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FEBRUARY/MARCH 2021

ISSUE 101

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Welcome!

As I write this, on December 21st, positivity around the place is in sadly short supply. The announcement that Christmas would be 'cancelled' for millions in London and the south-east of England – and severely restricted in most other parts of the UK – put the cap on what's been an absolutely terrible year.

The promised, three-week lockdown designed to 'flatten the curve' back in March, ballooned into nine months

of chaotic confusion, flip-flop policy-making and increasingly restrictive levels of regulatory control. And yet, despite unprecedented measures

imposed on the entire population, it seems to me that the virus simply continued about its grim business. A steep rise in casualties at the start of the pandemic, a peak quickly reached and then a much more gradual decline back down towards normal levels; it's a pattern of viral progression that's been repeated so many times in human history.

Looking forwards, it seems likely that

“Perhaps there will be a dramatic turnaround over the coming months, the restrictions will start being relaxed and we'll all miraculously return to normality”

the current restrictions will be maintained through until spring, all-but guaranteeing that disruption, uncertainty and public anxiety levels will remain high. A glance at this issue's News pages will confirm the far-reaching consequences of the on-going, anti-Covid measures, with a couple of show and rally organisers already deciding to axe their 2021 events.

So, as things stand, 2021 has all the makings of another lean one for those

who enjoy the simple pleasures associated with getting out and about on old tractors. The prospects for unrestricted meetings with fellow enthusiasts

at gatherings to celebrate all that our wonderful machines have to offer, seem pretty remote to me. But, you never know; perhaps there will be a dramatic turnaround over the coming months, the restrictions will start being relaxed and we'll all miraculously return to normality. What a wonderful, late Christmas present that would be.

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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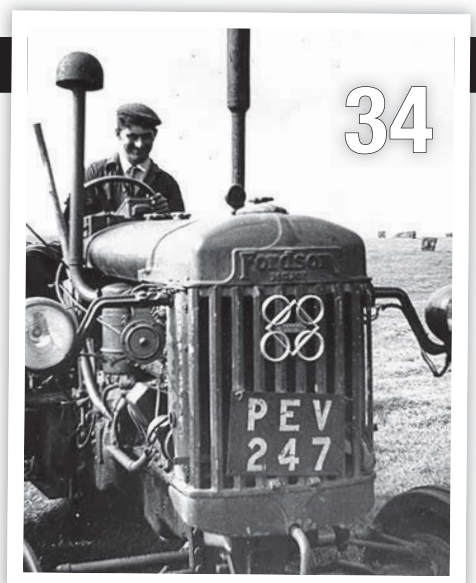
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THE NEW DEXTA BOOKAZINE

Dexta enthusiasts should be interested in the first release from Kelsey Publishing's new *Tractor Collection* bookazine series, which spotlights the Fordson Dexta.

The 100-page, A4-format publication is packed with essential information covering all aspects of Dexta buying, ownership, restoration and repair. Priced at just £8.99 and available direct from the Kelsey online shop at: shop.kelsey.co.uk/home, it'll make the perfect, post-Christmas treat for the Dexta fan in your life.

● Read FFA chairman Pat Pawsey's review of this new bookazine on p23 of this issue.

The new *Tractor Collection: Fordson Dexta* bookazine gathers together all sorts of Dexta-related content in one, perfect-bound volume.



PLATTS HARRIS SELLS

New Holland has announced that Malton-based Russell's Ltd has completed the purchase of nearby New Holland dealership, Platts Harris Ltd.

As a result of the acquisition, Russell's will now operate nine New Holland Agriculture depots in

Yorkshire, Derbyshire, Nottinghamshire and Northamptonshire, making it one of the largest New Holland dealerships in the country.

Both of the former Platts Harris depots – at Tuxford, near Newark and Darley Dale, near Matlock – will be retained, and there will be no interruption to continuity

of service for customers.

Paul Russell, managing director of Russell's, commented on the acquisition, stating: "We're delighted to have been able to retain the depots at Tuxford and Darley Dale, look forward to working with all of our new staff and customers in the area, and wish them all a warm welcome to Russells as we develop our business in the area together with New Holland."

TRACTOR WORLD 2021 POSTPONED

Unfortunately, due to the continuing Covid-19 uncertainty, the Spring Tractor World & Classic Commercial Show, held annually at Malvern in February, has been postponed until February 2022.

