



Dumfries & Galloway

**VINTAGE MACHINERY
CLUB**

Newsletter

No: 60

WINTER 2005/6

Winter 2005/06 Newsletter

Editorial

A bit late, but better than never perhaps. The Editor is back but a younger man is in the wings – Brian is “rarin to go”.

The little piece I wrote about the football stars’ car, the Bentley Continental GT, reminded me of my slow recovery last year from the car accident that happened to me in Spain.

After returning home from hospital one of my injuries was a torn muscle in my shoulder and I asked about the old fashioned wooden crutches, ‘cos arm crutches were nearly impossible. To cut a long story short they are not readily available – Health and Safety or whatever have decreed that wood is not safe, can split and break! Anyway, telling this to my friend of long-standing in Crewe he said he was sure he could locate some. He’d heard of some at the railway works first aid centre; anyway, they had gone when he enquired. It so happens he does work for free on Red Cross vehicles so he said he’d ask. Anyway, he located a pair and wanted to know my height and had them delivered to his works near Crewe. Then how do we get them quickly and safely to me?

It transpires he has a friend who test-drives new Bentley cars at night. Each pre-production car at that time had to be road tested for 500 miles and it was his job twice a week with another (they travel in convoy for safety) to get some miles testing. It was decided that they would just manage to get to my home from Crewe within the 500 mile limit.

They did not want to know the way – map reading was not their ‘forte’. We have satellite navigation, just give us your address. So Auchencairn was spelt out to them, telling them it was near Dumfries. Well they got to Auchencairn one night at about 11pm and we had a ‘phone call again. “Where are you? We have got to Auchencairn but there are only a couple of houses and some caravans.” After some discussion it was decided

they were on the way to Beattock, quite the wrong side of Dumfries! It shows that an address on its own is of no use. If they had been given the post code it would perhaps have been different.

Anyway, I got the crutches delivered specially by a convoy of Bentley cars! I must say that it really was worth it – after a few weeks I really felt better!

A note from the 'Assistant Editors' Brian and Robert – We have a new 'reporter' on the Club's books writing for the first time under the name of The Bald Eagle. After many years having a misspent youth he has now turned his hand to pen and paper. Knowing the Bald Eagle there are a lot of experiences and stories to be told from that polished and exposed head.

Maybe this newsletter, before going to press, will also have the long-promised article on Field Marshall tractors by John Kerr. We will have to hold open a page or two for the Club's leading authority on Field Marshall tractors.

P Tavernor

New Cats on the Block

Caterpillar have had their new range of bulldozers on display at Conexpo Plant Show in Las Vegas. The new D8T/D9T and Diot Dozers are fitted with Caterpillar new tier 3 stage 11a engines developed by Caterpillar to meet the world's environmental emissions controls. All three bulldozers use an electronically controlled heavy duty planetary powershift transmission with three forward and three reverse gears. All tractors have improved comfort in the cab for the driver, with most of the controls being at fingertip to operate. To achieve the new technology Caterpillar have had a few prototype units working throughout the world, with Scotland playing a big part in the development. For the past year one D9T prototype has worked in the Ayrshire coalfields, working around the clock in some of the most demanding ground conditions which are not experienced elsewhere in the world. Maybe in next year's syllabus there could be a trip to Ayrshire to see some of this new technology.

B G Robertson

Diary Dates for 2006

- March Charity Vintage Display at Lochill, New Abbey – date to be confirmed
- March 4th Crooklands Quiz
- April 16th National Vintage Tractor Road Run – from Cattle Market, Lanark, organised by Avon Valley Vintage Power – entry forms (copy of) obtainable from them or Editor (closing date 31st January 2006)
- April 30th Our Vintage Tractor Road Run – commencing at Lochside Industrial Estate, off Glasgow Road, Dumfries – charity collection.
- May 27th & 28th Annual Rally – Park Farm
- October 15th Annual Club Working Day

AND BOB GRAHAM'S BEEN GOING THRO' RECENT PAYMENTS: -

Sandbed Mill,
LOCKERBIE, 12 Feb 1935

Mr Graham Blackford
Lockerbie

To H. JACKSON & SONS
Bobbin Manufacturers

Feb	12	4	horn twines		18				
		1	Lead Sawdust		2	6			
					£ 1	0	6		
					2				
					£ 1	2	6		

By Graham
12 Feb 1935
By Jackson Sons

SOLE BOOT, SHOE, and CLOG WAREHOUSE.
34 & 36 HIGH STREET,
LOCKERBIE, 1933

Mr Graham

To MATTHEW THORBURN.
Repairs Neatly and Promptly Executed.
Clogs Made & Repaired on the Premises.

