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Ford & Fordson Tractors

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It's not often you can say that a restored tractor genuinely looks as good as new, but this one really does – apart from the paint, which is finished to a much higher standard than the factory managed!



Welcome!

Stories with a genuine 'feel-good' factor are few and far between in these Covid-19-dominated days. Given that we're all being forced to live very different lives under what's regularly being referred to as the 'new normal', many aspects of life are now pretty extraordinary.

However, it's not all doom and gloom. There are those among us who've found themselves in a position to push on with projects providing a welcomed distraction from the wall-to-wall bad news. For some, the summer lockdown

delivered an interlude during which normal work slowed, freeing-up time for other things.

Our *Me and my tractor* feature this month (see p16), spotlights just such an instance. Chris Petherick runs his own vehicle repair business and, being self-employed, remained working for as long as he could into the pandemic. However, when customers slowed to a trickle, he

decided to close the workshop and concentrate on the restoration of his 1992 Ford 5030 instead.

Chris has been a fan of this model since his early teens, when an after-school job on a local farm gave him the chance to drive a brand new one. The experience made a huge impression, and the memories of that 5030 lodged in his brain right up to the point – a

few years ago – when he was in a position to fulfill a dream and buy his own. The example he eventually found was certainly down at heel

but, despite his best intentions, work and life kept getting in the way to thwart his restoration efforts.

Then, out of the blue, along came the lockdown and, all of a sudden, he was presented with the window of opportunity he needed. The result is a tractor that's been beautifully finished by a skilled man who – unexpectedly – found himself with the opportunity to take positive action.

“The experience made a huge impression, and the memories of that 5030 lodged in his brain”

Meet the contributors



Jane Brooks
Agricultural journalist and keen collector of Ford and Fordson tractors



Peter Love
A tractor enthusiast with boundless energy and limitless knowledge



Pat Pawsey
Long-serving chairman of the Ford & Fordson Association and tireless tractor enthusiast



Ben Phillips
Tractor repair and restoration specialist, writer and book author



Bob Weir
Lives in Scotland and was brought up on Fordson tractors



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GRAB A RARE COUNTY!

As we went to press with this issue, we heard about this tempting machine and felt we had to include it. It's just been put on the market and is a very original and late, 1981 County 7600-Four (No. 45861) Dual Power.

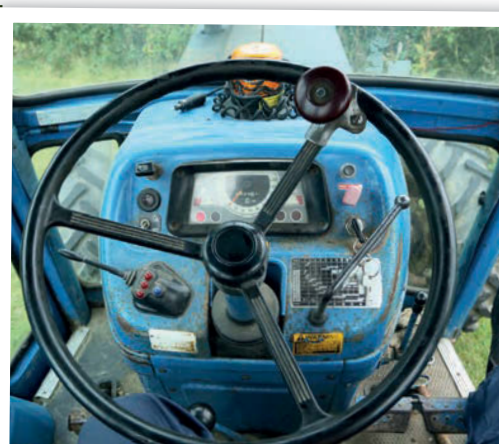
The current owner has owned the unequal-wheeled County for about 20 years, and stopped using it for hedge-cutting duties in 2010, when he bought a Ford 7810 DP. Based near Bodle Street Green, in rural East Sussex, the tractor has done just 8,000 hours, has been regularly serviced and can do everything it should. The interior includes a relined roof and a replacement seat fitted over 10 years ago.

So, if you fancy a hard-to-find County that includes Ford's load sensing monitors on both axles, then perhaps this is the machine for you. It's a drive-away job that,



This desirable, 1981 County 7600-Four, with Q cab, would make a great addition to any classic Ford tractor collection.

with a polish and Owatrol treatment protection, will reward its new owner with an appreciating asset. If you're



It was retired from hedge-cutting duties in East Sussex about 10 years ago, but the interior still looks clean and tidy.

seriously interested, and would like to find out more about this machine, then call 07787 751461 for further details.

VE DAY APOLOGY

We included a VE Day event report in Issue 98, from FFA secretary, Jane Broomhall. Unfortunately, the piece made reference

to a Norfolk gathering that had been organised to commemorate the '76th' anniversary VE Day. This, of course, was a mistake, as this year marked the 75th

anniversary of that momentous day.

It should be pointed out that, somehow, the error crept in at the magazine editing stage, and then slipped through the net during proofing. Jane Broomhall wasn't at fault in any way and we apologise for any embarrassment caused.

A SAD LOSS

We're sad to report the death of Christopher Anthony Johnson – better known as Tony – who died recently at the age of 77, following a battle with cancer.

Alongside brothers Harry and Barry, Tony helped establish Johnson Bros Tours – originally known as Dukeries Coaches – in 1954. The company was to grow into one of the finest names in the coaching industry. The business now owns 160 vehicles across four depots, a well-maintained heritage fleet including tractors, trucks and motorbikes and its own paint and body repair shops.

Later in life, Tony and his wife, Sheila, stepped back from the business, although remained involved. In his spare time, Tony



Just a few of the Fordson, County and Ford tractors in Tony Johnson's extensive collection. He'll be sadly missed.

enjoyed horse and greyhound racing, caravan holidays in Skegness and vehicle auctions. But his passion was collecting vintage tractors – including many Ford and Fordson models –and



Tony Johnson.

attending events.

He is survived by Sheila, his sons and daughter, Anthony, Lee, Coleen and Scott as well as 13 grandchildren. He'll be sorely missed.

DELICIOUS DEXTA!

Tim Lynch from Ballylongford, County Kerry, Republic of Ireland, works in his father's garage. He was brought up 'on the spanners' and, from a young age, certainly knew how to get his hands dirty.

His father restored tractors between 1970 and the '90s, and worked on many Ford and Fordson models. So these machines were a common sight during Tim's childhood. Fast-forward a couple of decades and, continuing with the



The back end underwent a lot of restoration work and, as you can see, the linkage bar still awaits its paint.

same tradition, Tim recently completed the restoration of a 1958 Fordson Dexta, and has done a wonderful job with it. It's the latest machine to join his ever-growing fleet of medium-sized tractors that his sons, Aden and Owen, just love as well.

The Dexta was imported from the UK in 1968, and was bought by a neighbouring farm. In fact, Tim's father reconditioned the engine during its time with that owner. Then, in 1997, the Lynches were asked to store the tractor for the owner's son, with a view to restoring it for him one day. But, sadly, that never happened.

So, in 2015, Tim purchased the tractor – supplied with its original tool box and log book – and got down to work. The Dexta had done hardly any hours since the Lynches had overhauled the engine, but the cooling system got the full works; everything was replaced, including the radiator.

The front axle was removed, stripped and refurbished with new wheel bearings, king pins and stub axles. The steering box was removed and overhauled as well as the Dexta's Achilles heel, the top steering shaft bearing. This is something that all



Tim Lynch's newly-restored 1958 Fordson Dexta looks absolutely superb. It's a credit to all his hard work.

owners should check and replace at the slightest sign of play. It's well known that this bearing can break-up, causing the steering to lock when driving. It's not an easy job, but it needs to be tackled, as Tim did.

Finding a correct fan guard to replace the original was tricky, as Tim didn't want a glass-fibre, aftermarket version. Eventually, though, he sourced another original to use – together with steering box covers – from a UK dismantlers. Much of the electrical system was overhauled, as was the tinwork and, after many hours of work, Tim resprayed the tractor. The results, as you can see, are superb.

SHEER PULLING POWER!

David Bicknell, the second generation of the family to lead boilermakers and engineers AG Bicknell & Co, served his time with the famous Andover-based Ford agent, Watson & Haig, and still loves the 'blue' through and through. But he has a special interest in Roadless.

His son, Sam, who now works in the restoration side of the business, is a keen County man, and both hold HGV licences, as well as being excellent ploughmen. With that in mind, Sam recently purchased a Ransomes FR300 four-furrow plough with parts, from Spaldings, to go behind his very original 1969 County 1124 Super-Six. The tractor is well equipped with weights in every department, and with a fine set of tyres to ensure plenty of grip.

David purchased his Roadless 75 in 2018. It had worked in north Wales, then the Forest of Dean. Overall it

was in decent condition, although the engine was very worn. The Bicknell facilities meant that the 75's Ford 5000 engine could be re-bored on site, by David's younger brother, Andrew, as a 'spare time' exercise away from his daily job as a scientist at Reading University.

The crankshaft was re-ground, and a new camshaft, oil pump and timing gears were fitted, plus many other parts. The head was skimmed and the injector pump and injectors were overhauled.

The result is a superb machine but, when asked whether the 75 or the 1124 was the better ploughing machine, all hell broke loose between father and son, as passionate brand loyalties bubbled to the surface!

However, it's known that the 1973-registered 75 carries one of the very early Roadless 'coffin' axles on the front end, and the machine remains



David Bicknell's very original, 1973 Roadless 75, complete with very early Roadless 'coffin' front axle, is now back in business following a complete engine rebuild.

a work in progress. David added that his tractor needs some hard work to stop the engine bores from glazing-up. Nevertheless, it remains an excellent example from the firm many regard as being the 'Rolls-Royce' of four-wheel drive, Ford-based tractor makers.

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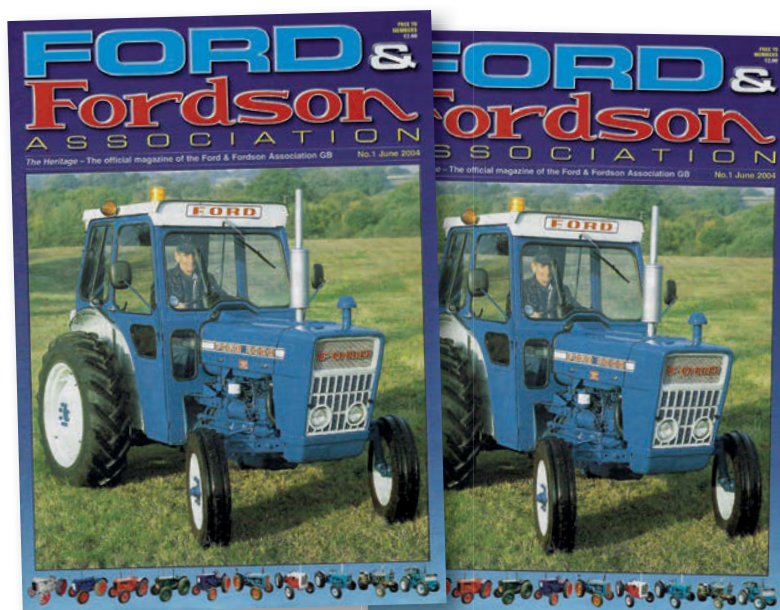
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ANDREW GREEN

... reflects on the 100th edition of this magazine, and looks forward with optimism to a rosy future for the world of Ford and Fordson tractors



The first issue of this magazine was published in June, 2004; things have come a long way since then.

Some of our eagle-eyed readers may have noticed that the issue numbers of this magazine have been creeping up steadily towards 100. Well that big moment has now arrived, and this is the one hundredth edition! I guess the feeling could be like the cricket batsman who finally reaches his maiden century; perhaps a mixture of relief and achievement. On the other hand, the cynics will say it's just another number! However, I hope this is a milestone and not a millstone and, to mark the occasion, I'd like spend a few moments reflecting on issue number 1, to consider where we've come from.

The first edition was published in June, 2004, and it was called *Ford & Fordson Association* with a sub-heading that read 'The Heritage – the official magazine of the FFA GB'. It had a cover price of £2.60, but was provided free to FFA members. That issue ran to 32 pages, and started with the club officers' reports and news.

The main features included a report on the National Road Run in Northern Ireland, an owner's story about his experiences with a Fordson N, a story about the Allen 9/15 'Landraner' drainage machine, a look at the New Holland TG series, a Kent-based dealer profile and a workshop

guide to a Super Major front axle repair.

It's interesting to note that the following five editions were called *The Heritage*, and featured the FFA logo at the bottom. But, for issues 7 to 11, the cover design illustrated here returned and then, from issue 12 onwards, the magazine was renamed *Ford & Fordson Tractors*.

So, over the past 16 years, we've gone from the birth of the FFA, to a joint co-operative venture with Kelsey Publishing. There was then an internal fall-out within the FFA ranks, resulting in a breakaway movement and a necessary

keeping my head down and working hard, but always with a great interest in matters Ford – both cars and tractors. This has given me a wonderful platform from which I've met many interesting people, and made many friends.