Tractor World normally uses all of the indoor hall areas plus the big link marquee, and is at full capacity for all available indoor space, which means the organisers can't proceed with the normal show in its current format.

However, on March 21st, 2021, there will be a smaller, Tractor World Parts & Spares Market event held in the Avon hall and outdoors at the Three Counties Showground, Malvern. This will be happening alongside the 4x4, Land Rover & Vintage Spares Day taking place in the large, Wye halls, plus outdoor areas.

Attractions will include tractor spares, parts, literature, agrijumble and farm model retailers, plus club merchandise stands



alongside the well-established 4x4 and vintage spares day.

A number of the regular, Tractor World traders and clubs selling merchandise have already confirmed attendance. Plots are

available from only £40, and visitor tickets will cost £7 per adult (under 15s enter free).

For the latest event information, visit: tractorworldshows.co.uk, or call 01697 451882.

Sadly, the popular Spring Tractor World, held at Malvern in February, is another victim of the Covid situation. It's been postponed until February 2022.

BLUEBELL VINEYARD VEHICLE DAY

There was a very enjoyable charity fund-raising day held at Bluebell Vineyard Estates Ltd, near Uckfield, East Sussex, on December 12th. The event was staged by the impressive Chailey Classic & Vintage Tractor Club, with assistance from members of the



There were several classics at the Bluebell Vineyard Estates event that certainly missed out on the 2020 Six Bells Boxing Day Road Run.



A four-wheel-drive conversion on the Fordson Super Major, and a reliable Fordson Diesel Major stand together at the enjoyable Bluebell Vineyard Estates charity event in December.

Sussex Steam Engine Club, Claude Jessett Trust, SEVAC and members of the Burgess Hill Classic Vehicle Club.

The objective was to raise much-needed funds for a hospice in Haywards Heath; a cause that the Chailey club has supported from its Christmas events in recent years.

There were some 30 tractors in



This Pre-Force County Super-4 looked a treat with the vineyards behind.

attendance on the day, of all makes and ages. Among those that stood out for 'blue' fans was a very fine, 1966 County Super-4 654. A marquee full of Christmas-related goods, as well as some good cheese and wine-tasting provided something for everyone, and all traders reported good business.

NATIONAL HISTORIC VEHICLE SURVEY

The results of the 2020 National Historic Vehicle Survey have been announced by the Federation of British Historic Vehicle Clubs. The last survey of this sort was conducted in 2016, and it's the largest, most detailed survey of historic vehicle ownership carried out in any country.

Key results include the fact that the number of historic vehicles (cars, buses, lorries, motorcycles, agricultural, military and steam vehicles) on the DVLA's database has increased again, to 1.5 million, and that the historic

movement is now worth £7.2 billion to the UK economy.

There are 4,000 historic vehicle-related businesses now operating, which employ 34,000 people, and the number of historic vehicle enthusiasts has increased dramatically, from 500,000 to 700,000, over the past four years.

Overall, historic vehicles account for less than 0.2% of the total miles driven in the UK, and 56% of historic vehicles are on SORN. The survey also found that 35% of owners are either already contributing to a carbon reduction scheme, or

would be willing to do so.

The survey revealed that increasingly, historic vehicles aren't used for daily transport, and that the average, annual mileage covered is 1,200 miles.

So, the headlines are positive and it's good news for the future of the historic vehicle community that, despite concerns and uncertainty around Brexit, the movement has continued to grow, develop and contribute a significant sum annually to the economy of the United Kingdom.

2021 ENFIELD PAGEANT CANCELLED

It's just been announced that the popular Enfield Pageant of Motoring, which traditionally takes place over the May Bank Holiday weekend and always boasts a good number of Ford and Fordson tractors, has been cancelled for 2021.

All the uncertainty surrounding the on-going Covid-19 situation, and the ever-changing guidelines, mean that it's simply not been possible to plan the event. An added factor is that cancellation insurance is no longer available, which provides such a vital safety net for the organisers.

Commenting on the decision to cancel, a representative from the organisers said: "We intend to harness some of the energy and enthusiasm generated for the Pageant, by opening Whitewebbs Museum of Transport, in Enfield, in 2021. This will happen on every Sunday, between Easter and the end of October, rather than just on the last Sunday of the month, and will be in addition to the normal Tuesday openings.

