



**BUSINESS FACTS**

D&C Holder near Stroud,  
Gloucestershire

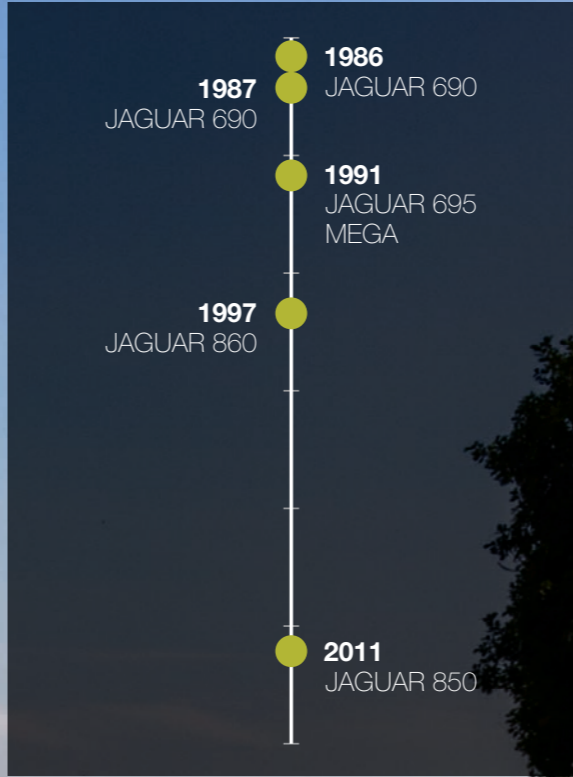
**WORK UNDERTAKEN**

Silage: grass (2000-2500acres/year)  
wholecrop (140-150acres/year)  
maize (500-600acres/year)  
baling (25,000-30,000 four-and  
six-stringers/year)  
combining (500-600acres/year)  
As well as muck-spreading, cultivations  
and drilling

**FARMED AREA**  
250ha (618acres)

**LIVESTOCK**  
300-head Holstein x Angus and Blue  
beef cattle from calves through to  
finishing

**STAFF**  
David and Claire Holder plus two others  
full-time and up to eight others at peak  
times



Knowing you've got solid, reliable machinery that you can depend is critical for any contracting operation, particularly if you intend keeping kit for a decent length of time. Having been running CLAAS JAGUARs since the mid-1980s the Holder family are well aware of the importance of build quality and dealer back-up in keeping the wheels of their silage operation well oiled.

“When we took delivery of our first JAGUAR 690 in 1986 we were immediately impressed with the way the machine was put together compared to the trailed and self-propelled machines we'd had previously,” says David.

“CLAAS had only really just come into the market and the way they approached things was very different to other manufacturers, particularly when it came to dealer back-up. At the time MILL ENGINEERS were viewed as the country's leading forager specialists and we were lucky enough to have them right on our doorstep – **going to CLAAS made total sense for us.**”

# D & C HOLDER

“When those first 800s came on the scene they re-wrote the rulebook.”





### JAGUAR 690

"That first 690 was a real step up from what we'd had before – not only was it a better chopper, it was so much more operator friendly.

Within a year word had got round and our acreage rapidly grew. MILL were keen to get machines out there and offered us a deal to change that we couldn't refuse so after just one season we had another brand new machine. It had hardly cost us a penny in that single year and that gave us the confidence in the residual value of the JAGUAR – we knew we wouldn't be hit hard by depreciation.

The introduction of the corn cracker was a big development. Before that we were messing about with combine-style rasp bars on the back of the blade carriers but all they really did was split the cobs and increase power consumption. Looking back it was a mad idea really."



### JAGUAR 695 MEGA

"Having run that second 690 for four seasons we swapped it for a 695 MEGA. It was a step on again both in terms of comfort and output and we needed it.

By then we were chopping over (1200acres) of maize and a similar amount of grass. The extra 50 horsepower was every welcome and meant we could then run with a six-row torpedo header which made a big difference. Inevitably that workload meant some long hours in the seat and the quieter cab made it that much more pleasurable."



### JAGUAR 860

"When those first 800s came on the scene they re-wrote the rule-book. By swinging the engine round the right way and doing away with the 90 degree gearbox we suddenly gained a whole load more output.

It seemed CLAAS' engineers got it right from the start – nothing much ever went wrong with our 860. Much of that was thanks to the simplified driveline but it also had to be down to the cooling. The rotary screen did a brilliant job in keeping the 860's V8 cool in even the heaviest crops of grass and maize.

The quality of chop massively improved too – the chevron cylinder was just so much more consistent and being able to slip the cracker in through the side of the machine rather than having to take the drum out from the front made a huge difference in changeover times.