What I've also learnt is that the interest and enthusiasm for Ford and Fordson products is as strong now as it has ever been, which is fantastic, especially considering that it's about 25 years since the last true Ford tractor was made. It's also satisfying to see how strong the prices remain for well-restored, blue

tractors, but also for nice tractors that haven't been molested, and retain their originality. I particularly enjoy seeing tractors where owners can display their history.

“What I've also learnt is that the interest and enthusiasm for Ford & Fordson products is as strong now as it has ever been, which is fantastic”

restructuring of the FFA and, finally, the FFA becoming independent.

However, it's great to see that the close working relationship with Kelsey Publishing has remained, and I hope that this will continue for the next 100 issues! I'm vaguely aware of some of the management and structural changes that have occurred over time, at both Kelsey and the FFA, but I'm not going to get involved in that: you can't change history but, hopefully, you can learn from it.

I've just been an ordinary member,

Finally, I'd like to finish with a statement that I have made before, and make no apologies for repeating here. We desperately need young enthusiasts to pick up the mantle and get involved with our hobby, so that it'll carry on in good hands after us old 'uns have fallen off our seats! Ford and Fordson tractors are part of our country's heritage, of which I am very proud. So I think it's vital that our passion should be carried on for future generations.

MASS-PRODUCED MARVEL!

All-metal wheels were fitted as standard throughout the Model F's 11-year production run. However, it was possible to order an Industrial version that featured solid, rubber tyres.



Chris Graham digs into the Fordson Model F's background, to discover more about buying and owning this very significant tractor

The Fordson Model F is a momentous machine in many respects. For a start, it was the first tractor to be mass-produced, and then sold at an affordable price to farmers around the world. But, perhaps more fundamentally, it triggered an agricultural revolution. The Model F, and the huge numbers in which it was made, was instrumental in the introduction of a new era in farming – the mechanised age.

Henry Ford had a long-held ambition to ease the lot of the over-worked farm labourer. His success with the Model T – which brought the reality of owning

a motor car to the masses – allowed him to experiment with successive, Model T-based vehicles, in a bid to create a machine that could be used on the land, for agricultural purposes. He wanted to see combustion engine-powered machines replace horses on farms and, eventually, that's exactly what happened.

Core business

However, with the core of Ford's business then being the production of road cars and light commercials, Henry was encouraged to set-up a subsidiary operation to further his tractor-making ambitions. He did this with his son, Edsel, and called it Henry Ford & Son Inc. (can you see where the 'Fordson' name came from?). The new operation had its first, serious tractor prototypes ready in 1916.

Of course, at this time on the other side of the Atlantic, World War 1 was raging in Europe, and Great Britain was

facing ever-growing food shortages due to its dependence on imports. In 1917, the British government devised a plan to boost home production by ploughing-up great swathes of the nation's pastureland, and turning it over to crop and vegetable production.

However, the war effort meant that the number of both farm labourers and horses left on the home front was

Fordson Model F specs	
Engine	Hercules/Ford four-cylinder
Max power	20hp
Displacement	4,100cc (251.3cu in)
Bore/Stroke	4x5in (102x127mm)
Rated speed	1,000rpm
Transmission	3 fwd, 1 rev, constant mesh
Weight	7,120kg (15,660lb)
Produced	1917-1928

“Henry Ford had a long-held ambition to ease the lot of the over-worked farm labourer”

WHAT TO PAY?

Prices really are all over the place for the Fordson Model F, with early, USA-built examples available for under £1,000. The Irish-built machines command slightly higher prices than equivalent American-made versions, with the entry level for one of these being about £2,000. Mid-range Fs can cost anything between £3,000 and £6,000 while, at the top of the tree, you should expect to pay £9,000 to £12,000 for a smart, fully-operational example.

worryingly low. In short, the nation's agricultural workforce was seriously depleted, which posed a major problem.

Useful contacts

Fortunately, Percival Perry, who was both the chief executive of Ford in Great Britain, and involved with the government's drive to bolster home-grown food production, was ideally placed to advise on the problem. He knew of Henry Ford's tractor production ambitions, and suggested to the government that these machines could provide the answer to both the labour and horsepower shortage.

The idea met with approval, a couple of the prototype tractors were shipped to Great Britain for trials and everyone was very impressed. The machines were found to be effective, easy to operate and reliable, so negotiations began. Henry Ford offered his full co-operation, and made his factory in Cork, southern Ireland, available for tractor production.



Being a relative lightweight, the Model F suffered with a nasty tendency to rear up if an implement being towed hit an obstacle. This sometimes caused the tractor to flip, injuring or killing the driver. Ford's solution was to beef-up and extend the rear mudguards much lower so that, should the front start to lift, the bottoms of the mudguards would impact the ground and halt the rise. This late, 1927 model features tapered rear wings, to facilitate better turning when towing.

He also sent his production guru, Charles Sorensen, to run the facility, under the control of the British government's Ministry of Munitions (MoM).

Then, following a change in wartime production priorities, the British government asked Henry Ford if he could produce a batch of 6,000 'MoM' tractors at his plant in Dearborn, east of Detroit, in Michigan, and then ship them across the Atlantic. He agreed, Sorensen returned to the USA to oversee things there, and production began. Unfortunately, initial progress was slower than expected.

A slow start

By the end of 1917, only 254 had been built, although production really ramped-up the following year, which ended with just over 34,000 having been made. The 6,000 order for Great Britain was completed by April, 1918, and it was at some point during this period that the 'Model F' name became established, simply because 'F' was the vehicle's factory designation at the Dearborn plant.

Rather ironically, WW1 ended later that same year, so the rush to get the new machinery into service came a little bit too late. Nevertheless, a legend had been born, and the agricultural world would never be the same again. Ford's Cork plant produced the first of the Irish Model Fs in July 1919, but it wasn't to last there for much more than two years.

Market changes and political problems led to the closure of the Irish factory in 1922, with just over 7,500 having been made there. After that, all Model F production was switched to Ford's Rouge factory, in another part of Dearborn. This facility was to become the largest, integrated factory in the world in 1928 which, coincidentally, was the year that Model F production ended, with some three-quarters of a million examples of this game-changing tractor having rolled from the production line.

Model F overview

The early Model F was powered by a Hercules, 4.1-litre, four-cylinder engine, producing 20hp. This was changed, in



The Model F remains perfectly usable for a bit of ploughing, cultivation work or log-cutting. This 1926 example, despite its 'working clothes' appearance, has been completely rebuilt.

“It’s incredible to be able to buy a working machine that, despite being nearly 100 years old, doesn’t need to be molly-coddled”

1920, to a very similar, Ford-produced version, with the same power output. Both were designed to be started on petrol, then switched over to cheaper kerosene once the engine had warmed.

Intake air was initially cleaned by a water bath before entering the Holley carburettor, but a switch to a more effective oil cleaner followed. The ignition system was similar to that used on the Model T car, with flywheel-mounted magneto and trembler coils.

The engine was linked to the rear axle by a three-speed transmission (with one reverse gear), delivering a top speed of just over 6mph. There were no brakes, with internal, mechanical friction considered sufficient to stop the tractor when the clutch pedal was depressed.

By cleverly bolting the engine block, transmission and rear axle directly together to provide an inherently strong structure, there was no requirement for a heavy chassis frame, which saved money and simplified the manufacturing process.



From 1920 onwards, a Ford-made four-cylinder engine replaced the original Hercules unit. Both produced 20hp. The black box on the side of the engine contains the four trembler coils.

The Model F ran on fabricated steel, spoked and cleated rear wheels, initially with 12 spokes, then 14. The front wheels were available in a fabricated steel, 10-spoke design or, later, in a five-spoke, steel version.

Buying one

To get some practical, experienced-based insight into buying and owning a Model F, I took a trip to Somerset to consult Fordson enthusiast Nick Bryne. He owns a couple of late Fs, one of which has been restored to a high standard and the other which, although completely rebuilt, lives on in its unpainted, ‘working clothes’.

Chatting with Nick, it quickly became apparent that buying a Model F is about taking an opportunity when one presents itself; getting a tractor and then moving forwards from there. It’s not a process over which you can afford to be too picky, unless you have lots of money to throw at the job.

“Probably the biggest problem when buying is knowing what you’re actually getting,” he explained. “With all these machines now being at least 92 years old, every one will have had so much done to it over the years, as things got broken or became worn out, that finding a complete, all-original machine is, in most cases, the stuff of dreams.

“Things like fuel tanks, manifolds, wheels and even cylinder heads may all have been changed, together with countless other mechanical parts, as the tractor was serviced, repaired and restored by successive owners. So recognising what’s original and what’s not can be quite a challenge. This is why I say that, given that genuine originality is a pipedream with the Model F, most buyers will be better off buying a machine, accepting that lots will be wrong about it, then deciding what to do with it from then on.”

Of course, it’s not as if would-be buyers will be spoilt for choice, anyway. Classified sections are hardly groaning at the seams with Model Fs, but there’s usually a handful for sale at any one time. Nick says that quite a few machines are still trickling in from America, but adds that very few of these are great examples.

“Imported Fs can be found with a weird assortment of non-original parts fitted, including things like chain-driven magnetos and exhaust manifolds cobbled together from bits of old water pipe. Such changes would have been made out of necessity back in the day, when it was essential that farmers kept their tractors running and productive.”

LEFT: Model F controls are rudimentary. There’s a clutch/brake pedal on the right-hand side, a spindly gear stick on the left, an ignition advance/retard control on the bulkhead and a throttle lever immediately beneath the steering wheel.





There's something very special about a 90-year-old Model F in its working clothes. Lights were never available; Nick Bryne fitted this period unit simply because he fancied doing so!

Mechanical matters

The mechanical side of the Model F is relatively straightforward but, in terms of DIY friendliness, everything depends on your own ability and workshop experience. There are specialists around who can help, of course, but there's always a price to pay for that.

Nick says: "The engines are essentially tough and reliable units, but one must never forget their age. Things are bound to be worn, and the way everything's been serviced, maintained and/or repaired over the years, will be a big factor in determining how much time and money will need to be spent.

"There are plenty of people who are just happy to see such elderly machines running and working, and who are prepared to be rather more forgiving on the component accuracy front, as a result. As far as I'm concerned, though, accuracy is important, and I like to have my tractors as close to original as possible. As always, though, it's each to their own."

So, the bottom line appears to be that would-be buyers should go into Model F ownership with their eyes wide open, and expecting things to be a bit of a mechanical jumble. Everything is repairable, though, so there's nothing that with patience, tenacity and a bit of cash, can't be sorted out.

As far as the market's concerned, things are somewhat polarised concerning the Model F. Nick says: "I think that an increasing number of people simply look upon the Model F as a very old Fordson that's likely to cause them problems and be difficult to start. Consequently, lots are put off the idea of ownership. The metal, cleated wheels can be similarly off-putting and, inevitably, some regard these as nothing more than lawn-wreckers, that make the tractor harder

OWNER'S VIEW: NICK BRYNE

"I never thought that I'd own a Model F; I'd written-off the idea thinking they were just too rare and difficult to sort out, due to their age. But then the import market started to pick up and I got a call from Martin Turner at Yeovil-based Cox & Turner Engineering.

"He knew that I was interested in the model, and said that he'd just got a 1927 restoration project in from America that he thought would suit me. It wasn't complete, or a runner, but I took it on, nevertheless. That was about 15 years ago

"It was a long job getting it sorted and into the condition you see today. It took a lot of research and patience to locate the many missing parts. My 'working clothes' F is a 1926 model, which is fitted with the earlier, square-ended mudguards.

"Contrary to what many people believe, I often find the Model F easier to start than my Model Ns, but I think that's because the engines have been properly restored and set-up. Down-at-heel examples with dodgy ignition systems – worn-out trembler coils and tired flywheel magnets – will inevitably be more of a struggle to get going!

"I have no plans to bring my unpainted F up to 'as new' condition as I like it just the way it is. I've taken both machines to shows in the past, and have won prizes with each of them, which was very satisfying."



to transport and show, and restrict its usability.

"On the plus side, these engines needn't be difficult to start if they're properly set-up, and the steel wheels aren't a problem if you take care, make allowances and have a bit of space to play with." There's no question that the Model F is a machine of its time, and its time was a very, very long while ago. So, it's no good expecting one of these tractors to be as easy and predictable to live with as something from the 1970s or '80s."