"We'd be delighted to hear from anyone who wishes to volunteer to help with the Sunday openings. You can call 02083 671898 for more information."



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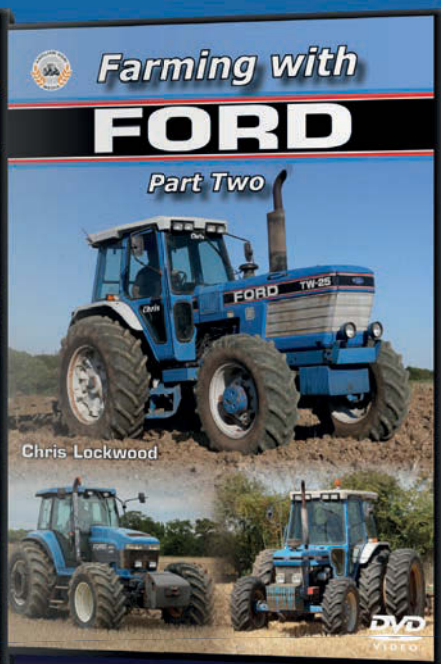
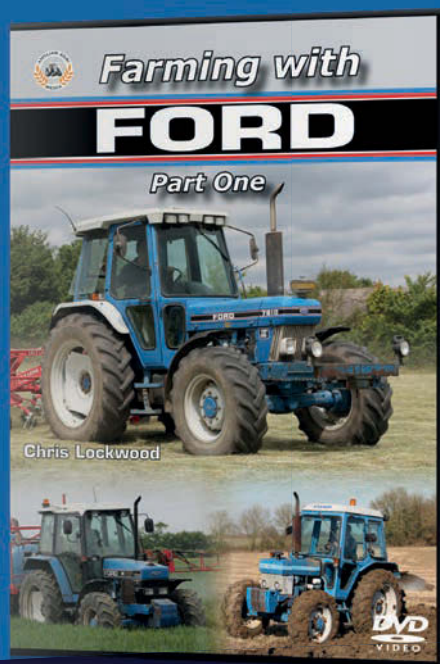


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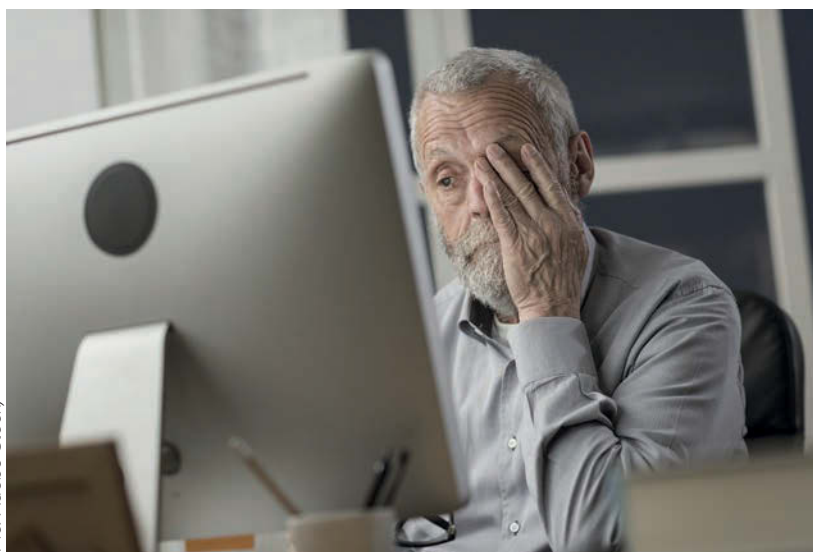
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CHARLIE GILCHRIST

... recounts his struggle to get a Japanese tractor registered with the DVLA; a problem that many buying imported US- or European-built Ford and Fordson tractors, that don't have original import paperwork, will face



(Pic: Adobe Stock)

Dealing with the DVLA can be a slow and infuriating process, which is why Charlie's tips about imported tractor registration procedure are so helpful.

This story started in 2015 when I purchased an aged Japanese-built Satoh horticultural tractor from a dealer in the UK. I decided I'd like to get it road-registered, and that's when the fun began.

I discussed this with my great friend, Pat Pawsey, who has much experience of this, and he offered to help me and prepare the necessary information and process notes needed for submission to the DVLA; my aim was to obtain an age-related registration using form 55/5.

