continued to develop the milking machine from his farm at Bombie. Jim, his son, remembers all sorts of different bits and pieces of experimental equipment – pulsators and so on, in the pantry at Bombie.

Jim explained that the vacuum principle he thought first came from Canada. He related a tale about how his father got a prize at a National agricultural show held at Doncaster, in front of the previous Prince of Wales – this machine used vacuum from a hand worked vacuum pump. Jim Nicholson then went on to talk briefly about his own development of the “improved teat cup” when he was a very young man. The cup was made of rubber with a metal lining. He

got rubber made by various rubber companies to his size and specification – it was smooth, soft and thick – he said he had them made up for him, and sold them to local farmers.

However, he found getting paid for them was often a problem! He never advertised – his “business” was just conducted by word of mouth.

Jim finally explained that his cups were better and longer lasting, because others used “coated metal” innards, where the coatings came off in the washing and cut the hands of the operatives – his were of stainless steel, made by A Kinson Pollock. He was still selling (direct) the Nicholson cup even into the 1950’s, and the outbuilding at Bombie still contains boxes of bits for the developed Nicholson cup.

The audiotape of the conversation of Jim Nicholson is in the Club “archives” currently held by Robert Copland.

GOING TO A RALLY THE HARD WAY

Looking back to 1999, one of our friends decided to attend Flookburgh Rally at Cartmel on his top of the range cycle (no auld bikes!)

The distance from Dumfries was: - 96.59 miles

Time taken: - 8 hours, 23 minutes

Top speed: - 28.5 mph

Average speed: - 11.5 mph

When “Bootsie” arrived at the Rally he had TWO WORDS to say how tired he was! Then he went to the bar for 5 pints of Guinness. However, after the Rally he accepted a lift home!

Roving Reporter

MATERIAL BEQUEATHED by founder member Willie Hastings

VIDEOS

VIDEO	Traction Engines – a technical insight.
VIDEO	Fordson – the story of a tractor.
VIDEO	Vintage video for the real enthusiast.
VIDEO	The Massey Ferguson Tractor Story.
VIDEO	Farming with steam.
VIDEO	A taste of farming life – story of potatoes.
VID-rec	BBC Attic archives
VID-rec	Tractor Pulling – Daniel O'Donnell / Shawn Cuddy
VID-rec	A long winter
VID-rec	D & G V.M.C. Rally 1992 & working day 1991
VID-rec	British Commercial Vehicle Museum - Angels Playmate
VID-rec	Brasswell open days- Aug '92 & Aug '93
VID-rec	The power of steam
VID-rec	W. Cumbria Vehicle Show - 1994
VID-rec	The power of steam
VID-rec	London to Brighton
VID-rec	Steam Trams
VID-rec	Classic steam
VID-rec	Vintage shows 1977 – 81 Horses tape
VID-rec	The power & the glory

BOOKS

Great Tractors	M. Williams
Great Tractors	M. Williams
50 years of farm machinery	B Bell
Farming with steam	H Bonnett
Gallery of old times (Photos)	A Beaumont
Steam up (Photos)	A Beaumont
Vintage tractors	C L Cawood
Century of traction engines	W J Hughes
Farm tractors in colour	M Williams
OTA Tractors and implements	Handbook
Nuffield tractor drivers handbook	M4
Readers Digest – shadow over Babylon - etc	
Readers Digest – Comeback - etc	
Readers Digest – Thunderpoint - etc	
Readers Digest – Decider - etc	
Readers Digest – The shadow in the sands - etc	
The greatest man who ever lived	

BOOKS cont.

The world of trains – magazine – vol 1	
The world of trains – magazine – vol 2	
The world of trains – magazine – vol 3	
Vintage commercial vehicle - magazine – vol	
Vintage commercial vehicle - magazine – vol	

INCIDENTALS

Blue file of old newsletters, rally programmes.