However, if you approach ownership

with an appreciation for the pivotal role the Model F played in agricultural development, its ground-breaking engineering and the sheer history that every survivor now carries with it, you won't be disappointed. I think that it's incredible to be able to buy a working machine that, despite being nearly 100 years old, doesn't need to be molly-coddled or wrapped in cotton wool like a precious museum piece. So, be in no doubt that these tough little survivors remain perfectly capable of getting out there and mixing it in the mud, and loving every minute of it! ■



The extended, anti-tipping mudguards on the Model F incorporate a pair of handy tool boxes, one on each side. This 1926 machine has the normal, squared-off ends, which could inhibit turning when towing.

YOU WRITE...

Missing the shows

Now that the clocks have changed and we're heading towards winter, it just struck me what a strange year it's been. In all my 66 years, I've never experienced such turmoil in all aspects of life; things have just changed so fast.

I was very sad to see the summer come and go without a single agricultural show to go to, and I just hope that all the various societies and clubs are able to ride it out. It would be terrible if some of those great events were never to return; they are part of our heritage.

I've also found the constant doom and gloom of it all quite depressing. I live alone and, although I have a few good friends around me, what family I have left live far away; my daughter's in Canada and I have a son who's in Scotland, so don't see either very often. So I really enjoy the social side of the show season and, while I'm still able to get around in my car, I go to as many as

I can. But that's all been missing from my life this year, and it's made a big hole.

I used to own a Fordson Super Dexta until about four years ago, when a change in circumstances meant that I was forced to sell it. I ran it on a smallholding I had for a few years, and it was a great little workhorse – reliable, simple to drive and cheap to maintain. I still miss it now, which is another reason why I was so disappointed about not being able to get out to any shows this year.

Ah well, all we can do is hope, I suppose. I'm so looking forward to the time when the government gets this thing under control so that we can all get back to a normal life again. Thanks for a great magazine.

Charlie Morgan, via email



Charlie Morgan, like most of us, has really missed the social pleasure of attending the summer shows this year. Let's all hope for better things in 2021.

Simple measures

I came up with this idea, after I'd drained the main fuel tank (the TVO section) on my Fordson E27N, to carry out repairs to the fuel tap. After fitting new gland seals to the tap, I thought it was a good opportunity to measure the fuel as I refilled the tank. So I found a suitable strip of metal, and began the filling process by adding three gallons of TVO, and measuring that off with a line on the metal strip.

Then I added a further couple of gallons, and marked-off five gallons on the strip. I went on to add five more gallons, making a total of 10 gallons inside the tank. I thought that was enough to be able to judge the fuel level, as I don't use that much fuel on an outing.

I then marked the lines permanently on the metal strip using a chisel, and stamped the gallon markers with my letter/number

punches. The next job, was to 'blue' the metal, so that it's easy to read how far up the 'dipstick' the fuel level comes, (like an engine oil dipstick).

To do this, I heated the strip with a blowlamp, until it became cherry red, then cooled it down until it went blue. The next job was to fit a large ring, on the top, big enough to prevent the dipstick from being accidentally dropped down into the tank.

Now, when I go to a rally, I can dip the tank before I set off, and also check the fuel level before I go to the parade, and have a pretty accurate idea about how much remains in the tank.

John Allsop, via email

John Allsop's simple but very effective – and useful – solution to fuel level assessment.



WHAT AN ACHIEVEMENT!

I take my hat off to Peter Nutley, for the restoration he carried out on his E27N Fordson tractor (*A Major achievement*, Issue 99).

I was amazed at the result after seeing the photographs of the pile of scrap that he started with, in your magazine. It's a work of art, and I heartily congratulate Mr Nutley.

As a boy, many years ago, I used to ride on a Fordson E27N that belonged to a smallholder, and it made such an impression on me. I loved the smell of the TVO fumes! My father used to work for a contractor back in the early 1950s, and I can remember sitting on his lap while he drove an E27N that had a hay rake on the front, pushing a heap of hay. The year was 1953, and I was only

four years old.

That contractor had five E27Ns, and my father used to have a photograph of these tractors parked up in a line. I remember that they were fitted with a canvas cover that stayed on the tractor and, when the driver sat in the seat, it wrapped around his waist to help keep him dry and warm.

On another matter, has anyone ever heard of a loading shovel made by a company called Merton? It was powered by a Ford six-cylinder engine, and I drove one for five years on a big farm. We used it for the silage pits and muck cart, and for loading corn on to wagons. It was brilliant to drive, and the only fault that I remember with it was that it didn't have a diff' lock. I'd be interested to know if any readers know anything more about this machine.



The restoration job that Peter Nutley took on with this E27N certainly impressed Patrick Feltham.

Patrick Feltham, via email

A missing Major

I'm writing in the hope that someone may be able to help with tracking down my late father's Fordson Major Diesel. During these difficult times that we're all having to learn to live with, I'm left with a problem that, hopefully, readers can sympathise with.

We lost my dad 14 years ago, just as he was approaching his retirement age. Having to close-down the farm, a close family friend offered to take care of my father's tractor to make sure that it stayed in the family. His intentions were always to make it show-worthy but, unfortunately, this never happened and, soon after taking it in, his health started to decline.



The tractor disappeared from a locked storage shed and has now been registered with the authorities as stolen.

Since then it's been safely locked away, until about a year ago when our family friend passed away. At that point his widow contacted me to make sure her late husband's wish of the tractor returning to the family, actually happened.

Regrettably, though, when I unlocked the building where it had been stored for years, I found that it had disappeared. All local people have been asked if they had any idea where it had gone, but the consensus was that it had been stolen.

With the arrival of Covid-19 earlier in the year, the past 12 months has passed quickly but, throughout this time, I've spent countless hours searching the internet in the hope that I might be able to find where it went.

The tractor has now been registered as stolen with both the police and the DVLA. As I'm sure your readers will understand, this isn't a financial pursuit, but a purely sentimental issue.

I have a collection of photographs showing my father, from when he was a young man to his retirement days where he was still using the same tractor. So, if anyone has any information I would be most grateful if they could contact me via the magazine.

I have included a couple of photos of the tractor here, however, I imagine it's quite



Have you seen this distinctive, 1956 Fordson Major Diesel?

unlikely that it still has the back-filling blade, cab or wheel strakes fitted; but you never know. The details of the tractor are as follows; 1956 Fordson Major Diesel, registration VKC 825. Its engine is out of a Ford truck and the tractor is fitted with a vacuum trailer braking system (air tank installed behind seat). It's painted in Ford blue with white rims, and also has a high-level trailer hitch.

I would like to thank your readers for taking the time to read this plea.

Geoff Powell, Merseyside

Letters to the Editor should be sent to F&FT Magazine, Kelsey Media, The Granary, Down's Court, Yalding Hill ME18 6AL, United Kingdom, or email: fft.ed@kelsey.co.uk

A LOCKDOWN BEAUTY!

Chris Petherick put his lockdown time to productive use by finishing the restoration of his 1990s Ford 5030, as Chris Graham discovers

With some enforced downtime on his hands following the government's Covid-19-driven decision to lock-down the nation, Ford enthusiast Chris Petherick took the opportunity presented by his deserted workshop, and devoted some quality time to his neglected, part-restored, 1992 Ford 5030. The result, as you can see here, is something very special, indeed.

"I grew up near North Molton, Devon, and Ford tractors have been in my blood for as long as I can remember," Chris explained. "I used to help out on a local farm to earn some extra pocket money and one year the farmer bought a brand new Ford 5030. It was a low-profile model fitted with a front loader and, best of all, I was allowed to

drive it. This was fantastically exciting as I was only about 12 at the time, and the thrill of driving around in that 'enormous', shiny machine, made a massive impression on me."

Motor trade beckons

However, when Chris left school, it wasn't farming he went into, but the motor trade. "I started with a college apprenticeship in vehicle mechanics, then got a job at an independent garage where I was trained in vehicle bodywork repair techniques and spraying. After this I moved to BMW, where I took all the training opportunities I could, and reached Master Technician level.

"While I was doing this, though, I kept one eye on the agricultural market, and had



Having vowed never to take on another tractor while up to his elbows in the 5030 restoration, Chris Petherick is now thinking about perhaps tackling a Ford 4000 or 7000 as his next project.

noticed that there wasn't anyone locally offering a top-quality repair service for damaged tractors. So, I started doing some weekend repair and respray work for the local agricultural equipment dealers, and the demand for my services just grew and grew. "It wasn't long before I was able to leave

BELOW: This 1992 5030, in its newly-restored form, now benefits from a turbocharger that doubles power output, air conditioning and an air-sprung seat.





The cab took a lot of restoration; water leaks had caused it to rot from the inside out, and the roof panel was in a bad way, too.



The seat looks standard but, beneath the surface there lurks an air-suspension system that delivers much greater comfort for the driver. Enhanced sound-deadening makes it quieter inside, as well.

BMW, become self-employed and set up as an independent car technician and repair specialist. To be honest, though, most of my time was spent repairing and painting damaged tractor bodywork and wheels. I'd also become proficient with plastic welding and fibreglass repair, so could offer a pretty comprehensive service.

"Things went well with the business and, after a few years, I found myself with enough spare cash to afford my own tractor and, of course, my heart was set on a Ford 5030. But finding the right example was easier said than done. My search started in 2014, and I wanted one with a Deluxe cab, long wings and low hours."

Lengthy search

"But it took me years – literally – to find the right machine; I'd looked at so many that just weren't right, and was starting to get fed up when, in 2018, an alert popped up on my phone with what looked like something promising. It certainly had low hours – just 2,500 – and the right cab, but it appeared scruffy, and was located in North Wales. It was a running, 1992 model priced at £11,500, which was more than I wanted to spend.

"Apparently, it had done only light, clean work on a campsite from new, moving



In its past life, this tractor occupied its 2,500 recorded hours shunting caravans around on a campsite in North Wales.



The low recorded hours, relatively light-weight duties since new and decent maintenance ensured that the engine didn't require a rebuild as part of the restoration.

caravans around – hence the low hours. I was interested and, as luck would have it, Geoffrey Brown, a tractor dealer friend of mine was attending a sale in North Wales, and he agreed to have a look at it for me.

"His verdict was that it was in OK condition, although he reported bulging tyres, corrosion in the cab, problems with the roof, broken cab glass and a missing door. On the plus side, though, he'd managed to negotiate the price down to £10,000. I was happy to pay that and the deal was done.

"Once the 5030 was back in Devon I was really excited to see it, and got a lift to Geoffrey's yard so that I could drive it home. It was pouring with rain and, to be honest, my heart sank when I saw what I'd bought; it looked like an absolute dog! The remaining door was cable-tied closed, the roof looked like it was being held together with tape, the roof lining was drooping badly and the cab steps were rotten. It didn't make a great first impression!"

Mechanically sound

"But the engine started well enough although, the first time I moved it, I got drenched by a shower of water that had been held on the roof somewhere... what had I done? However, the six-mile drive home was uneventful and, once back, I got the 5030 straight into my tractor-sized spray booth so that I could have a proper look at it.

"It had proved itself to be mechanically sound on the drive back, but I still checked the engine carefully for signs of oil leaks, but

found none, which was good news. Then, stepping back and taking a few moments to think about it properly, I realised that, although the bodywork and cab looked

pretty bad, it was nothing that I couldn't deal with, and my mood began to lighten. Also, I discovered that this model was fitted with the optional, dual fuel tanks and dual power, which cheered me up even more.

"My dad, who was an agricultural mechanic specialising in Ford tractors, has always been a great fan of turbo-charging, and his enthusiasm certainly rubbed-off on me; I love them. So, one of my first plans with the 5030 had been to fit a turbo, and that's what I did. On Dad's recommendation, I bought a Ford 7610 turbo installation kit from MJ Robinson Tractors, in Burnley, and set about fitting it. A slight modification to the fuel tank was required, creating extra space for the intake pipe, but everything else was fine."

The work begins

"Then, a week or two later, Dad and I decided simply to spend a weekend tearing the whole tractor apart. The cab was removed, which was a big job in itself, so that everything could be thoroughly steam-cleaned. We set-up a block and tackle to lift the cab off, and I was careful to bag and



RIGHT: Removing the heavy cab involved inching it clear with a block and tackle winching arrangement. Fortunately, there's no shortage of headroom in Chris' workshop.

“It amazed me just how difficult it was to source bits for what, after all, is still a relatively new machine”

label all the fixings as I wasn't sure how quickly it would be put back together again.

“But stripping the cab just revealed more and more rust, which is when I realised the full extent of the repair work needed. It was clear that it would take some time to sort out properly and, as my regular work was starting to pile-up, the 5030 was put into a spare garage, and the cab was moved out into the yard, and stored under a cover. Things then stayed like that for the best part of a year.