This form requires the verifiable build date of the machine but, as I had no records – or any way of finding this – I wrote to Mitsubishi Tractors in Japan, hoping for help. I supplied all the tractor details I could, and offered to pay any expenses. Satoh went bankrupt in 1971, and was incorporated into Mitsubishi in 1980.

Mitsubishi kindly researched its records, and was able to tell me that my Satoh had been built in 1979. Knowing this, I could then send the completed (I thought) paperwork to the DVLA. However, a

week later the complete bundle was returned to me with a covering letter explaining that I required an HMRC Notice of Vehicle Arrival (NOVA) reference number. The letter also included a contact 'phone number.

After 30 minutes on hold, I was told I was using the wrong number, and was given another. The HMRC NOVA office is in Belfast and, following another 30 minutes on hold, I was put through to a very helpful gentleman who'd

“After 30 minutes on hold, I was told I was using the wrong number, and was given another. The HMRC NOVA office is in Belfast...”

obviously encountered this situation before. He said that he'd email me the necessary form and completion notes – VAT NOVA1 – which he duly did.

But I quickly realised this form wasn't primarily for my situation, and that I couldn't enter adequate information, so emailed Belfast with an explanation. I soon received a reply, an apology and an explanation saying that I should have been told to include a covering letter. But, as I'd already sent sufficient details, my

NOVA reference number was attached.

I added this to my original bundle and returned it all to the DVLA using the envelope provided. Four weeks later, my V5C arrived. So, the moral of this story is, if the DVLA does this to you, do not panic! First contact the HMRC office in Belfast (tel: 03003 227071), or by email to: ptu.support@hmrc.gov.uk. The necessary form (VAT NOVA1) and completion notes will then be emailed to you. Complete this as best you

can. I used sections Part 1B, Part 2, Part 7 paragraphs 51, 52, 53D and Part 8A.

Then return it with a letter explaining the age of the tractor

and the lack of information to provide further details on the form. Your letter must include a build date and the vehicle's chassis number that you put on the DVLA form 55/5. I very quickly received an email including a NOVA reference number. Add this reference email to your bundle, and return it all to DVLA, then wait!

Finally, when your V5C arrives, don't forget to give your insurer the registration number at once, as this is an essential requirement.

ON THE PULL!



Totally distinctive and extremely effective. This is a post-1963 model that benefitted from the revised, more modern-looking front end, plus the New Performance Super Major's blue and grey paint scheme. The Super-6's low centre of gravity really aids stability.

When new, there was little to touch the performance of the County Super-6. But what are the prospects for buying one today? Chris Graham investigates

Back in the early 1960s, if you were in the market for some real pulling power, or you needed a tractor that could forge its way through the most inhospitable of terrain, then a County Super-6 would surely have been at the top of your wish list. This machine, with its gutsy, six-cylinder engine and transmission system that drove all four of the large, equally-sized wheels at once, was unmatched at what it did.

Produced between 1962 and 1965

“Arriving in 1962, the new model was powered by the six-cylinder Ford 590E industrial engine that produced a thumping 94hp”

by the incongruously-named County Commercial Cars Ltd, based in Fleet, Hampshire, the Super-6 was the big, more expensive brother of the Super-4. These two, four-wheel-drive machines were the tractors that really propelled the company into the world of successful, volume production. They were eye-catching and unique machines in their day, but County had already achieved much before their arrival.

A fascinating tale

The story of the rise and fall of County Commercial Cars Ltd is a fascinating tale, and one worthy of a dedicated article in a future issue. The family firm was created by brothers Ernest and Percy Tapp in 1929, for the small-scale manufacture of a modified Ford truck. Conversions were at the heart of the business from the start, when the brothers had the brainwave of adding a second rear axle to increase the payload capacity of the Ford AA trucks they were then using to transport meat and other foodstuffs.

The conversion attracted so much attention that the decision was taken to start marketing it commercially. The design was submitted to the Ford Motor Company and approved for UK production, which started at Dagenham, in 1933; County supplied the chassis extensions and the rear bogie components. The 6x4 Sussex lorry design (built on the Ford E81 7T chassis) was then approved for use by the British military and, during the Second

County Super-6 specs

Engine	Ford 590E, 6-cyl, diesel
Max power	94hp
Displacement	5,416cc
Oil capacity	17 litres
Rated speed	2,000rpm
Transmission	6 forward, 2 reverse
Weight	3,530kg (minimum)
Produced	1962-1965

WHAT TO PAY?