PAMPHLETS, MAGAZINES etc

25 th anniversary of national vintage tractor and engine club	
BMB President	Tractor drivers handbook
Monarch	Tractor drivers handbook
Vintage tractor special No3	Nuffield
Vintage tractor magazine	Vols 36-50 & 51-59
Friends of Ferguson Heritage	Spring/summer '94
Friends of Ferguson Heritage	Autumn '94
Friends of Ferguson Heritage	Winter '94 & Spring '95
Licensed to carry – Leylands 80 years in transport	
Tractor & Machinery Magazine	Volumes from Nov '95 to Oct '98 & Nov '98 to Sept '99
Folder of tractor and machinery handbooks & brochures etc (Ferguson, Massey etc)	

HELD ON BEHALF OF THE CLUB BY

Mr W B Cruickshank
 Broomhill
 Woodside
 Collin
 Dumfries
 DG1 4PT

*Available for hire at the open meetings
 - proceeds from which are to be used for
 purchase of other similar items.*

Guide to Current Tractor Prices

These prices apply only within the United Kingdom. They are published as a guide only and are subject to alteration without notice. In many cases, delivery to the farm, oil, etc., are extra and buyers should, therefore, confirm the delivered price with their dealer.

Fuels, where specified, are indicated thus: p. petrol, v.o. vaporizing oil, D. Diesel.

Capacity and horsepower figures, where given, are as supplied by the manufacturers, h.p. figures being at maximum governed r.p.m.

Horsepowers quoted are brake h.p. unless otherwise stated.

† Tested at the National Institute of Agricultural Engineering.

TRACKLAYING

ALBION-CUTHBERTSON £ s. d.
Soft-land Water Buffalo, 297.9 cu. in. Export
(4,883.5 c.c. Albion), 70 h.p. (D.) only

BRISTOL
25 134.1 cu. in. (2,198.3 c.c. Austln 470), 22 h.p. (p. or v.o.), or 144 cu. in. (2,360.6 c.c. Perkins P3 (T.A.)), 23 h.p. (D.):
P.C. 30, 30-in. track centres (p.) .. 746 0 0
V.C.30 (v.o.) .. 756 0 0
D.30 (D.) .. 858 0 0
P.C. 44, 44-in. track centres (p.) .. 784 0 0
V.C.44 (v.o.) .. 794 0 0
†D.44 (D.) .. 894 0 0
D.44 Forestry model, 44½-in. track centres (D.) .. 904 0 0
P.C. 52, 52-in. track centres (p.) .. 797 0 0
V.C.52 (v.o.) .. 807 0 0
D.52 (D.) .. 907 0 0
N.B.—Price for 30-in. track centres includes 7-in. track plates and for 44- and 52-in. track centres, 10-in. track plates. All models available with 7-in. tracks. Prices include elec. start.
Extras: lighting equipment £10; hydr. lift complete with linkage £77 10s.; pulley unit £18 2s. 6d.; p.t.-o. only £16.

DAVID BROWN
30T, 165 cu. in. (2,705 c.c. David Brown), 37 h.p. (v.o.):
40-in. track centres .. 1,085 0 0
48-in. track centres .. 1,092 0 0
56-in. track centres .. 1,115 0 0
64-in. track centres .. 1,121 0 0
†30TD, 165 cu. in. (2,705 c.c. David Brown), 34 h.p. (D.):
40-in. track centres .. 1,208 10 0
48-in. track centres .. 1,215 10 0
56-in. track centres .. 1,238 10 0
64-in. track centres .. 1,244 10 0
†50 TD, 247.7 cu. in. (4,059 c.c. David Brown), 50 h.p. (D.):
48-in. track centres .. 1,795 0 0
56-in. track centres .. 1,805 0 0
64-in. track centres .. 1,824 0 0
N.B.—Prices include electric starting and 4-speed p.t.-o. on all models.
Extras: 2-speed belt pulley £26 10s.; lighting £9 2s. 6d.

CONTINENTAL
CD.72, 441.7 cu. in. (7,700 c.c. A.E.C.), 68.5 d.b.h.p. (D.) with electric starter, lights and street plates .. 5,050 0 0

COUNTY
Mark 2 (D.) Agricultural (The New Fordson Major with County full tracks), 220 cu. in. (3,610 c.c. Fordson), 40.5 h.p. 12-in. tracks 1,343 0 0
Mark 2 (D.) Agricultural:
†14-in. tracks .. 1,346 0 0
16-in. tracks .. 1,351 0 0
N.B.—V.o. or petrol engines are available.
Mark 3 (D.) Industrial:
12-in. tracks .. 1,428 10 0
14-in. tracks .. 1,431 10 0
16-in. tracks .. 1,436 10 0
Extras: p.t.-o. £13 9s.; street plates for tractors with 12-in. wide grouser plates £38 5s. per set; 14-in. £41 10s.; 16-in. £42 10s.; cover £5 12s.; lights £10 (Mark 2), £10 10s. (Mark 3).
For other equipment see wheeled Fordson Major.