3/2	March	3	10s Clogs					12	6
	April	5	10s Clogs					12	6
	May	30	Shoes soled & heeled					4	3
	Oct	17	shoes heeled					1	8
	Nov	30	men's clogs clogged					5	
3/2	Feb	22	boots soled & heeled					2	6
								£ 2	1

July 14th 1933
a.m.

A Crawler Loader from Cumbrae

As a crawler tractor enthusiast and of International in particular, I was informed about a BTD6 Drott for sale in Borgue. They talk about "out of the world into Borgue" – I can see why. The countryside is covered in knowes, drumlins and whins. The roads are also very narrow. However, we found the farm and were able to view the machine. I had been told it had a digger on the back, but could not envisage what it might be.

On arriving we were given the history of the machine. It was in retirement having worked a large part of its life on the Isle of Cumbrae. It had been used to keep a small inlet on the island clear of driftwood and other obstacles which would have prevented small boats from coming ashore. The tractor had started life as a Drott only, when supplied new by Savilles the I.H. dealers in the Midlands. This company was recently featured in the Classic Plant magazine. A Wayneroy digger had been retrofitted by Bowens the I.H. construction dealers in Glasgow before going to Cumbrae.

On looking the tractor over a lot of rust was apparent due to the salty environment. There was a lot on the track frames etc. and the hydraulic rams were also pitted. However there are no leaking seals at the moment so hopefully everything will be OK. The tractor must have been in the sea on many occasions.

A bargain was made and I went to collect it with the low loader. The owner said it would start if a battery was applied. Sure enough, after large amounts of Easystart and smoke coming from the starter motor the engine reluctantly came to life on two cylinders. It limped feebly onto the lorry and then died; we couldn't get it to go again to get it off the lorry so a chain had to be used.

On removing the cylinder head the cause was clear. Two of the cylinders had been damaged by a foreign body. The pistons, valves, and cylinder head were badly marked. It was decided that new pistons, liners, big end shells, valves and valve seats were all needed and the head was reconditioned by John McKean. After much searching a new set of heater plugs was obtained and the injectors reconditioned at Moulospark. The rebuilt engine now starts easily, but still takes a bit of time to settle when cold. Hopefully a day of light work will help to bed it in.

It was now time to try the tractor out. The clutches and brakes were OK; however the hydraulics were slow and noisy. The suction filter in the reservoir tank was cleaned and replaced until a new one can be found. The hydraulics are now much better. On the subject of oil it was found that the gear oil was like pot ale syrup. Salt water must have got into the oil. Hopefully no damage has been done to the gears and bearings. The old oil was drained, diesel put in and the tractor run for ten minutes to wash the system. This diesel was then drained and fresh oil put in.

The tractor needs a coat of paint and a general tidy up, but hopefully the mechanics will be OK for the future.

Russell Kingan

Visit to the Froom Collection Sale

in May at Little Park Farm, Mortimer, Reading,
organised by Messrs Thimbleby & Shorland

This was Pat Froom's reduction sale visited by Robert Copland, Davie Kirkpatrick and Brian Robertson (the terrible threesome) plus John Fawcett.

We went on our way to Reading at 6am on the Friday to be there in good time for the Saturday sale which commenced at 10am ("and we wanted a look around beforehand to see where we could spend some money" – Editor).

After arriving at the farm we had a good look around and started most of the tractors. It was Davie's idea to buy himself a Case. However, it was not to be at this sale!

Standard Fordsons varied from £1,200 to £3,650; Case tractors from £1,900 to £3,000 and an English Austin made £7,300 and a non runner. Probably the cheapest tractors were three Fordson Majors, all 'on the button' £420 to £460 – they looked good value for the money. Ransomes ploughs made up to £920 and mounted, £680; and old horse-drawn flail mower made £1,300 and old literature, operator's manuals for various tractors, up to £130 but most at around £70. Plough shares £60-£100 per pair; there were genuine Ransome shares (or socks as we call them).