The entry level tends to be just under £5,000, for a restorable non-runner. Runners in need of work start at £8,000 or so while, for a straight, original runner with good panels, expect to pay around £15,000. At the top of the market, you'll need to spend around £24,000 to buy a fully-restored, pristine example.

World War, more than 14,000 were built.

The company was also involved in a number of other, innovative vehicle and engineering projects during the war years, and production at the Fleet factory was running flat out to meet demand. However, the inevitable slump that came for all companies involved in war work, following the end of hostilities in 1945, was filled for County by a chance order. A contract to supply some narrow-gauge crawler tractors needed to spray hops, prompted the company to develop a standard-gauge version of the same machine, based on the Fordson E27N Major. This was launched in 1948 as the County Full Track, was an instant success and proved pivotal in setting the business on its new, tractor conversion-based trajectory.

Chance enquiry

Chance came knocking at the factory door again in 1954, when an out-of-the-blue enquiry arrived from a sugar cane grower in Puerto Rico, who wanted a wheeled tractor that offered the same performance as the crawler. This led directly to the skid-steered Four-Drive, which, basically, was a crawler adapted to run on wheels and tyres rather



Chris Tranter's Super-6 in 'as bought' condition. Note the 'butchered' front weight, beneath the radiator cowl; this was a non-standard mod allowing clearance for an auxiliary drive off the front of the engine.

than metal tracks. The front wheels were chain-driven from the rear axle, and the machine was a great success in the West Indies. Sales in the UK, though, were much more modest.

Fast-forward another six years, and we reach the launch of County's first, equal-sized-wheel, four-wheel-drive tractor to feature conventional, front-wheel steering. The Super-4 arrived in 1960, and was built by County using the Fordson Super Major as its base. It was powered by a four-cylinder diesel engine producing 54hp, and drive to the front wheels was delivered by another of County's innovative solutions; a

pair of propeller shafts – one for each front wheel – which took their drive from the rear axle. Sensibly, the set-up utilised many standard Ford parts, including Dexta crown wheels with modified pinions and universal joints from the Thames Trader.

Customers were instantly impressed by the performance of the four-wheel-drive system, and both the grip and the stability delivered by the distinctive and unique, equal-size wheel set-up. Just about the only thing the Super-4 left operators wanting was more power, which is why, a couple of years later, County introduced the mighty Super-6. Arriving in 1962, the new model was powered by the six-cylinder Ford 590E industrial engine that produced a thumping 94hp. To help manage this significant power hike, County upgraded the transmission to include a tougher, heavy-duty gearbox and connected this to a stronger, 13in Borg & Beck clutch.

In 1963, the two Super models were tweaked thanks to the arrival of the New Performance Super Major. The Super-4 got a fresh, new blue and grey paint job, while its big brother was re-styled with a much more modern-looking radiator cowl arrangement, a fibreglass bonnet and the new paint scheme. Production of both models ended in 1965, by which time the die had been cast. County was firmly established as a Ford tractor conversion specialist of the highest order, and one that would go on to deliver a host of desirable and wonderfully functional models for the next 18 years, until the company's untimely closure in 1983.



Super-6 restoration isn't as daunting as you might imagine, assuming you have good lifting equipment and a common-sense approach.



LEFT: The lifting bonnet panel is fibreglass so repair can be tricky for the inexperienced. The fuel tank (left of frame) and the front cowl are both steel; the latter heavy-duty and strong.

involved in the Super-6 is all relatively straightforward, and can be tackled on a DIY basis.

Buying patience

Of course, Super-6s aren't to be found as a weekly occurrence in the classifieds, but there tends to be a reasonably steady trickle of machines appearing on the market at specialist sales and auctions. So, buying usually requires a bit of patience. The first point Chris raised concerned parts availability. "Most parts for the County Super-6 are available to buy, but the difficulty in sourcing them varies considerably, depending on what you're after," he told me. "Items such as drive shafts, bonnets, the front cowl and grilles are very tricky to find nowadays and, even if you can locate them, prices are likely to be high. So, my first rule of buying is to make sure that what you're looking at is as original and as complete as possible."