FIAT
†Model 60CI, 399.4 cu. in. (6,547 c.c. Fiat), 60 h.p. (D.) .. 2,945 0 0
Model 25CID, 116 cu. in. (1,901 c.c. Fiat), 25 h.p. (D.) .. 955 0 0
N.B.—Prices include lighting.
Extras for 60CI: p.t.-o. £65; belt pulley assembly £107 10s.; extras for 25CID: p.t.-o. £36 13s. 4d.; belt pulley assembly £56 13s. 4d.

FOWLER £ s. d.
Challenger 2, 351 cu. in. (5,760 c.c. Leyland AU350), 65 h.p. (D.) .. 2,730 0 0
†Challenger 3, 633 cu. in. (10,350 c.c. Meadows 6DC630, Leyland optional), 104.5 h.p. (D.) .. 5,115 0 0
Extras: electric lighting £17 5s.; street plates £87.
Challenger 4, 970 cu. in. (15,900 c.c. Meadows 6DJ970), 150 h.p. (D.) 6,950 0 0
Extras: electric lighting £17 5s.; street plates £92.

HANOMAG
K60, 226.7 cu. in. (3,715 c.c.), 60 h.p., on 13-in. tracks (D.) .. 3,500 0 0
K90E, 591.7 cu. in. (9,700 c.c.), 90 h.p., on 18-in. tracks (D.) .. 4,975 0 0
N.B.—Prices include lighting equipment.

INTERNATIONAL
New BTD-6, 264 cu. in. (4,327 c.c. International), 50.5 h.p. (D.) with 14-in. track shoes .. 1,719 0 0
N.B.—Price includes air pre-cleaner, electric lighting and starting, exhaust muffler.
Extras: belt pulley £80; rear p.t.-o. £25; radiator shutter £4 10s.; reduced speed rear p.t.-o. and drawbar extension £80; 16-in. shoes £4; 18-in. £8; 20-in. £12; hood side doors £11.

MARSHALL
†Track-Marshall, 269.5 cu. in. (4,420 c.c. Perkins L4), 48 h.p. (D.) .. 1,520 0 0

PLATYPUS
PD2, 191.6 cu. in. (3,140 c.c. Perkins P4), 34 h.p. (D.):
Narrow, 7- and 8-in. tracks, 31-in. centres .. 1,045 0 0
Standard, 9-in. tracks, 35-in. centres .. 1,045 0 0
12-in. tracks, 35-in. centres .. 1,060 0 0
Wide, 9-in. tracks, 46-in. centres .. 1,080 0 0
12-in. tracks .. 1,095 0 0
Extra wide, 9-in. tracks, 54-in. centres .. 1,084 10 0
12-in. tracks .. 1,099 10 0
Bogmaster, 32-in. tracks, 54-in. centres .. 1,750 0 0
PD4, 269.5 cu. in. (4,420 c.c. Perkins L4), 51 h.p. (D.) .. 1,750 0 0

RANSOMES
†M.G.6, 36.6 cu. in. (600 c.c. Ransomes), 7 h.p. (p.) with manual lift .. 335 0 0
With hydraulic lift, p.t.-o. and R.-H. linkage .. 390 0 0
Extra: p.t.-o. for tractor with manual lift £8.

ROADLESS
†J.17 (New Fordson Major with rubber-jointed full tracks), 220 cu. in. (3,610 c.c. Fordson), 40.5 h.p., 14-in. tracks (D.) .. 1,470 0 0
Extras: lights £10; p.t.-o. £12 10s.