All in all a very interesting sale and all the more informative of prices in southern England. We didn't buy anything but bid on a few items; however we had good luck – Davie got a spare Fordson engine and Brian was donated a pair of “socks” for his plough (not his feet) – all donated by others.

Robert Copland has quite a complete list of prices in a catalogue for perusal by members – all prices were plus 5% buyer's premium.

Looking through the list of tractors a very tidy original International W4 made £3,600; a very tidy 1943 Case SC3 Row Crop made £1,300; a 1925 International 10/20 in nice condition made £3,400; a 1938 Allis Chalmers WF (restored) £3,650; a restored 1943 Allis WC Row Crop £900; a 1939 Allis Model U - £1,900 – original; a 1944 Fordson N rotaped/trencher made £1,650; an original 1955 Ferguson TEF with Horndraulic frontloader made £650; 1944 Caterpillar D4 - £3,800; Allis Chalmers WM Crawler £850; an original 1970 Ford 2000 - £2,300; a part-restored 1964 Fordson Super Major £1,100; 1958 International B250 repainted £1,000; 1956 Rollo Croftmaster garden tractor – tidy - £300; 1929 John Deere GP (diesel) restored made £3,550; an original one owner ex-farm Nuffield 4.25 made £900 and finally something a little different, a tidy 1930 Ford Model A with 2-doors + a V5 made £7,400.

Robert Copland

SPACE LEFT BY EDITOR FOR JOHN KERR'S ARTICLE...

World Ploughing in the Czech Republic

Arrangements had been made, probably about last January, by Phil Robertson, Brian's son. There was Davie, Brian and myself; we left Midlocharwoods in Brian's vehicle with Davie's insistency that he would drive so who am I to argue. We arrived at Newcastle Airport in plenty of time for our 9.30am flight. There we met Billy and Gordon Rae, also John Fawcett and Barry Wright. Our small party boarded the plane and after a two hour flight arrived in Prague to a glorious day with warm sunshine and made our way to our nice hotel. Davie, Brian and I had a room for three (DK is frightened on his own!).

The next day was spent sightseeing in the city of Prague itself. It is very beautiful, still fairly old fashioned in many ways but nevertheless catering for tourists. For about £2.00 you could travel around the city for 24 hours using the trains, trams, tubes and buses, an excellent way to get around if you need or want to stop off somewhere. Still, it wasn't too bad; we passed our station when we were on the tube, only to return to it half an hour later (we wanted to get our money's worth).

The ploughing match itself was being held on the University grounds. Some parts of the soil was good, other parts were stony and poor. We also discovered it could rain, and did it show us how – the statement 'soaked to the skin' could well be confirmed! Nevertheless we had the hospitality of the Czech government. We had a very good lunch both days (wi the kilt on you can get fed anywhere in the world – free).

Having studied the ploughing carefully I can say that it was generally of a poor standard by many of the the competitors. There was probably about a dozen between conventional and reversible that were in a class of their own – the Austrains, Irish, English and Scottish were the tops. Our Scot, Willie Morrison, second to Simon Witty of England in the reversible class. Our conventional ploughmen Ian McDonald at his first attempt in the world finished overall a very commendable fourth – a good event.

Our return journey home went without a hitch. We left Prague at 2pm and were home at Midlocharwoods before 5pm, yes 5pm on the same day!

A.R.S.E. (alias R Copland)

A History of Ploughs

Reversible Ploughs were a revolution regarding ease of use and acreage covered compared to conventional ploughs, where marking riggs across the field took time and expertise to make things accurate for finishing.

Now, the only marking out done is a scrape top and bottom of the field for the headland ins and outs, therefore you start at one side of the field and plough to the other.

Two furrow 12 inch ploughs were popular for years, achieving 4.6 acres per day. Ploughs and tractors got bigger – three furrows, 14 inch, achieving 14-16 acres per day. Today, four furrow plus ploughs are used, ranging from 14-20 inch furrows, achieving 20 acres plus per day.

Large arable farms nowadays use up to ten furrow plus, pulled by large horsepower tractors.