But, dealing with any tractor that's getting on for 60 years old will inevitably require a degree of compromise. Regarding the integrity and originality of a machine, everything depends on what it's been used for and how well it's been looked after. David said: "I think it's true to say that most Super-6s – by their very nature – will have led relatively hard, working lives, either here in the UK or abroad. The tractor was designed by County to operate in the toughest of conditions, over terrain that 'normal' tractors simply couldn't deal with. The four-wheel-drive system gave the model a real advantage over its competitors at the time, and encouraged operators to

Desirable tractor

Today, the County Super-6 continues to enjoy a reputation as a straightforward, no-nonsense tractor with great capability and significant owner appeal. In pure performance terms, of course, it's now out-gunned by many newer models, both from County and Ford itself, yet it remains an iconic machine. Of course, as an ownership proposition, it won't be everyone's cup of tea, and there are practical limitations that'll inevitably restrict its appeal.

Weighing in at just over three-and-a-half tons, a Super-6 isn't the sort of tractor that you can trailer behind your Land Rover Disco. Factor in a set of weights and larger wheels, and it'll be even heavier, meaning that you'll need a proper low-loader to move it. This understandably puts a lot of people off, especially those interested in getting out

and about to shows and other events out of the locality. The large front wheels also have a limiting factor on manoeuvrability; the Super-6 isn't a nimble machine, and the space needed to turn it around is a factor when ploughing.

On the plus side, however, if you have access to the size of vehicle needed to transport it, and the space available to enjoy it, then a County Super-6 certainly ticks a lot of boxes. At the most basic level, these tractors are appreciating assets now so, unless you really go to town and throw money at a specialist to restore one for you, you're unlikely to lose money on a Super-6 nowadays. Talking of restoration, the potential's certainly there to haemorrhage money if you can't tackle the majority of the work yourself. But, if you can, then it should be perfectly possible to keep rebuild costs under control.

Chatting to David Lemonius and Chris Tranter – both County Super-6 enthusiasts who have restored their own machines – it soon became clear that would-be owners shouldn't feel daunted by the prospect of a rebuild. Certainly you'll need access to decent lifting equipment, a careful approach and some previous experience but, its 1960s roots mean that the technology

“Items such as drive shafts, bonnets, the front cowl and grilles are very tricky to find nowadays”



Standard Fordson Major fuel tank provides the mounting point for the two-gauge dash, and can be prone to leaking if it's been left dry for any length of time, or water has been allowed to collect inside.

use the Super-6 to the full.

"As such, anyone looking at a potential purchase nowadays – especially one that's in 'original' condition – must be prepared to find a well-worn and battle-scarred machine. The years of hard work will certainly have taken their toll in most cases, so my advice is to check the condition and integrity of everything; even down to basics such as the chassis. The fixings at the front, used to bolt the weight on to the chassis (immediately beneath the radiator), were a weak point on the original Fordson Major, so tend to be even more exploited on this application.

"There are eight bolts used in this area and, in the case of my Super-6, there was only one left on each side. I assume that it was the bolts that weren't quite up to the job as the chassis itself wasn't damaged. Probably the bolts weren't checked and kept tight so, once some slack worked its way into the system, they simply got snapped by the loading. The chassis members themselves, however, are so thick that I've never seen any corrosion bad enough to cause a structural issue. So, those areas not protected by oil-splash from the engine, should only be found to be suffering with surface rusting."

Durable engines

There seems little doubt that the Super-6's Ford 590E diesel engine is a strong and durable unit that's well up to its job. Both Chris and David have nothing but praise for the motor. "Mine ran well from the day I bought the tractor," Chris explained. "It was an unknown quantity then, and I have no idea how many hours it had been run for. But my decision to leave well alone proved to be the right one. It had evidently led a hard life, and had been fitted with an additional drive off the front – perhaps to operate something like a snow blower – but, nevertheless, ran really well."

David adopted a slightly different approach with his Super-6's engine. "Although it was running sweetly when I bought it," he told me, "I decided to strip it down and rebuild it anyway. The Ford 590E was an industrial engine that had all sorts of other applications but, most famously, it powered the Thames Trader lorry. As a result, parts availability is still pretty good; I was able to source most of what I needed from specialist supplier, Sparex, and fitted new pistons and liners in my engine.

"A common issue is that corrosion eats in behind the seals, damages the wet liners and starts allowing water to find its way down into the sump. In extreme cases, the seal groove in the block becomes corroded, which prevents new liners from being fitted and writes-off the block.