VICKERS
†Vigor, 742.64 cu. in. (12,173 c.c. Rolls-Royce), 180 belt h.p. Including electrical equipment .. 7,975 0 0

WHEELED (10 h.p. and over)

ALLIS-CHALMERS
Model D-270, 125 cu. in. (2,053 c.c. Allis-Chalmers), 22 h.p. (v.o.) .. 363 15 0
144 cu. in. (2,359.72 c.c. Perkins P3 (T.A.)), 27.5 h.p. (D.) .. 509 5 0
N.B.—Price for Diesel model includes self-starter and provision for lighting.
Extras: combined belt pulley and p.t.-o. £25 18s. 9d.; hydraulic pump £8 15s.; rear lift and two rams £14 11s.; linkage for 3-point implements £14 1s. 3d.; live p.t.-o. clutch £35; electric lights and starting are also extra.

BEAN ROWCROP £ s. d.
57 cu. in. (933 c.c. Ford), 17 h.p. (p.):
3-wheel .. 340 0 0
4-wheel .. 360 0 0

BROCKHOUSE
President, 56 cu. in. (918 c.c. Morris), 16 h.p. (p.) or 14 h.p. (v.o.) .. 293 0 0
Extras: hydraulic lift £30; rear lift linkage £10; p.t.-o. and pulley unit £18; lighting equipment £12.

DAVID BROWN
900, 165 cu. in. (2,705 c.c. David Brown), 40 h.p. (D.) .. 593 10 0
37 h.p. (v.o.), 45 h.p. (p.) .. 522 0 0
†50D 247.7 cu. in. (4,059 c.c. David Brown), 50 h.p. (D.) .. 891 5 0
N.B.—Price includes: lighting, starter, single-speed pulley and 4-speed p.t.-o.
†25 154 cu. in. (2,523 c.c. David Brown), 31.7 h.p. (v.o.), or 37.5 h.p. (p.) .. 471 0 0
†25D 154 cu. in. (2,523 c.c. David Brown), 31.3 h.p. (D.) .. 544 0 0
25K, Conversion of David Brown 25 to 48 in. high and 53½ in. wide (v.o.) .. 545 10 0
25D.K. (D.) .. 621 10 0
N.B.—Prices include traction control unit, hydraulic lift and electric starter on all four models; 11 × 28 rear tyres on the 900 and 10 × 28 tyres on the 25 and 25D.
Extras: agricultural lighting £5 12s. 6d.; universal lighting £13 7s. 6d.; 2-speed p.t.-o. £19 5s. and 2-speed belt pulley £6 15s. for all four models. Choice of two drawbars: adjustable £6; universal £11 10s.
†2D, 77 cu. in. (1,261 c.c. David Brown), 12 h.p. (D.) .. 389 0 0
N.B.—Price includes pneumatic lift, p.t.-o. and inertia starting. A lower price applies if the tractor is supplied as a "pack" with various implements.
Extras: electric starting £10; electric lighting £8 10s.; front-wheel weights, before delivery, £5; after delivery £5 17s. 6d.

COUNTY
†Fourdrive, four-wheel drive, with Fordson Diesel engine, 220 cu. in. (3,610 c.c. Fordson), 40.5 h.p. .. 1,558 0 0

FERGUSON
35 petrol, 133.4 cu. in. (2,186.5 c.c.) 37.25 h.p. .. 463 0 0
35 petrol de Luxe, 133.4 cu. in. (2,186.5 c.c.) 37.25 h.p. .. 490 0 0
35 vaporizing oil, 133.4 cu. in. (2,186.5 c.c.) 30.5 h.p. .. 473 0 0
35 vaporizing oil de Luxe, 133.4 cu. in. (2,186.5 c.c.) 30.5 h.p. .. 500 0 0
35 Diesel, 137.89 cu. in. (2,259 c.c.) 37.25 h.p. .. 558 0 0
35 Diesel de Luxe, 137.89 cu. in. (2,259 c.c.) 37.25 h.p. .. 585 0 0
N.B. Prices include hydraulic system, p.t.-o., self-starter and pneumatics.