“Then, early in 2019, when work was quiet, I decided to get cracking on the cab again. I bought an 8x4 piece of sheet steel and my work colleague – Phil – and I just got stuck in. I think it took about two months to fabricate all the repair sections that were needed for the cab, and Phil spent a lot of time straightening the tractor's other, damaged body panels. There just wasn't a straight one left on the tractor, when I got it!

“Generally, I think the cab on the 5030 lasts pretty well but, in this case, the problems had been caused by a broken window glass letting water in. It had just rotted from the inside out. The roof was in a hell of a mess, too. Corrosion had spread to about 60% of it, so that took a lot of work to put right. It's a surprisingly technical structure, incorporating the sunroof, lifting side panels that provide access to the air filters and lots of hinges.”

Cab problems

“One corner of the roof was completely rotted, and this had eaten down into the top corner of the cab frame, too. I spoke to Sekura, in Denmark, who made the cab, only to discover that the company been instructed by Ford to destroy all the panel presses and tooling relating to the cab, and that this had happened just six months before I got in touch! All that was available was some door rubber seal.

“In fact, I spent ages searching for spare parts for the cab, and the rest of the tractor, come to that. It really was a time-consuming job and, altogether, took about six months. It amazed me just how difficult it was to source bits for what, after all, is still a relatively new machine. And I'm not talking about obscure parts, either; components like new mirror brackets, door handles and latches are just unobtainable nowadays.

Then, through a friend of a friend, I heard about somebody who'd bought a whole Ford tractor spares department from a



Being skilled with a spray gun, and having a tractor-sized spray booth, helped ensure a top quality paint finish for this lucky Ford 5030.

business that was closing-down. I went to have a look and found loads of stuff for the 5030, so made him an offer and bought the lot! There were lots of parts that I didn't need, but I've since sold those on eBay which, as it's turned out, allowed me to make a decent profit, overall.”

Strange times

“By the time I'd gathered the parts I needed, we'd arrived in March 2020 and the country was about to head into the Covid-19-related lockdown. Work bookings dried-up and, all of a sudden, I had a lot of time on my hands, which gave me the perfect opportunity to crack-on with the tractor. I managed

to borrow a mobile sand-blasting set and treated as many components as I could, including the wheels.

“The lovely weather meant I was able to put-in uninterrupted, 15-hour days, and really made some great progress. Everything went to plan with the re-assembly. The front axle had been removed and stripped completely, and I sent all the pins and wheel nuts away to a specialist who ‘yellow-plated’ them for me, re-creating that authentic, factory-fresh look I was after.

“The engine, gearbox and back end were then primed and painted. I'd also removed the turbo and sent it away to Turbo Dynamics, in Christchurch, Dorset,



Chris is indebted to the help and advice he got from his dad, and says that he couldn't have done without his technical tractor knowledge.

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to have it upgraded to Stage 1, for a bit more boost. The fuel pump was reconditioned and tweaked, too, so that it matched the 7610 spec.

"I used stainless steel screws and fixings at every opportunity to guard against future corrosion, and managed to re-fit the cab on my own, having found a replacement door frame that I had to straighten and fit with rebuilt hinges. All this happened quite quickly, but the process slowed down again once I started fitting-out the cab. Sourcing the correct window seals, interior trim pieces and sound-deadening foam was a struggle.

"I borrowed a 5030 from a customer to help remind me about how everything inside the cab went back together; I was determined to get it all right, including the orientation of all the fixings. I also spent a long time re-painting the gear and selector levers, and connecting the linkages. Finishing that stage took me until about July, by which time the tractor was just about drivable."

Detailed touches

"The heater fan and many of the switches had to be replaced – most of the connections were badly corroded due to the water leaks. Locating the correct switches (displaying the right graphics) was another, time-consuming challenge.

"One of the few departures from the original spec inside the cab, relates to the seat springing – I opted for an air-sprung unit

to replace the standard set-up. You wouldn't know to look at it as the mechanism is concealed, but the end result is certainly much more comfortable. I also had to fabricate a new seat pan, as the original was too badly corroded to use.

"Once everything was back together, I serviced the tractor and changed the oils. Then, with it running and drivable again, I decided – purely as a technical exercise – to fit an air conditioning system. This meant that the roof had to be removed again, and I had to re-design the heater box to allow the evaporator to be fitted.

"Most of the installation is hidden; the pipes are routed down inside the cab's frame. However, I had to re-locate the alternator from the side of the engine to the top, to accommodate the air compressor. I also had to remove all the tinwork (without scratching it!) because the layout of the cooling set-up (oil cooler, transmission cooler and radiator) needed to be re-worked to create space for the condenser (from a Ford 7840).

"I bolstered the system by fitting a County water pump (with a double pulley), so that the compressor would work from the alternator's original position. This was an involved process and, part-way through, I did find myself wondering what on earth I was doing. Thankfully, it all turned out OK in the end. However, I'm indebted to the help and advice I got from my dad; I couldn't

“I’m indebted to the help and advice I got from my dad; I couldn’t have done without his technical tractor knowledge”

have done without his technical tractor knowledge.

"When I took the finished tractor for a dyno test, it registered 91hp at the PTO, which is just about double the standard power output. I'd never seen a tractor on a dyno before, and found it a scary process. Seeing – and hearing – the engine being revved so hard was pure torture for me!"

So, it's been quite a rapid end to a relatively lengthy restoration project, but there's no doubting the quality of the finish Chris has achieved with his 5030. The tractor is a joy to behold and, hopefully, the photographs here do it justice.

Chris intentionally moved his 5030 away from standard specification, but has no regrets about doing so. His aim was to create the tractor he wanted, and it's clear from chatting with him that he's done just that. He's evidently delighted with the way the 5030 now looks and drives, and is happy to have created what he describes as "a proper little pocket rocket that makes a fantastic noise!" ■

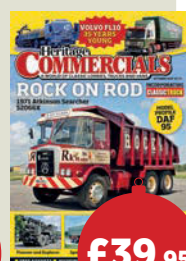
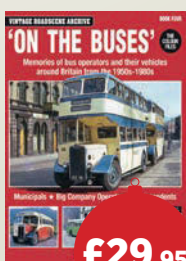
BELOW: If it hadn't been for lockdown, Chris Petherick is sure that his now fine Ford 5030 would still be nothing more than a big pile of bits.



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Ford & Fordson Association Round-Up



Association chairman, Pat Pawsey, gathers in another crop of news and views from FFA members and events

As this year draws to its close, I think that it's changed us all. The prevailing feeling is one of unease, the social norms that form the bedrock of normal, day-to-day living have evaporated, and nobody is quite sure how they should be replaced. It's difficult to see your doctor or dentist, as I discovered, and hospitals – once seen as the first port of call in an emergency – are now regarded as places to be avoided to such an extent that worryingly, people with potentially serious medical conditions, aren't receiving diagnosis let alone treatment.

We all need to take extra care and protect ourselves and our families as best we can. Simple things do make an enormous difference, so please don't take short cuts. Do wear protective clothing appropriate to what you're doing and stay safe. It will all pass.

Personally, after considerable soul-searching, I realised that a change of course was necessary. My shed was overfull and there wasn't enough room left to work on the

tractors that were in there, let alone those parked outside in various states of disrepair; all slowly deteriorating and suffering from the odd act of vandalism that seems to be universal nowadays. Something had to give.

Accepting that I would never complete some of these projects wasn't easy, but one must stay positive; there's still plenty left to do, even with a few less, and now there's enough space to play in comfort. We've all seen machines that have gone past the point of no return through the owner's refusal to face reality, for one reason or another.

How to dispose of them was the first question. No one wants to give them away but, the 'how' does depend on whether you would like it to be preserved, or just to sell for the best price. At auction anything may happen to it, but it will sell for what someone is prepared to pay on the day and, if the right sale is picked, should make good money. But, for that to happen, at least two people must want it.

It was time to bite the bullet and, not without regret, the first to go was my County crawler. This was supplied new by Whitlock Brothers Agricultural Engineers of Gt Yeldham, a neighbouring village (later of Hy-Mac fame), which was part of the reason I bought it in the first place.

I decided that the FFA's Facebook page was a good place to start, so I had a chat with Gary Capp, who looks after it, and he did the business and that worked brilliantly! There was no hassle, it was paid for very promptly and collected by a professional. What's more, I'm pleased to report that it's gone to a good home; a collector who has it running again, and tells me he's pleased with it.

I have two more entered in the next Cheffins Vintage Sale, neither of them Fords. As it's an auction, there's no guarantee of a sale, but I hope I won't be bringing them home again. This will allow some breathing space to take stock, and enable me to get on with jobs that have been on the back burner for some time.

Pat Pawsey, FFA chairman

PINK LADIES RIDE AGAIN!



The first Sunday of July has, for the past 16 years, seen 100+ 'Pink Ladies' on tractors traversing the lanes of Suffolk and Norfolk in support of the Breast Cancer Appeal. For reasons known to everyone, this wasn't possible but, 'Pink Ladies' are made of sterner stuff and couldn't be deterred. Various individual events took place on July 5th and during the weeks following. For example, one

The stoic Pink Ladies, in all their glory.

family completed 200 laps of their patio on a children's ride-on tractor, and raised £1,000, which was double their target!

However, thanks to John and Annie Chapman, a downsized road run did take place on Sunday, September 13th, with just 30 participants. The day was more emotional than ever; perhaps because of the many ladies who couldn't

join us this year, and the people who have been unable to receive their treatments at this time. While not promoted in the usual way, large groups of onlookers enjoyed the pink spectacle.

We're still aiming to reach our £1million target in the coming years, and hope that 2021 will see a return to normal activities, not just for 'Pink Ladies', but for everyone. For details, photos and videos of this year's Pink Ladies Tractor Road Run, visit the Facebook page. Should you wish to make a donation to this worthy cause, go to: fundraise.cancerresearchuk.org/unite/pink-ladies-tractor-road-run-2020.

Jane Broomhall, FFA general secretary

A COUPLE OF BEAUTIES!



A Highland Bear mounted on a Ford 7000; a very purposeful combination.



A fine Roadless 115 still earning its keep.

Traveling daily from farm to farm with my job as a dairy engineer, one inevitably finds the odd gem on farms. Take these two beauties, for example.

The Roadless 115 is still earning her keep in the Wigtownshire area

of Dumfries & Galloway, alongside her stable mates, a Roadless 95 and a Force II 8210 turbo. She's on low-loader duties here, but can also be found with drainage equipment on her.

Then there's something a little more special; a Ford 7000 with a James

Jones Highland Bear conversion. Now, I don't know much about this tractor as I only grabbed a photo while passing, but I can't imagine there being many like this?

Willie West, FFA rep, Dumfries & Galloway

SOUTHERN AREA PLOUGHING & FUN

The Southern Area Ploughing & Fun Weekend took place on September 5th-6th at Rix Farm, Langham, Essex, and was organised by Ken Bailey and Roger Starling.

Good weather was enjoyed during Friday's set-up, during which the plots were made larger than normal to give more space between the tractors. Fifteen ploughmen attended on Saturday and 14 on Sunday, most ploughing two plots. There was a good selection of makes and models in attendance, notably Mick Wilds' 1947 Caterpillar D4.



The Southern Area Ploughing & Fun Weekend organisers, Ken Bailey, Roger Starling and assistant, Mick, during setting-out.



Paul Wylie with his Fordson N with trailer plough at the Southern Area Ploughing event.

An area of grassland runway was available for parking and camping, and a food van was on site to provide breakfasts and evening meals for those who were camping. The event provided a very enjoyable weekend for entrants and family members only as, unfortunately, spectators couldn't be invited this time.

An impressive £350 was raised for the Essex Air Ambulance, and our grateful thanks go to Mr J Ricks for generously making the site available once again.

Ken Bailey, FFA Southern ploughing director

BACK ON THE ROAD AGAIN



Wouter Croquey's Ford pre-Force 3000, during restoration.

The sale of the family farm on my father's side in August, and the re-location of the Super Dexta 3000 (see Issue 98), offered me the ideal chance to put the tractor back on the road; something I've been meaning to do for a few years.

The initial idea was to do the minimum

to achieve this, and more specifically to fix the lighting. However, when driving the tractor on to the lorry on the day of the move, it immediately became clear that the drum brakes were past their best.

Then, after the first night spent in the garage where the activity was to take place, we also found some traces of oil under the rear axle. The tone was set; this exercise was to become a (limited) overhaul. Thanks to the precious efforts and skills of a retired mechanic, work progressed quickly. From the beginning, I insisted that the character of the tractor be preserved; I absolutely prefer originality above perfection. This was a family tractor, so the memories had to be kept intact!