The world plough record has just been broken by a twenty furrow Gregoire Besson plough, being pulled by a Case IH Steiger STX 500 Quadtrac 500 horsepower tractor, ploughing 321.17 hectares (802.92 acres) in 24 hours, covering 10.5 metres in one pass. Where does it stop?

My first experience with a reversible plough was following my father and ploughman Alan McNeil at Netherwood Farm. Alan and Dad were keen ploughmen, Alan competing at local ploughing matches and winning frequently. I used to follow behind with my Dad, checking the depth and fitting add holes. Second men were allowed then!

Several years later, I started match ploughing – having a fair bit of success – my late Dad standing on the end of the rigg advising (swearing) when needed – also when not!

Rodney Walker

All Change at the Crewe Factory of Rolls Royce

Since parting with Rolls Royce, management at Crewe has developed a long term desire to redefine and re-establish the Bentley brand, starting by emphasising its sporting roots. The Bentley name is now owned by VW/Audi Group. The new owners looked at the name and realised many people thought Rolls Royce as the brand and Bentley just a model (as Mondeo was to Ford). In Britain Bentley was perceived as more sophisticated and sporting than Rolls Royce so the new management decided that was the way to go.

They did that in two ways; the first was going back to Le Mans where the story started over 70 years ago and also in design of more iconic cars such as the Continental R of the 1950's. They aim at Bentley being synonymous with the serious British GT car.

While the Crewe factory is still building a few Arnage luxury cars, the new smaller sportier Continental GT is much 'cheaper' - £100,000 in fact. The latter is much sportier, sleeker and more modern looking, though at £110,000 not on everyone's shopping list!

At present the 2.5 ton 200 mph sporting GT is selling faster than they can be built and the Le Mans win in 2003 obviously succeeded in the first part of the strategy.

The theoretical maximum output of the factory in Pym's Lane in Crewe is 5,000 cars but difficulties, technical and practical, mean that this is not possible yet. There is space on the complex too to have the ability to build 15,000 cars making use of three shifts but there were no plans to do so.

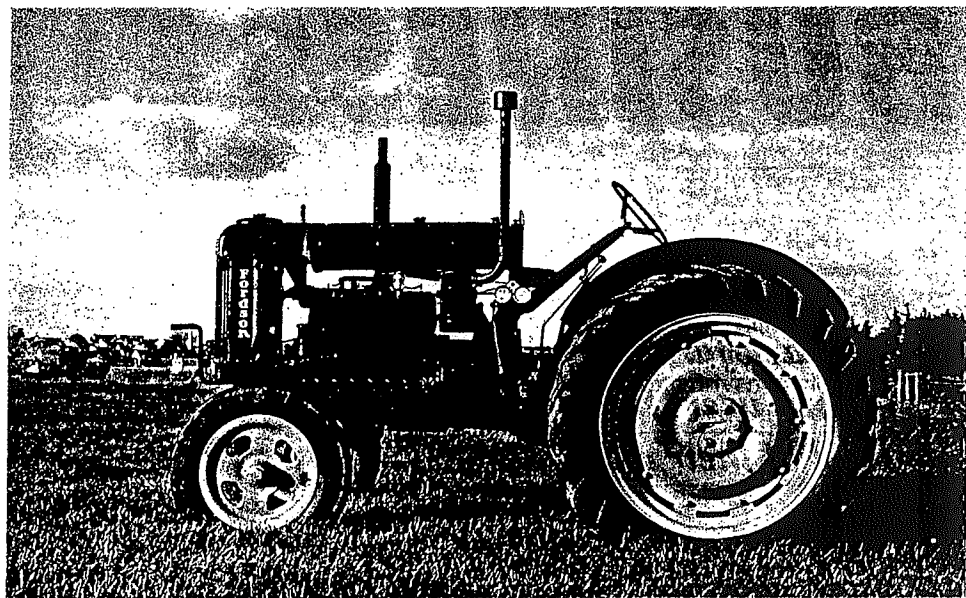
The Continental GT is quicker to build at about 170 hours compared to the Arnage which takes about 450 hours, or the 700 hours for the old Azure. However, it seems the engineering skills are if anything higher. For example the 12 cylinder engine block, crank and cams come from Germany; each of the cylinder bores are measured and matched precisely to the piston which best fits it. It is recorded exactly which piston goes in which bore. "Every single torque setting as the engine goes together is measured by computer, logged and stored. The engine is so finely balanced that if just one part is wrong it won't work – it is a very skilled and time-consuming job to get perfection."