†FORDSON MAJOR (NEW)
Rowcrop, 199 cu. in. (3,261 c.c. Fordson), 39.5 h.p. (p.) .. 458 0 0
Rowcrop, 220 cu. in. (3,610 c.c. Fordson), 38.5 h.p. (v.o.) .. 458 0 0
Rowcrop, 220 cu. in. (3,610 c.c. Fordson), 40.5 h.p. (D.) .. 514 0 0
N.B.—Prices include starter and steering brakes.
Extras: belt pulley £9; p.t.-o. £12 10s.; hydraulic lift and linkage, including p.t.-o., £62 10s.; electric lighting £8.
K.F.D. 52 narrow-gauge conversion (height 57 in., width 54 in.) (D.) 627 0 0
K.F.D. 68 orchard conversion (height 57 in., width 68 in.) (D.) 578 0 0

INTERNATIONAL
B-250, 144 cu. in. (2,360 c.c. International), 30 h.p. (D.), 10 × 28 rear tyres .. 510 0 0
N.B.—Price includes electric starting, differential lock and disc brakes.
Extras: hyd. lift, 3-point linkage and weight transfer £60; p.t.-o. £7; belt pulley £17; electric lighting £13 10s.; automatic hitch £10.

(Continued overleaf)

FARM MECHANIZATION

Guide to Current Tractor Prices (Contd.)

WHEELED (10 h.p. and over) contd.

INTERNATIONAL (contd.)

	£	s.	d.
Farmall Super BM, 264 cu. in. (4,327 c.c. International), 42.5 h.p. (v.o.), 11 x 38 rear tyres:			
With single front wheel	660	0	0
With variable-tread front wheels	665	0	0
With adjustable wide front axle	668	0	0
†Farmall Super BMD, 264 cu. in. (4,327 c.c. International), 50.5 h.p. (D.) 11 x 38 rear tyres:			
With single front wheel	767	0	0
With variable-tread front wheels	772	0	0
With adjustable wide front axle	775	0	0
Super BW-6, 264 cu. in. (4,327 c.c. International), 42.5 h.p. (v.o.), 13 x 30 rear tyres	678	0	0
Super BWD-6, 264 cu. in. (4,327 c.c. International), 50.5 h.p. (D.), 13 x 30 rear tyres	785	0	0

N.B.—Prices include: (all models) drawbar, rear wheel fenders, exhaust muffler. (BM, BW-6) radiator shutter. (BMD, BWD-6) electric starting.
 Extras: electric lighting and starting, (BM) £22, (BW-6) £36; electric lighting, (BMD) £8, (BWD-6) £10s.; radiator shutter, (BMD, BWD-6) £4 10s.; ploughing light, (BM, BMD) £2, (BW-6, BWD-6) £3. (All models) 3-point linkage and power drawbar, £34; live hyd. lift, £45 10s.; belt pulley, £19; p.t.-o., £10.

LANZ
 Alldog Tool Carrier, 32.6 cu. in. (534 c.c. Triumph-Lanz), 13 h.p. (D.) .. 565 0 0
 N.B.—Price includes hyd. lift, p.t.-o., electric starting.

M.A.N.
 Four-wheel-drive models:
 AS.440A, 180 cu. in. (2,950 c.c. M.A.N.), 40 h.p. (D) .. 999 0 0
 AS.542A (M.A.N.), 42 h.p. (D.) 1,290 0 0
 N.B.—Price of AS.542A includes 10-speed gearbox, winch.

MARSHALL
 †M.P.6, 351 cu. in. (5,750 c.c. Leyland U/E 350), 70 h.p. (D.), on 14 x 34 rear tyres .. 1,475 0 0

MASSEY-HARRIS
 †No. 745, 269.5 cu. in. (4,420 c.c. Perkins LA), 44.6 h.p. (D.):
 With variable track front wheels, 11 x 36 or 13 x 30 rear tyres .. 725 0 0
 As above, with 14 x 30 rear tyres .. 775 0 0
 With high-arch adjustable front axle, 12 x 38 rear tyres .. 795 0 0
 N.B.—Prices are ex works and include self-starter and battery.
 Extras (when supplied with tractor): belt pulley and drive, £18 6s.; p.t.-o., 1½-in. spline, £10; field lights, £11 10s.; hour meter, £3 10s.; hydraulic three-point linkage, £90.