The process started with the removal of both rear axle housings, complete with the fenders still attached to them. The differential

bearing, half-shaft bearing and both wheel bearings all showed signs of wear. Traces of oil inside one of the drum brakes made us presume that oil leaking through the wheel bearing might have rinsed the grease out of it.

The bearings were replaced with new ones, as was the case with the corresponding seals. The same operation was carried out on the brake pedal/clutch pedal shaft seals. New brake shoes were sourced and fitted with great care and precision by the mechanic.

The front axle also needed some TLC. The worn king pins and bushes were replaced, as were the thrust bearings. However, the wheel bearings were still in good shape, despite the tractor always having carried a front loader.

While working around the nose of the tractor, we also noticed that the radiator was leaking, so a replacement was sourced.

We also took the opportunity to replace the thermostat – a very useful



Paint colour charts helped with paint choice; shades are a positive minefield!

measure given that the original had been in place for 55 years. Then, following a close look at the broken rev counter, it turned out that the fault lay with the hour counter, which had been sticking intermittently, causing the failure of the whole unit. But, for some incomprehensible reason, none of the reproduction dashes currently available represent an accurate copy of the original – they all have the hour counter at the top while, originally, it was situated at the bottom. So, our solution was to keep the original dash, but to remove the drive between the rev counter and the hour counter. The rev counter's cable was replaced, to get it working again.

Finally, the original tyres from 1965 were replaced with new ones. Initially, we thought the rims were OK but, with the tyres removed the amount of corrosion found inside was excessive. So all four rims were sand-blasted before having the new tyres fitted.

We weren't sure about the correct colour to paint the wheels until the local New Holland dealership came up with the answer. The paint needed is the same as that used on the New Performance

Dexta/Major and the 10 Series (apart from the last ones), RAL 7115. It was sourced from the dealer (KRAMP 711508 KR Ford 'Fog grey'), together with a rocker cover gasket (held in stock!) and, given that we now had the paint, both front grilles were also sand-

blasted and re-finished, too.

At the moment, I'm finishing the paperwork to obtain the new registration, and am then looking forward to getting out on the finished tractor!

Wouter Croquey, FFA Belgium rep



Wouter in the saddle and justifiably proud of a fine, sympathetic restoration.

SERVICING MEMORIES

Here are a couple more reminiscences from Fordson N and E27N Service Experiences, courtesy of Dawn Milson at the Fordson Tractor Club of Australia Inc

I was called by a farmer who owned a Fordson P6, who stated that the linkage would lift an implement slowly and then drop it again. On my arrival at the farm, I was surprised to find that the farmer had removed the tractor's lift assembly, and stripped it of every nut, bolt, pump, cylinder and relief valve. Literally everything had been dismantled, washed clean and put in sections on wheat bags, on the floor. When I asked why he'd gone to such trouble, he said he thought it would

help me find what was wrong!

After a quick appraisal, I noticed that the piston gland was in three pieces, which turned out to be all the trouble was. One-and-a-half days later, it was back in operation again. Leaving the farmer with an account for £21 10s 0d (\$43) for labour and gaskets, with 5s 6d (\$0.55) for a new piston gland. If the lift had been left alone the approximate cost to the farmer would have been just £4 0s 0d (\$8). Just imagine the cost today!

• A Devout Fordson E27N (Kero) owner took some convincing that 'diesel power was the coming thing, and the power of the future', but was finally converted to purchase a brand new Fordson P6. On delivery he was given

an introduction to his sparkling new tractor, which took approximately four hours, with on-site instruction and in-field operation.

On leaving the farm that day, the farmer was quite convinced he'd done the right thing. However, the next morning he 'phoned, stating that his new tractor wouldn't start, adding that his old E27N Kero had never refused to start all the time he'd had it. I went to the farm to investigate.

Turns out that the farmer, when finishing with the new tractor the previous day had – just as he always did with his E27N – turned off the fuel, hopped into his ute and gone home, leaving the tractor in the paddock overnight. Guess what? He never touched that fuel tap again, except for fuel filter changes!



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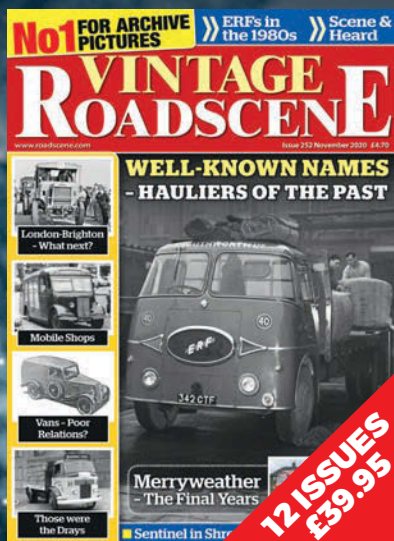
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A SUPER PROJECT

PART
EIGHT



It was great to have the Fordson Super Dextra finished and outside after all the work that I'd put into the project. It was satisfying simply to stand back and admire it.

Ben Phillips concludes the restoration of the 1964 Fordson Super Dextra with his assessment of the completed machine

After many weeks in the workshop, receiving all manner of attention, the time had finally come to get the completed Fordson Super Dextra out into the sunshine. It saw the light of day a few weeks ago when I tested the engine, gearbox and hydraulics although, at that stage, it was still primarily in undercoat. Now it was finished, and I couldn't wait to see what it looked like.

My first view as I drove it out into the daylight was down the bonnet; Ford's Empire blue looked good and bright, and sparkled in the autumn sunshine. Once I'd got it parked, I cut the engine and jumped off to have a proper look around it.

From the side view, I was very pleased with the straight line I could see running along from the tank to the bonnet, which went on to align perfectly with the front cowl. This may seem like a trivial detail, but it's the best indicator that the tinwork has been fitted correctly. Accurate alignment also ensures that the bonnet can be opened without catching on anything.

On the bonnet I had fitted, there are two, new, chrome handles which are thick and chunky, and they feel just as good as they look. Close to the rearmost bonnet handle there's a small 'Fordson' decal of a type that's fitted to this model, as opposed to an actual badge. The

badge, in this case, is reserved for the top section of the front cowl, which I'd replaced on this tractor. The old one was bent and twisted and, given that it's made from a cast-type metal, it would have been very difficult to straighten-out properly.

This badge itself looked so nice that I resisted the urge to paint around the letters in Fordson grey paint; leaving the whole lot as a chrome finish was certainly the best choice, in my view. Below the badge, there's a new set of radiator grilles, together with chrome fixings. The grilles also contain the grey-painted headlamps which, in this case, were also replaced.

Behind the cowl, and under the bonnet, the Perkins engine – as we've seen in previous issues – had undergone an extensive overhaul. A lot of new parts had gone into the engine and, as a result, it now sounds great. I'd already had the tractor out and tested it for leaks, so I was glad to see that there were still none.

Facing me as I drove out of the workshop was the Super Dexta's dash, which is split into upper and lower sections. The upper is immediately under the steering wheel and, I'm delighted to say, still contains the tractor's original water temperature gauge. New ones are available but, as a matter of restoration principle, I always like to retain as much of the original kit as possible. Having said that, I had to get a new silver surround, which had the 'EnFo' logo stamped at the top. Also new on the upper dash were the green and red lights situated on either side of the gauge, which provide warning indicators for ignition and oil pressure.

The lower dash had to be fitted with a new set of components, the largest of which is the tractormeter in the centre. To the right of this there's the horn button and, below that, a control for the engine heater. This features a rubber cover that protects the metal button beneath. The instruction on the cover suggests that pressing for 40 seconds will be sufficient to induce enough heat to allow the engine to be started.

The other side there's a red 'Stop' knob and, below that, the light switch.



The front cowl was new, as were the 'Super Dexta' badge, the front grilles and the headlamps.



Viewed from the side, I could appreciate the correct alignment of the bonnet; all the panels lined-up perfectly.



The Perkins engine was extensively rebuilt, and the Simms injector pump seen here was refurbished. I always enjoy the look of shiny, chrome parts. The chunky, bonnet catches really feel great, and look the part, too.

Although, from the outside, this lower dash looks good, I can assure you that, behind the scenes, things were extremely tight. Packing the control box and wiring loom successfully in behind the gauge and controls took some patience. It was fiddly to get everything fitted snugly and properly, but I got there in the end.

The driver's seat on the Super Dexta has been painted grey to match the wings, and I've fitted the correct, blue-coloured seat cushion set, complete with grey piping. Getting the attention to detail right is what restoration work

is all about. I like to make sure that everything looks as original as possible, which is why I make a point of getting even the most obscure things – such as decals – correct. For example, this tractor features three decals relating to the hydraulics; they're not overly visible, but I wanted them on and they now look great.

The last version of the Super Dexta produced had grey wings, rather than the blue-painted ones found on the earlier models. This new colour contrasts really effectively with Empire blue. I'd bought these wings new from



LEFT: The seat was replaced as the old one was bent and twisted. Note the new, blue cushion set, with contrasting grey piping.

BELOW: The lower dash houses the tractormeter in the centre, a horn (upper right), heater plug button (below), engine stop cable (upper left) and light switch.



ABOVE: The Super Dexta features an upper and lower dash; this is the upper one, which includes ignition and oil pressure warning lights that flank the (original) temperature gauge.

Agriline Products in Bromsgrove, and the quality was superb. The wings even featured the small, stamped 'EnFo' logo which is a great, original-looking touch. Located on top of each of the wings is a side light, which features a clear lens facing towards the front, and a red one set to the rear (plus a round reflector).

When it came to the hydraulic linkage, new levelling boxes and arms were bought and fitted; the old ones were badly worn. This is a common

area for wear on most tractors I see, as the hydraulic system will have probably seen the most use. I connected the linkage parts up with a set of new pins, which took even more of the play out of this area.

When the tractor first arrived with me, it came with its number plate on a bit of wire that had obviously been draped over some part of the machine. All that remained of where it should have been mounted, was a badly bent bracket. So, I ordered a couple of new replacements and fitted them, together with the number plate and its new light, correctly.

Below the number plate, the original swinging drawbar was refitted, which has required very little renovation work to return it to serviceable condition. All I

had to do was replace a few pins, plus a couple of nuts and bolts, and the job was done.

When I restore a tractor, I consider that fitting new tyres to be like the icing on the cake. There's no more effective way of devaluing a restoration than leaving old, perished rubber on a smart, newly-finished machine. Luckily, there was no chance of leaving the existing tyres on this Super Dexta, so a new set was ordered and fitted.

Overall, I'm very happy with what's been achieved with this restoration. My level of satisfaction was made all the sweeter when I got to see the reaction of the family who owned it; they were absolutely delighted with the finished product, and so was I. ■



Attention to detail is always high on my agenda when restoring a tractor including, in this case, these harder-to-see decals.

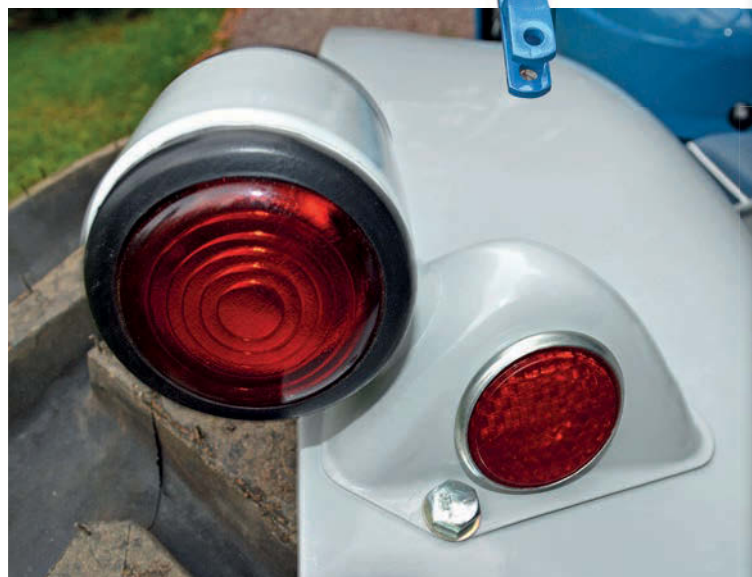


LEFT: These grey wheels were a new colour for Fordson tractors, and having new tyres fitted has made them look even better.



LEFT: The hydraulic linkage at the rear was renewed; now there's no free play. The grey-painted wings were new from Agriline Products – perfect replicas, including the stamped 'EnFo' logo.