The 2 ½ ton 2-door coupe will reach 198 mph and goes from 0-60 sprint in less than five seconds. The compact 6.0 litre W formation 12 cylinder engine puts out 552 bhp at 1,600 rpm. Torque is similarly high at nearly 500 lb/ft and averages 17 mpg – quite good for a super car in Ferrari territory but weighing more than twice as much. Insurance, by the way, is Group 20 – yours for a shade over £110,000 ‘on the road’ – make mine a British Racing Green one!

END.

FORDSON MAJOR E27N

Of all the oldies that evoke those feelings of nostalgia, the Fordson family ranks high. Mike Williams takes a look back at the E27N, a direct descendent of the Model F.



Fordson production started in 1917 with the Model F, the most successful tractor ever built. Although the Major E27N was larger and heavier than its predecessors, the four-cylinder engine was based on the original 1917 block with increased capacity to boost output from the 18.16hp for the Model F - recorded in a Nebraska test in 1920 - to nearer 30hp.

The list of improvements over previous Fordsons included a spur-gear instead of the worm and worm-wheel final drive dating back to the 1917 design. The E27N was also equipped with a temperature gauge and there was a grille to protect the radiator.

The first E27N's rolled off the line at Dagenham, Essex on March 19, 1945. There were four versions; three agricul-

tural models with low compression engines suitable for paraffin or TVO (Tractor Vapcrising Oil), and an industrial version with a high compression petrol-only engine.

Prices started at £237 for the basic Standard Agricultural model on steel wheels; adding rubber tyres raised the price to £285. A rowcrop version on steel wheels cost £255.

These prices did not include power take off or belt pulley which were options and there was an additional charge for the engine oil. In 1946 this cost £2 5s 9d (about £2.29p).

Official output figures using the old

The E27N arrived at a time when tractor sales were booming as farmers sold their horses and joined the power farming revolution. The Fordsons topped the UK sales lists, helped by a reputation for reliability, and production peaked at more than 50,000 tractors in 1948.

Production of the E27N continued until the replacement model, known as the New Major, was launched at the 1951 Smithfield Show. ○

RAC system for measuring engine power were 30hp at 1200rpm on TVO and 36hp on petrol. These power figures went up sharply when Ford introduced a diesel version.

Ford engineers were already working on a diesel engine in the late 1940's, but as this power unit was not yet available, the E27N was offered with a Perkins P6. This raised the power output on the belt pulley to 45hp, far more than the designers anticipated the tractor would ever produce when developing the Model F in 1917.

Ford claimed that the E27N would plough four-furrows in most conditions: Tests by the National Institute of Agricultural Engineering - the forerunner of the Silsoe Research Institute - showed that a petrol/paraffin Major could achieve a continuous work rate of 1.25 acres/hour with a four-furrow John Deere plough in a medium loam at a depth of 5.1in.

In this test fuel consumption averaged 2.51 gallons of TVO per hour or 2.05 gallons per acre.

The World Ploughing Record now stands at 321ha in 24hrs –

AND IT WAS A CASE IH'S STEIGER STX500 THAT DID IT

The Ploughing World Record has been broken by Case IH and its Steiger STX500 Quadtrac tractor, reports the company. The 500hp machine ploughed 321ha in just 24 hours, beating the previous 2002 record by 70ha and Case IH's own 2000 world record by 112ha.

The team, led by Case IH area manager Jean Imbert who drove the tractor, used the unmodified STX500, a demonstration unit on loan from the UK, to pull a specially-designed giant Grégoire-Besson 20-furrow plough. The STX500 is Case IH's most powerful tractor and the result of many years' experience in the power farming sector, with more than 50,000 Steiger STX models produced in the Fargo, USA facility.

NOT THE FIRST TIME

"I am delighted to have taken up this challenge and captured the world record once again," said Jean. "The team and the equipment have worked very hard." Prior to the record attempt, the 380ha plot at SCEA GUISOUA in Commensacq France, was surveyed and prepared, ditches and obstacles were marked out and turn points set. The 22-man team from Case IH and Grégoire-Besson set up the tractor and plough under the watchful gaze of independent adjudicator Didier Gabin.