NUFFIELD UNIVERSAL
 †M4, 4-wheel, 230 cu. in. (3,770 c.c. Morris), 43 h.p. (v.o.) .. 465 0 0
 M3V, with "V" twin front wheels 447 10 0
 †DM4, 4-wheel, 208 cu. in. (3,402 c.c. B.M.C.), 45 h.p. (D.) .. 567 10 0
 DM3V, with "V" twin front wheels 550 0 0
 N.B.—Prices include: electric starter, adjustable drawbar, handbrake, hour meter. When supplied with iron front wheels price is reduced by £5. When supplied with steel rear wheels, price is reduced by £31 10s.
 Extras: hydraulic power unit incorporating p.t.-o., £65; p.t.-o. and guard, £12 10s.; belt pulley, £12; electric lighting and horn, £10 10s.; independent p.t.-o., £70; independent p.t.-o. and hydraulic power unit, £122 10s.
 †PM4, 4-wheel, 230 cu. in. (3,770 c.c. Morris), 48 h.p. (p.) .. Export only
 PM3V, with "V" twin front wheels .. Export only

ROADLESS
 Manuel 4-wheel-drive Fordson Major, 220 cu. in. (3,610 c.c. Fordson), 40.5 h.p. (D.) .. 978 0 0

TRUSTY STEED
 36.4 cu. in. (596 c.c.), 14.5 h.p. (p.):
 On steel wheels .. 254 8 0

TURNER DIESEL
 †196 cu. in. (3,229 c.c. Turner 4V95), 36 h.p., with 11 x 36 rear tyres (D.) .. 866 0 0
 With 14 x 30 rear tyres .. 900 0 0
 With steel wheels .. 830 0 0
 Extras: hydraulic lift, linkage, p.t.-o., etc.

UNIMOG
 Four-wheel drive, 107.8 cu. in. (1,767 c.c. Daimler-Benz), 25 h.p. (D.) .. 1,100 0 0

WHEELING (up to 10 h.p.)

ACRE
 Rotary cultivator, 15.6 cu. in. (256 c.c.), 3 h.p. (p.), on solid rubbers from .. 100 0 0

ALLEN
 Rotary Sickle, 8.96 cu. in. (147 c.c. Villiers Mk. 25C) 1.9 h.p. (p./oil) 57 10 0
 Self-propelled Motor Scythe:
 Model T, 8.9 cu. in. (140 c.c. Villiers), 1.9 h.p. (p./oil) .. 86 0 0
 15.6 cu. in. (256 c.c. Villiers), 2.96 h.p. (p.) .. 103 10 0
 Model T.S., with Servo clutch, 8.9 cu. in. (146 c.c. Villiers), 1.96 h.p. (p./oil) .. 89 15 0
 15.6 cu. in. (256 c.c. Villiers), 2.96 h.p. (p.) .. 107 5 0

AUTO CULTO
 Autogardener Mk. II, 8.96 cu. in. (147 c.c. Villiers Mk. 15), 1.95 h.p., with reverse gear and fixed wheels. 89 15 0
 Rotary cultivator 20 5 0
 Autogardener, Mk. III 8.96 cu. in. (147 c.c. Villiers Mk. 15), 1.95 h.p. with reverse and ratchet type wheels .. 94 15 0
 Rotary cultivator .. 20 5 0

BARFORD
 Atom 15 (Villiers Mk. 12 H.S.) 1.9 h.p. (p.) .. 88 10 0
 Atom Motor Hoe, 1 h.p. (p.) .. 55 15 0
 Barford power scythes (Villiers Mk. 12 H.S.), 1.9 h.p. (p.) .. 89 10 0
 Rotomo (Villiers Mk. 12 H.S.), 1.9 h.p. (p.) .. 52 10 0

BRITISH ANZANI
 †Iron Horse, 25.1 cu. in. (412 c.c. J.A.P.), 6 h.p. (p.):
 On steel wheels .. 155 0 0
 On pneumatics .. 165 0 0
 Motor Hoe, 6 cu. in. (98 c.c. J.A.P.), 1 h.p. (p.) .. 47 10 0
 N.B.—Price of motor hoe includes hoeing blades and grubbing tines.