BELOW: I restored the original number plate, and refitted it correctly, complete with new light. The swinging draw bar was fitted with new bolts to hold the end together.



These new sidelight units, perched on the wings, are perfect copies of the originals.



TESTING TIMES!

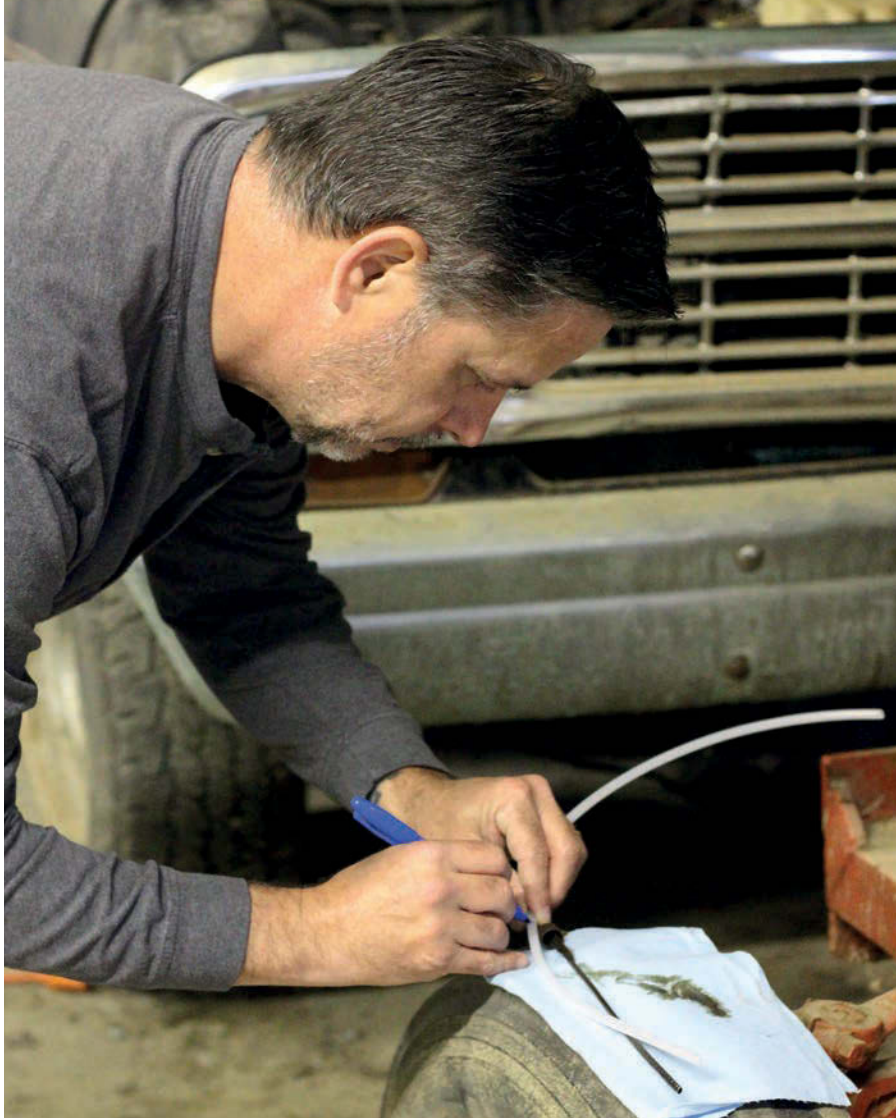
With testing very much in the news at the moment, Chris Graham looks into the benefits of oil condition monitoring, for you and your tractor

"It's like a blood test for your engine!" That's how Matt Spurlock, the global technical manager for SGS, described oil condition monitoring to me. Using this technique provides an inexpensive but immensely useful way of peering deep into the inner workings of your engine, to discover what's going on and, more important, what might be going wrong.

Oil condition monitoring – or oil analysis as it's also known – isn't a new process; it's been around for years. But many of you might not have heard of it because its use has traditionally been restricted to the industrial, heavy plant and large commercial vehicle fleet market sectors. More recently, though, specialist service providers like SGS (onlineservices.sgs.com/uk) have brought effective oil analysis within the grasp of enthusiast owners of vintage, veteran and classic vehicles.

An engine's lifeblood

SGS is the world's leading inspections, verification, testing and certification company and, with offices and laboratories around the globe, it offers speedy, efficient and affordable service to vehicle owners



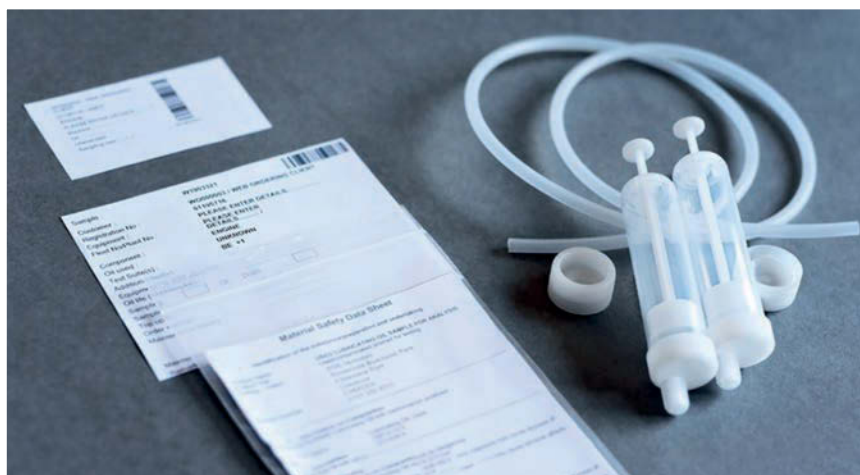
Oil conditioning monitoring is a high-tech exacting process nowadays, but it starts with an owner having to extract an engine oil sample. Fortunately, this is a quick, easy and clean process.

virtually everywhere. Matt, who is based in Indianapolis, Indiana, began our chat by emphasising the basics. "What's important to appreciate is that oil is the lifeblood of an engine," he told me. "As such, its condition reveals much about the overall health of the engine it's being pumped around. Having

an oil sample professionally analysed will not only reveal its chemical make-up, but will also highlight everything it's carrying; metal particles, coolant additives, water or even fuel."

Engine oil breaks down with age, and its ability to lubricate and protect internal components effectively becomes diminished. Its chemical composition is changed over time, as are the levels of 'foreign matter' to be found in it. Getting a sample tested provides a snapshot of what's going on and, from the results, potentially vital conclusions can be drawn about what's wearing within the engine and where problems lie.

"The presence of iron, aluminium, silicon, copper and lead," Matt explained, "plus fuel and coolant within the oil, will all be accurately detected by our analysis and, based on the specific quantities found, recommendations



LEFT: The test kit from SGS includes everything you need: two sampling syringes, flexible tubing, plastic gloves, sample card for equipment details, sample labels and pre-paid return envelope.

can be made about what actions need to be taken to protect the engine in the future. The idea is to flag-up problems long before they become serious faults, thereby enabling owners to take the appropriate measures needed to minimise engine damage and repair costs."

Testing experience

Specialists such as SGS have, over many years of oil testing worldwide, established extensive databases relating to engine type and statistical performance information. Using these resources provides an essential baseline against which they can compare test results, so that characteristic failings of any particular engine can be recognised and highlighted.

Matt went on to explain: "Our elemental analysis typically tests for the presence of 20 metallic elements, and divides these into three categories; wear debris, additive metals and contamination metals. However, some metals cross these categories, such as aluminium, which can be present due to internal engine component wear, but also as a component of dirt (drawn into the engine in dusty working environments).

"Significant levels of aluminium and silicon together are a tell-tale sign of poor air filtration. Silicon, however, is also present in oil as part of the additive package, where it's used as an anti-foaming agent. It all comes down to the proportions and ratios found, and comparing these against what's known to be present in the oil being tested.

"Another serious concern that's assessed as part of our standard test is moisture contamination. This can vary enormously, dependent on when the oil sample was taken as well as ambient temperatures and environmental humidity levels. Water contamination due, for example, to a leaking head gasket or porosity within the engine block, is very detrimental to the effectiveness of oil. It works to destroy the essential additive package within the oil – due to hydrolysis – and promotes sludge formation."

Spot the difference

The oil analysis process is based on statistics, and works by measuring trends so, ideally, successive samples need to be analysed and compared. At the very minimum, two tests will be needed to provide a meaningful result. The first will provide a benchmark and the second, taken some months later, will be referenced against the first to see what's changed.

"We can make an educated guess based on one test sample, using the database we already hold on any particular engine," Matt said. "But, given that every engine is different and has a unique history, the data from a second test and – ideally – a third, will be necessary to provide a really useful



The pipe is fed down to the sump via the dipstick tube, to reach the engine oil. A tap on the vacuumed sampling syringe is then turned to draw out the required amount of engine oil.

assessment of what's going on inside."

Taking an oil sample for testing couldn't be simpler using the SGS kit, which costs £33.32 in the UK. The oil is extracted through the dipstick tube, using the supplied length of flexible, plastic pipe that connects to a valved, vacuumed sampling syringe. With the plastic pipe cut to a length that ensures it reaches the oil in the engine, and the engine warmed to its normal operating temperature, all you have to do is open the valve on the syringe and let the oil flow in.

Once taken, the sample can be double-bagged in the packaging provided, and posted back to the SGS laboratory (free in the UK) for analysis. Typically, the slowest part of the process is the postal delivery but, once received, the company aims to complete the sample testing within a day or two, after

which the results are emailed or posted back to the customer. However, as Matt pointed out, good though the system is, maximising its potential relies on the customer supplying all the necessary information.

The full facts

"Information is key, as always. The old computer maxim – garbage in, garbage out – holds very true with regard to oil condition monitoring," he explained. "It's vital that, as well as providing the sample, customers also tell us the make, model, age and mileage/hours of the tractor. We also need to know fuel type, the oil brand used, its precise grade and how long it's been in use. It's also important to tell us how much fresh oil has been added to the system, since the last full change. Too many customers fail to include the lubricant information, without which usefully conclusive results can be difficult to produce."

There's no question that oil analysis can be a very useful tool, especially for those with tractors that are new to them, and which remain unknown quantities in terms of engine wear and internal condition. It can also be useful when buying a 'new' machine (assuming the seller's in no great hurry), and a positive test result could be advantageous for a seller.

As an owner, Matt believes that engines – especially elderly ones – should have their oil tested annually. Regular oil changes are all well and good, but they don't offer the diagnostic potential of a full-blown lab test. At the end of the day, as with blood tests, assessing good health comes down to guesswork and supposition until a proper test is done. Whether it's your body or your tractor's engine, there's no substitute for having the knowledge necessary to deal effectively with a problem. ■



Testing at the laboratory is an efficient and thoroughly scientific process that records the precise concentrations of 20 metals, as well as the presence of water, fuel and coolant additives, plus the oil's viscosity and soot contamination.

OUT & ABOUT

Peter Love reports on the Ford and Fordson-related events, gatherings and runs making the headlines in recent weeks

WANT TO BE INCLUDED?

If you have an event, sale or general tractor news that you feel would interest readers, then please contact Peter Love directly, by calling 01323 833125 or sending an email to: peterlove@madasafish.com

FRIENDS ACROSS THE FIELD

Some 48 tractors took part in Gavin Motley's excellent Friends Across the Field event, which took place near Spilsby, Lincolnshire, on September 6th.

There were some superb classics at work, with Ford machines dominating proceedings. A great time was had by all and, as a bonus, the event raised a good amount of money for charity.

The stars on the day included Franie Clarke with his superb Ford FW60 Mk1 going really well, as was the Spence family's example, too. James Hardstaff was present with his Doe Triple D New Performance Super Major which, as always, was beautifully presented.

Also of note was Barry Mumby with his Doe Triple D New Performance example, plus a great selection of Ford 600 Series models, ranging from 4600 to 7600, with a 6600 in between. These were seen dotted about doing their stuff, working well on the fields at this, the largest autumn event of its kind this year in the UK.



The Spence's FW-60 Automatic Mk2 is a far better proposition than the manual version of these Steiger Fargo, North Dakota-built tractors.



ABOVE: James Hardstaff with his very original Doe New Performance Super Major.

RIGHT: The Ford 7810 III had plenty of weights on the front to keep the tractor down with its Ransomes set-up on the back.



Barry Mumby was out with his 'working'-style Doe New Performance Super Major.