To successfully break the record, a minimum ploughing depth of 27cm had to be maintained by just one driver using the same tractor and plough throughout the 24 hour challenge period. The STX500 began ploughing at noon and did not need to take on more fuel until 5:30pm. A support vehicle allowed refuelling on the move, so during the whole 24 hours just two "pit stops" were made to allow Jean a brief respite and give the mechanics the opportunity to check the tractor and plough. Maintaining a fast pace, at times reaching 14km/h, the team broke the previous record in just nineteen and a half hours, giving Jean and the STX500 the time to add a considerable area to the old record.

"A faultless performance from a delighted Case IH and Grégoire-Besson team demonstrated the power, reliability and impressive capabilities of the Steiger STX 500 Quadtrac," said the company.

STATISTICS

Surface ploughed in 24 h: 321.17 ha
Average surface ploughed per hour: 13.375 ha
Time needed to plough one hectare: 4.485 min/ha
Tractor power: 500 hp and 65 hp reserve.
Total fuel consumption: 2722 l of BP Superfuel
Fuel consumption per hectare: 8.479 l/ha
Location: Commensacq
Plough: Grégoire-Besson 20-furrow
Working width: 10.5 m

Jean Imbert: tractor driver, Case IH area manager

Michel Sachot: operation coordinator, Case IH sales manager

Jean Marie Papin: technical assistance, Grégoire-Besson demonstration department.

Gilbert Pineau: technical assistance, designer of semi-mounted ploughs with the Grégoire-Besson consultancy.

Didier Gabin: independent adjudicator.

Philippe Dassié: surveyor

WANT ONE?

Are you sitting down? The list price of the STX500 Quadtrac is £195,820 including delivery but excluding VAT. "CNH is the power behind the leading agricultural and construction equipment brands of the Case and New Holland families. Supported by more than 12,000 dealers in more than 160 countries, CNH brings together the knowledge and heritage of its brands with the strength and resources of its worldwide

YIN HORSE PO'ER

AM KEPT IN WINTER QUARTERS,
AH THINK THAT'S WHAT THAY SAY,
AH KEN AM FED AND WATERED,
AN' BRUSHED DOON EVERY DAY,
AN' AM REALLY VERRA GREAT FA,
FOR AM WARM AND DRY,
BUT A CANNABIDE BEIN IDLE,
AN' THE TIME GAN'S DRAGGIN' BY,
ME RESTED FEET ARE ITCHING
TAE TREAD THE FALLOW FIELD,
UN' WI ME MAISTER~~ON~~ PRODDIN,
STRAIGHT FURRAS, FOR THE SEED,
BUT! ME MAISTERS AULD AND WEARY
UN' CANNABATCH MIE STRAIDE,
UN' THERE'S NAE SON'S TAE FOLLOW,
THE HIVEY PLOO, TAE GUIDE,
SO! THEY'VE BOUGHT A BIG REID TRACTOR,
NOW IT DIS ME WORK VERRA WEEEL,
BUT ITS NOISY, TEMPERMENTAL,
BELCHES REEK, AND SMELLS, UN SQUEALES,
NOW IT LEAVES ME, WHUT THAY CA' RE-DUN-DUNT,
NO ALLOWED TAE EARN ME KEEP
THO THIRS HILES UN HILES 'O' PRODDIN
STILL, IN ME WILLIN' FEET,
BUT WHEESHT!, BY GUM, AH HEAR A JIN'LE
AH SMELL ME LEATHER REINS,
THEY'RE GITTEN OOT ME HARNAISS!
AM GANE TAE WORK AGAIN!!
YON TRACTOR THING HAS BROKEN DOON
UN' SOWIN' TIME IS HERE
SO ME MAISTER FEELS, SOOST ABLE
YINCE HAIR, THE PLOO TAE STEER,
BUT, AH MAUN GENTLY PLACE ME FEET
UN' TREAD A SLOWER TREAD,
THAT TAE-GITHER, WE CAN SHOW THUM,
THE WORK FOR WHICH, AM WAS BRED,
UN MY BREED?
UR' THE HUCKLE CLYDESDALES

DRS M BOYD
BROWN HALL LODGE
Langholm