BROCKHOUSE
 Cultmate, 19.5 cu. in. (320 c.c. B.S.A.), 3½ h.p. (p.):
 On pneumatics .. 85 0 0
 Hoemate, 7.6 cu. in. (125 c.c. Brockhouse), 1½ h.p. (p./oil):
 On pneumatics .. 47 10 0

CLIFFORD
 Rotary cultivator, 25 cu. in. (412 c.c. J.A.P.), 4.5 h.p. (p.):
 Model A 1/16-in. (spring tines) 132 0 0
 Model A 1/22-in. (spring tines) 135 0 0
 Model Mk. 4 (500 c.c. B.S.A.) 6/8 h.p., 16- or 22-in. (rigid tines) .. 215 0 0
 (spring tines) .. 220 0 0
 Model Mk. 4 (600 c.c. J.A.P.), 9 h.p., 16- or 22-in. (rigid tines) (spring tines) .. 230 0 0
 235 0 0
 Model Mk. 4 (500 c.c. Sachs), 10 h.p. (rigid tines) (D.) .. 292 10 0
 Model Mk. 2 (250 c.c. Villiers), 4 h.p., 16-in. (rigid tines) .. 135 0 0
 Model Mk. 1 (80 c.c. J.A.P.), 1½ h.p., 12-in. (rigid tines) .. 77 10 0
 Model Mk. 1 (147 c.c. Villiers), 2 h.p., 12-in. (rigid tines) .. 96 10 0
 Continental, 25 cu. in. (412 c.c. J.A.P.), 5 h.p. (p.) .. 108 0 0
 Super Scythe, 24-in., 30-in. and 36-in. (80 c.c. J.A.P.), 1 h.p. (p.) .. 85 0 0

COLEBY
 Senior, 2-wheel, 25.6 cu. in. (420 c.c. B.S.A.), 5.75 h.p. (p.) .. 167 10 0
 Shire, 4-wheel, on pneumatics with hyd. lift:
 Mark 1, 25.6 cu. in. (420 c.c. B.S.A.), 5.75 h.p. (p.); Mark 2, 35.9 cu. in. (588 c.c. J.A.P.), 6.75 h.p. (p.) .. 260 0 0
 Mark 3, 50.26 cu. in. (824 c.c. J.A.P.), 10 h.p. (p.) .. 305 0 0
 Handy, 4-wheel front drive, 25.6 cu. in. (420 c.c. B.S.A.), 5.75 h.p. (p.) .. 215 0 0

COLWOOD
 Motor Hoe, Model B, Mk. 2, single-wheel, 7.32 cu. in. (120 c.c. Villiers Mk. 12), 1.3 h.p. (p.) .. 72 10 0

EMERY
 Rotary Cultivator, Model 350, 21.4 cu. in. (350 c.c. J.A.P.), 4 h.p. (p.) with 14 in. or 16 in. rotor .. 131 5 0

FARMERS' BOY
 7.32 cu. in. (120 c.c. Villiers Mk. 12), 1.45 h.p. (p.) .. 70 0 0
 Major, 15.6 cu. in. (256 c.c. Villiers Mk. 25), 3 h.p. (p.) .. 110 0 0

PARMOTT
 Villiers, 4.6 cu. in. (77 c.c. Villiers), 1.3 h.p. (p.) .. 47 10 0
 (v.o.)
 N.B. Price includes drawbar, cultivating and hoeing tools.

CHAVVY
 Model 1 Mk. 2 Motor Cultivator (1.7 cu. in. (28 c.c. Villiers), 2) h.p. (p.), with toolbit .. 86 10 0
 Imperial, 14.7 cu. in. (242 c.c. Villiers), 3 h.p. (p.) with toolbit (Gravelly) .. 96 0 0
 Model 1, 30.25 cu. in. (480 c.c. Villiers), 5 h.p. (p.) .. 138 0 0

GUNSMITH
 24 cu. in. (395 c.c.), 5/6 h.p., 3-wheel (p.):
 On steel wheels .. 197 10 0
 On pneumatics .. 210 0 0
 Extras: manual lift, £3 6s.; starting, lighting, £20; 4-wheel conversion on pneumatics, approx. £30.