SUPERB LONGSTOCK RALLY



The great looking Ford Force 3000 heads for the road for the fine Club event on the Sunday of the show.
(All pics: Colin Stokes)



Big power came from the locally built County 956 with six-cylinder engine.

New life has been breathed into the Longstock Rally, which is organised by the Upper Test Valley Vintage Club. Much credit must go to rally chairman Andy Knight, who is doing a very good job.

This year's members-only event took place on September 12-13th at David Bumfield's Hazledrum Farm, Longstock, Stockbridge, Hampshire. David Aylward has come in as UTVVC vice-chairman, and organised the tractor section with the help of Avis, his wife, who also runs the car section of the show.

Some 35 tractors took part in the Saturday ploughing day and there was a show on Sunday, with plenty of Fordson, Ford, Roadless and County models to be seen in action or on static display. It was also good to see a number of interesting, horticultural machines in action, as well.

Sunday was also the day of the annual road run, which attracted some 25 tractors. Everyone I chatted with enjoyed a great weekend and, with £800 being raised for the Hampshire Air Ambulance, everyone was happy. The date for the 2021 event has already been set for September 11-

12th, so put that in your diary now! The rally also includes arena displays and show classes for steam, horticultural, commercial, cars, motorcycles, bygones and much more besides. Find out more at: utvvcrally.co.uk, or call: 07533 726670.



It was action all the way with the Roadless New Performance Super Major was going well on the Saturday.



Both built in the '60s, but different generations, the Fordson Super Major and MF 165 side-by-side with three-furrow ploughs.



The Divall wheel on the n/s/r of the Fordson E27N wasn't needed here with fine ground conditions underneath.

SALES CORNER

Our resident auction and sales guru, Peter Love, reports on strong sales performance despite the Covid-19 crisis

SOMERSET RECORD-BREAKERS!



Originally from Yorkshire, the 1979 County 1474 of the late John Harte was sold for £74,000 here.

East Anglian-based auctioneer, Cheffins, hosted the Malcolm Beaton on-site sale of classic Ford and four-wheel-drive tractors and spares on October 10th, near Somerton, in Somerset. This was the third sale that Cheffins has conducted for owner Malcolm Beaton since the 1990s, and it included over 70 Ford, County and Roadless classics, plus over 500 lots of County and Ford spares, which haven't been seen in such quantity before.

Malcolm has been a keen collector/dealer in such things for many years, and has imported some wonderful gems from Australia, New Zealand, the West Indies, Canada, USA and The Netherlands over the years. However, he's finally decided to start taking things easier, to concentrate on his boatyard in Cornwall and his property in the West Indies.

The top prices paid on the day included £74,000 for the original 1979 County 1474 short-nose, which was an entry from the Republic of Ireland thanks to Malcolm's kindness after Irish County Club leading



The one they were desperate for was the early Ford 7600, which created a new record at £17,000. Next door is the clean Ford 4000 that was got away at a very good £6,800.

member John Harte was killed in a farm accident in May. His family wanted to get the best price for the tractor and it was brought to the UK to achieve that.

Some £30,000 was paid for a rather unglamorous 1979 County 1474 short-nose (OCG 699T) with front winch (a 9700 donor tractor was included). Another lot saw a world record price of £54,000 paid for a County 1184 LWB (No. 48774) with Bomford blade and Delashaye rear wheel centres. There was rust visible on the cab door, but the tractor had only done just over 500 hours. Other highlights included an original, 1976 Ford 7600 (MFH 11P) that made an amazing £17,000 – another world record price.

A clean, original and very rare County 774 Mk2 (No. 396041) was sold for a record-breaking £28,000. As for the normally-hard-to-sell County 8200 4WD, the one here flew out of the door for £12,200. The previous lot was the 1993 Ford 8830 4WD Power-shift (K120 KOO), which raised £14,000, while another



County 1184 military specification was to change hands at £54,000 – a public auction record.

new record was set for an original County 1254, at £20,000.

Another record was for an original and very rare Ford Force 5000 Select-O-Speed, at £16,000. Also notable was a set of 16 County front leaf weights that made £3,400, with other weights also selling at very high prices and a so-so Ford AP cab (ex-Ford 7000) made £3,600.

Cheffins director Oliver Godfrey said: "Malcolm Beaton owned one of the most comprehensive collections of County tractors, with a few restored examples and many refurbishment projects. With buyers from the UK and across Europe, we saw some fantastic prices paid for these later classics which really are the vogue with collectors at the moment.

"These large, single-owner collections are getting harder and harder to come by, and I'm doubtful that we'll see a sale of this quantity of Ford and Ford-variant tractors at any time in the near future."

GOOD 1970s AND '80s SELLERS

Stamfords of Colchester held the RS Foulds sale on September 24th. After the modern tractors, there came three classic, good-condition Fords, that did very well.

The first was 1983 Ford 6710 2WD, with 6,950 hours, which sold for £4,000. There followed a lovely, 1980 Ford 7600 2WD with Q cab and 4,154 recorded

hours, which fetched £6,100. But the highlight was a 1979 Ford 7700 2WD Dual Power, with 6,616 hours on the clock that made a resounding £15,000.

This clean gem of a Ford 7600 changed hands for £6,100 (plus VAT), including its excellent tyres.



ANSTEE FORDSONS SELL



The hammer fell on this E27N at £2,200; an average price for a tractor in this condition.



Looking dusty, this Fordson Standard N – complete with original-style tyres – was sold for £2,100.



This older, restored Fordson E27N, with enclosed-pattern tyres, sold for a very decent £3,000.

The Cheffins online-only Anstee Collection sale concluded at Castle Camps, South Cambridgeshire, on September 22nd.

There were three Fordsons that caught my eye, with the better of the two E27Ns selling for an impressive £3,000.

Overall, though, the prices raised were as expected, particularly with VAT to be added on all lots.

CLASSICS SELL STRONGLY



Looking very good – apart from the front wheels and tyres – this 1978 Ford 7600 2WD sold for an amazing £17,250. Yes, you did read that correctly!



The 'hot' lot at the Lindsell Farm sale was this Ford 8210 4WD Force III, which sold for £23,500.

There were some strong prices paid for the clean, classic Ford tractors at the online DB Lindsell Farm sale in Saffron Walden, Essex, concluded very satisfactory by Cheffins on September 16th.

The event saw some outstanding prices reached, with the most notable lot being a 1989 Ford 8210 Force III 4WD, with Super-Q cab and 10,014 hours. It had been on the farm since 1994, and sold for a very healthy £23,500 (plus VAT).

In addition, a 1978 Ford 7600 2WD, with Q cab and 7,000 hours, changed hands for £17,250, while a 1980 Ford 6600 2WD showing 8,744 hours, was moved on for a good £13,250.

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TRACTORS

FORD 2000 PRE-FORCE



POA. A very rare early model with no instrument cluster. Complete engine rebuild 14 years ago complete with receipts. Dry stored. Very little use since re-build. Please call 01379 687791, East of England.

102623

FORD 2600



1977, £4,000. With power steering. Older restoration and hardly used since. Topper not included. Please call 01647 252730, South West.

102415

FORD 334



POA. Please call 01652656572

100617

FORD 3000



£6,250. "M" reg. Used in local ploughing and road runs. Please call 07967794451, South East.

102482

FORD 4000



1969, £2,000. Runs and drives, front hydraulic loader, good tyres, needs tidy up and paint. Please call 07931853699, South East.

103767

FORD 4000



£3,000. Working, 4 new tyres, mudguards. Used for ploughing matches. New battery last year. Please call 07779 658 190, Scotland.

102339

FORD 6610



1986, £6,323. Column change h pattern tractor is in very good condition owned for the previous 10 years by a bachelor farmer tractor has pick up hitch and drawbar new seat fitted in the last 12-months short block fitted about 4 years ago new air cleaner fitted just after being fully serviced the tyres are about 40% everything works as it should just got a coat of paint. Please call 00353 89 4402237, Ireland.

102483

FORD 6610



1986, £6,351. Column change h pattern tractor is in fantastic condition just painted the only thing leaving the tractor down is its tyres the tyres are about 40% but they have a good few cracks. Please call 00353 89 440 2237, Ireland.

102873

FORD 6710

1982, £3,750. 2 owners, tatty cab, runs well. Quite rare. Restore or export. Please call 07742648823, South East.

102530

FORD 7610



1984, £9,995. Bubble cab h pattern gear box very tidy runs great. Please call 01249 740377, South West.

102453

FORD 9N



1949, £3,000. In excellent condition. Starts and runs well. Original rer tyres. Always stored inside hence the paint condition as it was painted 9 - 10 years ago. Please call 07816604434, Scotland.

103152

SALE *Highlight* COUNTY 7600-FOUR



Wow! What an original tractor to have in your collection with this very late 1981 County 7600-Four no. 45861 Dual Power (FS27S) HDP573W. The current East Sussex owner has owned the unequalled wheeled tractor for some 20 years now. He took it out of front line action in 2010 when he purchased a Ford 7810 DP. The tractor has done 8,000 hours and has been regularly serviced and can do everything it should. The interior includes a relined roof and seat fitted over ten years ago now. If you want a hard to find County which includes Fords load sensing monitors on both axles then this is the one for you. It's a drive away job that with a polish and Owatrol treatment protection you have a wonderful machine that's certain to go up in value. For further details, but no time wasters please, tel: 07787751461.



FORDSON DEXTA



£2,800. With topper, ready for work has loader brackets. Please call 07821184799, South West. (T)

103048

FORDSON DEXTA



1960, £3,600 Ono. Wheels tin work back to metal all new BKT tyres new wings dash loom lights front and rear water pump thermostat Temp gauge oil pressure switch fuel primer pump tap heater element switch and cover battery. All receipts V5. Please call 07710 022673, North Yorks.

FORDSON DEXTA 4WD



1958, £5,600. In working condition. With new tyres. Please call 07860 413516, Wales.

104072

FORDSON MAJOR E27N



1950, £8,000. With a Perkins P6 engine, 2 new black tyres, hydraulic lift, pulley, lights, power drive, and diesel. Please call 01205 723379, East Midlands.

101825

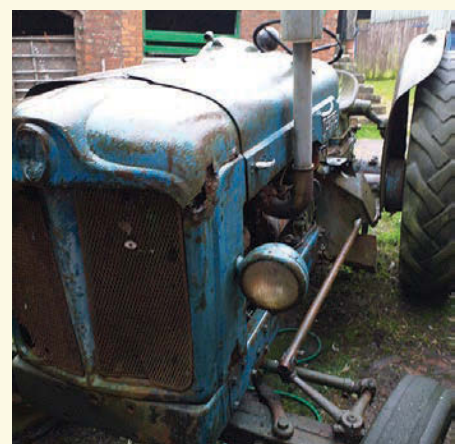
FORDSON MAJOR D



POA. Two speed auto mower winch. Runs and drives ideal tractor for restoration. Please call 07909877710, South East.

101783

FORDSON MAJOR



POA. Diesel, needs restoration. Please call 07743 370641, West Midlands.

104033

FORDSON MAJOR



1952, £4,950. major petrol/two completely restored with original cowl bonnet and wings, no hand brake or hydraulics new tyres clutch rings and bearings, originally supplied by Fitts of Tew comes with old logbook and v5. Please call 01789 720629, West Midlands.

104048

FORDSON MAJOR DIESEL



POA. Recent restoration, new rear tyres, new battery, new wiring loom and lights plus more parts. Please call 01608 684026, West Midlands.

101815

FORDSON MAJOR

£2,200. Diesel. Fitted Holman Compressor. Good Engine-Gear Box and Brakes. Has been dry stored for 20 years. Please call 01603 782003, East of England.

101831

FORDSON ROADLESS SUPER MAJOR

1957, £12,000. Excellent refurbished condition. Good all round. Please call 07831 373077, East Midlands.

103678

FORDSON MAJOR

£1,850. Diesel, needs restoration. Please call 07743370641, West Midlands.

103707

FORDSON MAJOR



1957, £1,850. Runs and drives .some new parts but smokes. Please call 07946 771499, East of England.

103910

FORDSON MAJOR DIESEL



1957, £1,100. Starts and runs rough, no fenders, needs engine rebuild, barn stored last 30 yrs. Please call 07523 288636, West Midlands.

104140

FORDSON N



1936, £3,500. Converted to electric start through belt pulley. Good all round condition. Retirement forces sale. Please call 07586107705, East Midlands.

102370

FORDSON POWER MAJOR



£950. Tractor bought for restoration project, but lack of time forces sale, engine running, Tinwork fair. NO V5. More photos available to serious buyers. Please call 07799 377015, South West.