HOWARD Rotavator
 Bantam Series IV, 8.96 cu. in. (147 c.c. Villiers Mk. 15), 1.95 h.p. (p.) or 7.3 cu. in. (120 c.c. B.S.A.), 2 h.p. (p.):
 Complete with 10-in. rotor .. 99 0 0
 Complete with 14-in. rotor .. 104 0 0
 Bullfinch, 5.98 cu. in. (98 c.c. J.A.P.), 1.25 h.p. (p.) 10-in. .. 62 10 0
 Gem Series III, 36.6 cu. in. (600 c.c. J.A.P.), 6 h.p. (p.), 20-in.:
 On steel wheels .. 220 0 0
 On pneumatics .. 225 0 0
 Gem Series IV, 49.4 cu. in. (810 c.c. J.A.P.), 9.8 h.p. (p.):
 20-in. on steel wheels .. 230 0 0
 On pneumatics .. 235 0 0
 24-in. on steel wheels .. 235 0 0
 On pneumatics .. 240 0 0
 30-in. on steel wheels .. 270 0 0
 On twin pneumatics .. 270 0 0
 Extra: v.o. engine for Gem Series IV, 9.4 h.p., £3 10s.
 Yeoman, 24 cu. in. (395 c.c. Villiers), 4.2 h.p. (p.), 15-in.:
 On solid wheels or pneumatics .. 175 0 0

LANDMASTER
 Eagle Mk. 1/P, 36.6 cu. in. (600 c.c. J.A.P.), 10.15 h.p. (p.) or 9.5 h.p. (v.o.), petrol model .. 240 0 0
 V.o. model .. 245 0 0
 Gamecock Mk. 1, 7.32 cu. in. (120 c.c. Villiers Mk. 12 H.S.), 1.9 h.p. (p.) with rubber tyres, rotary hoe .. 96 5 0
 Kestrel Mk. 1/AR, 15.65 cu. in. (256.6 c.c. Villiers Mk. 25 H.S.), 3.4 h.p. (p.) .. 136 10 0
 Extras: free wheel for Gamecock and Kestrel, £4 15s.
 Hawk Mk. 1/P 24.1 cu. in. (395 c.c. Villiers Mk. 40 H.S.), 5.2 h.p. (p.) or 25.6 cu. in. (420 c.c. B.S.A.), 5.45 h.p. (v.o.), petrol model .. 190 0 0
 V.o. model .. 195 0 0
 Gardenmaster, 4.88 cu. in. (80 c.c. J.A.P.), 1 h.p. (p.) .. 36 10 0
 Extra: cultivating head and tools, £12 10s.

MAYFIELD
 Motor Scythe, 7.3 cu. in. (120 c.c. Villiers Mk. 12), 1.5 h.p. (p.) .. 86 7 6
 Without scythe .. 66 10 0
 Motor Scythe, 8.96 cu. in. (147 c.c. Villiers Mk. 15), 1.95 h.p. (p.) .. 94 10 0
 Without scythe .. 73 0 0

MONROTTLER
 Series 2, 7.3 cu. in. (120 c.c. Villiers), 1.7 h.p. (p.), with digging tines .. 90 0 0
 Series 3, 8.96 cu. in. (147 c.c. Villiers Mk. 15), 1.95 h.p. (p.), with digging tines .. 108 0 0
 Rototiller Model 56, 21.5 cu. in. (353 c.c. Geo. Monro), 8 h.p. (p./oil) .. 190 0 0
 Model 35, 15.3 cu. in. (250 c.c. Geo. Monro), 5 h.p. (p./oil) .. 137 0 0
 Rowtrac Model 5, 20.9 cu. in. (342 c.c. Villiers), 5 h.p. (p./oil) .. 100 0 0

ROLLO
 Croftmaster, 15.6 cu. in. (256 c.c. Villiers), 3 h.p. (p. or v.o.) .. 210 0 0
 19.5 cu. in. (320 c.c. B.S.A.), 5 h.p. (p. or v.o.) .. 220 0 0
 Extra: hydraulic lift £30.

SHAY
 RotoGardener, 7.3 cu. in. (120 c.c. RotoScythe), 1.75 h.p. (p.):
 16-in. width .. 57 0 0
 24-in. width .. 60 10 0

TEAGLE
 2.99 cu. in. (49 c.c. Teagle), (p.) .. 40 0 0

TRUSTY
 No. 5, A type, 25 cu. in. (412 c.c.), 4.5 h.p. .. 151 5 0
 No. 6, A type, 36 cu. in. (588 c.c. J.A.P. Model 6), 5.5 h.p. .. 157 6 0