103906

FORDSON POWER MAJOR



£2,100. Power major in her working clothes, live drive belt pully and good tyres. Please call 07855 490932, West Midlands.

103974

FORDSON POWER MAJOR



£2,250. Nice Tidy tractor, runs and drives well, Dead Drive, Hydraulics, pto all good, comes with current V5. Please call 07966 881985.

FORDSON POWER MAJOR



1960, £3,750. Very good conditions. Starts and runs. Hydraulics very good and all works. Please call 07512461534, South East.

103365

FORDSON SUPER DEXTA



£3,200. Older restoration, generally a tidy tractor, some tin work requires attention, fitted with a roll bar. Please call 07759918265, East Midlands.

103658

FORDSON SUPER MAJOR



1963, £5,600. Road taxed. Show condition, new tyres on front. Please call 01485579366, East of England.

103887

SALES HIGHLIGHT TRACTORS FOR SALE

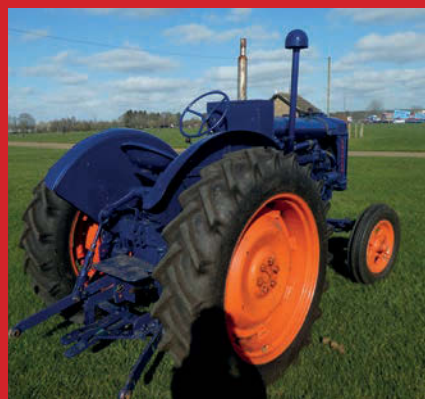


Make: Fordson E27N Perkins
P6 TA (early example)
Made: 1948
Engine: Perkins P6 4.7 Litre 45hp diesel
Transmission: 3F 1R
Weight: 1,919Kilos
Price: On Application
For enquiries please call: 01379 650504

This is an interesting tractor based in Norfolk as it's an early Perkins P6 TA with the early filtration arrangement and the oil filter in the early position at the back of the engine.

There were just on 23,000 of these Perkins six-cylinder E27Ns officially fitted at the Dagenham factory. As is known, many of the not so suited truck Perkins P6 engine (different pump/governor set-up) were fitted in the E27N mostly second hand at a later date, however these are not

the genuine thing. Of course the rear end was beefed up by Ford to take the extra torque of the magnificent Peterborough built P6 engine. This example is fully restored with perfect tyres and so much more and will make a 'drive away' restored example that will be easy to keep in top work having been gone through before. ■



IF YOU HAVE A TRACTOR FOR SALE AND YOU WANT IT FEATURED IN SALES HIGHLIGHTS DO

FORDSON STANDARD N



1941, £3,200. Fully reconditioned magneto, New front tyres, excellent tractor, no cracks in block. Can deliver at cost. Please call 07447 224743, Wales.

103977

FORDSON STANDARD N



£2,000. The tractor comes with V5c. The Harvest Gold Standard runs very well with new rear tyres and front in excellent order. Please call 07802 296050, East of England.

102977

NEW HOLLAND TM150



2001, Range Command. Front Weights. Very Good Order. Please call 01606 592639, North West.

102479

NEW HOLLAND TN755



2003, £12,995. Super steer front axle and diesel narrow road legal. Please call 01249 740377, South West.

101013

NEW HOLLAND T4.95



£35,000. 66 reg, power shuttle, Trima loader, one local owner from new. Please call 01539620636, North West.

102476

NEW HOLLAND T7030



£28,999. 4WD 2 owners from new and 50k air brakes, power command, gearbox, 170 HP, new BKT tyres front linkage and a very clean tractor. Please call 01249 740377, South West.

101219

NEW HOLLAND 75D



£9,750. Air conditioning 4500 hours excellent condition, starter and runner, on grass tyres. Only for sale as I am downsizing my hobby. Please call 07798872221

100661

PARTS & ACCESSORIES

DYNAMO MOUNTING KIT

£POA. To fit E27N P/P. www.vintage tractor electrics.co.uk. Please call 07624 496516. (T)

FORD REAR FORD/COUNTY LINKAGE

£280. From a 1164 County. Drop arms not matching and includes check chains. Please call 07817358738, Wales.

101719

FORDSON



£150. Anti-clockwise tachometer. Please call 01384 350136, West Midlands.

101845

FORDSON



£150. Early clockwise tachometer. Please call 01384 350136, West Midlands.

101847

FORD 300 INJECTION PUMP



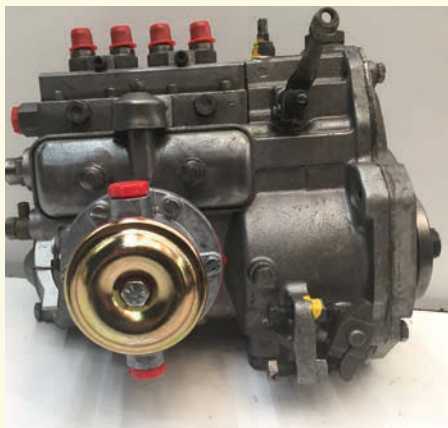
£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORD 5000 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORD 5000 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORD 6610 INJECTION PUMP



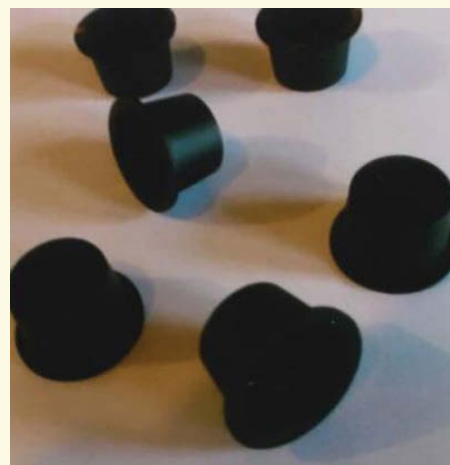
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FORD 6700 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

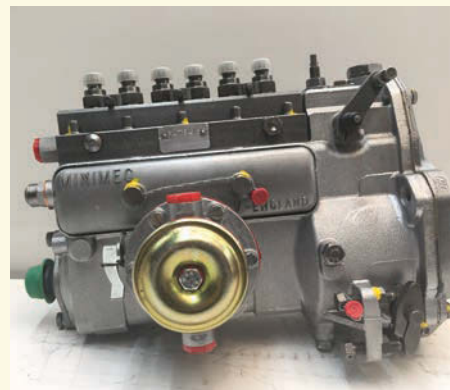
FORD 7000 PLUGS



POA. Black plugs to suit 3/4" loader bolt holes also wiper motor rubber surrounds door handles, latches and weight frames. Please call 07811907317

100619

FORD 8000 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORD ENGINE PARTS



£50. PTO cover. Please call 01502561657
100411

FORD 100 SPOOL VALVE



£400. Set complete with pipes. Please call 07595347002,
South West.
103617

FORD WHEELS AND TYRES



POA. 7 Ford Cargo tyres and wheels 1 brand new wheel
and tyre, the rest as photo. Size 17.5 x 8.5. best offer
secures. Buyer to collect. Please call 01142 314413 ,
Yorkshire and the Humber.
103907

FORD 4000



£30. Front frame. Please call 07946 771499, East of
England.
103912

FORD 3000 STEERING WHEEL



£30. Original part, usable condition. Can post at extra
cost. Please call 07759918265, East Midlands.
103664

FORD FERGUSON 2N



POA. Full set of steel wheels - good solid condition, very
rare, can be palletised. Other parts also available. Please
call 07936161217 (, North West.
101968

FORD SUPER MAJOR INJECTION PUMP



£POA. Fully refurbished and professionally tested.
Nationwide delivery. Please call 0116 2766831 or 07817
914350.

FORDSON DEXTA INJECTORS PUMP



£POA. Fully refurbished and professionally tested.
Nationwide delivery. Please call 0116 2766831 or
07817 914350.

FORD DEXTA S INJECTION PUMP



£POA. Fully refurbished and professionally tested.
Nationwide delivery. Please call 0116 2766831 or
07817 914350.

FORDSON E27N-P6 BATTERY BOXES



POA. Please call 07624 496516. Visit www.vintagetractorelectrics.co.uk (T)

FORDSON MAJOR POWER STEERING PUMP BRACKET



£54. Removed from Super Major. May fit others. Stamped
number L2/757. Used Good condition. Please call 01889
500303, West Midlands.
102455

FORDSON MAJOR POWER STEERING



£175. Kit complete with pump and fitting kit. Please call 07595347002, South West.

103615

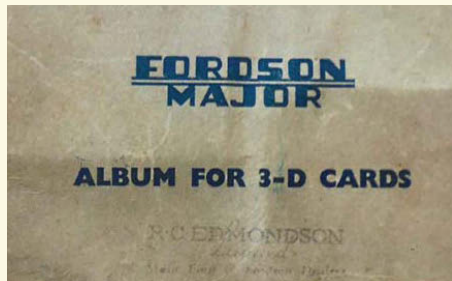
FORDSON SINGLE CLUTCH PP



1958, £55. Original 11" single clutch pressure plate for Fordson Dexta. Working order. Please call 01733 244456, East of England.

104233

FORDSON MAJOR 3D ALBUM



£40. Contains 50 cards. Farmall A brochure £25. David Brown tin badge £25. Please call 01994232893, Wales.

102518

FORDSON MAJOR INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORDSON MAJOR



£60. 36" rear wheels, barn stored. Some surface rust, but sound. 6 stud. Please call 07772053322, North East.

101949

FORD MUDGUARDS

1973, £80. Two Ford mudguards. Please call 01377267626

100586

FORDSON SUPER MAJOR WINGS



£180. Pair of used original Fordson Super Major wings. Edges ok. Some lights still attached. Buyer to collect. Please call 01889500303

100364

FORDSON DEXTA FOMOCO WHEELWEIGHTS

POA. 2 inner, 4 outer plus fittings. Please call 01884860576

100382

FORDSON FRONT WHEEL



£30. Cast Iron front wheel. Please call 01580 831951

100651

FORDSON MAJOR INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORDSON MAJOR



£100. Rear wheels, pair. Please call 0791 105634, East of England.

103867

FORDSON LAMBOURN SAFETY CAB

£600. To fit power major. Slight nip on roof. Please call 07708863242, West Midlands.

103975

FORDSON MAJOR WATER PUMP PULLEY AND HUB



£60. When power steering fitted. Removed from Super Major. Used Good Condition. Please call 01889 500303, West Midlands.

102454

HEADLIGHT LENSES



POA. For E27N's. Please call 07624 496516.

REGULATOR COVER



£POA. To fit E27N P/P. www.vintagetractorelectrics.co.uk. Please call 07624 496516.

STEERAGE HOE



£100. 9ft, unrestored but complete, good condition. Please call 01823480544, South West.

102442

TRAILER



£1,100. Indespension 12FT 3.5 ton plant trailer c/w ramps and good working order. Please call 01539623409, North West.

101603

Ford & Fordson Tractors

EX ARMY TRAILER



£600. 4 wheel. 16ft x 7ft with springs. Would make a good steam engine trailer or living van base. Please call 07946344324, East Midlands.

102290

VARIOUS TOOLS AND PARTS

£250. Blacksmiths tools 35 pieces sold as one lot. Anvil, £260. Pair of cart wheels, £100. Simplex chaff cutter hand turned, £75. Galvanized drinking trough, £65. Please call 01525377361, East of England.

101604

WEATHERPROOF COVERS FOR CAV SWITCHES



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FORDSON E27

Wanted. County E27 1950 crawler. Please call 01545590626

100437

FORDSON MAJOR RUX 4

Wanted. CALLING IRELAND. Does anyone know the whereabouts of RUX 4? My father sold it in part ex in the 1960s. Please call 01270625434, North West.

103232

FORDSON DEXTA

Wanted. Or Ford 3000 or Massey Ferguson 35 (3 cylinder) or 135. Staffordshire area. No yard scrapers. Please call 01902850861, West Midlands.

102903

FORD 4000 RFC993M

Information wanted. Does anybody know if a beloved Ford 4000 RFC993M I once owned?. Please call 07734238228

100329

FORDSON MAJOR JAV 39

1953, POA. Bought by my father in 1953 and sold at Cheffins in 2006. Would like to buy it back. Please call 01467633067, Scotland.

102276

FORDSON PICK-UP HITCH

Wanted. Pick-up hitch for 1957 E1A Fordson Major and mill loader. Please call 07989917776, East Midlands.

101803

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