"Apart from all the usual pre-purchase engine checks (excessive smoking, oil condition etc), look out for oil leaks from the

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joint between the gearbox and the back axle, from around the half-shaft trumpets and from where the drive shafts come out through the brake discs. Gasket or seal failure in all these areas – due to age-related wear, or drying-out through inactivity – will promote leakage."

Gearbox issues?

Once again, the condition of the gearbox depends largely on how hard it's been worked, and how well it's been cared for. "You can never be sure what's inside a gearbox until you strip it down and have a look," Chris warns. "It's a vital part of the tractor so you need to test it carefully before buying."

David added: "Check that all the gears are easy and smooth to select, and that all stay

selected under acceleration and on the overrun. Don't expect silent operation because that won't be the case, but listen for unusual, mechanical noises that could spell trouble. Some gears will be noisier than others due to different wear levels, and that's to be expected on a machine of this age.

"My Super-6 had a problem with third gear, which the seller warned me about. As it turned out, somebody had been inside the 'box with a welder, and third gear was unusable as a result! Fortunately, I had a couple of donor tractors, so was able to salvage the parts I needed from those."

In most other respects, buying a County Super-6 is much the same as buying any other tractor. So, make all the usual checks for steering play, brake function, the electrical system and the effectiveness of the power steering and hydraulics. In reality, you have to expect problems in some/all of these fundamental areas, and should be resigned to spending both time and money on any example you buy. But the process of bringing a down-at-heel example back to life will certainly be a satisfying one and, once the work's complete, you'll be the proud owner of a strikingly different and notably influential, British-built part of agricultural history. ■



The County-modified back end of the Super-6 is extremely strong and durable. Hydraulics are generally reliable, assuming the system has been maintained and used. Expect sticking problems with the actuator valves on tractors that have been standing. Check for linkage wear and look for wear in the draw bar and its mountings.

YOU WRITE...

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

Major memories



Here's another photograph of the now missing 1956 Fordson Major Diesel, provided by Geoff Powell, this time hitched to a low-loader that might be carrying the Steenbergan land drainage trencher that John Stuart mentions in his letter.

I was very sad to read the letter from Geoff Powell, explaining that his late father's 1956 Fordson Major Diesel had been stolen (*A missing Major, You write...*, Issue 100). Although I have no knowledge of what happened to it, I just thought I would let you know that I remember this tractor from when I was a young man, just having started work with a drainage contractor.

I never met Mr Powell, but I know he was very well respected by all the

farmers he worked for. I also remember that, as well as the Fordson Major Diesel, he had a Fordson Major-based Dinkum Digger, plus a Dutch-made Steenbergan land drainage trencher. This latter machine had – very unusually – two Ford engines; a six D to drive the digging chain and, underneath it, a four D to drive the tracks.

Both engines shared the same radiator, and you controlled the tracking speed with the throttle on the engine. I

remember him transporting it to jobs on a low loader pulled by the Major, hence the air-brake system on the tractor. I do hope that someone can help find the tractor.

I have been a drainage contractor myself since 1976, and still come across drainage schemes that Mr Powell installed back in the 1970s and early '80s, and they're always still working well!

John Stuart, Skelmersdale, Lancs.

Howard rotovator help, please!

I'm not a member of any club, but an 'outsider' with a tractor-related query that I hope somebody can help answer. It's something that's bugged me for some while now and, although I've had a good look myself, I can't find the answer either on the internet via pics, or from any of the knowledgeable people I've spoken to so far. Please forgive me if the details appear rather sketchy, as what I'm talking about happened way back in the mid-1960s!

Back in those days I secured a job in a chalk quarry that was owned and run by a large company based, as I recall, somewhere in Suffolk. The quarry where I was working, however, was in Hertfordshire. My post was as a tractor driver. Initially, disc harrows were used to carve-up the compacted material, in preparation for two other tractors to scrape up and convey the material to an elevator for stockpiling, but it was only a

couple of inches in depth.

I arrived to be greeted with a brand, spanking new Fordson Super Major, sporting a PTO-driven Howard rotovator. The tractor had been fitted with a 2:1 reduction gearbox, which meant that, when in crawler gear, one could easily walk alongside the machine using very slow heel-to-toe footsteps, at full throttle.

As I was in my early 20s at the time, boredom soon set in as all I was doing was repeatedly going up and down the quarry, day-in, day-out. So I used to break up the monotony by occasionally lowering the draught (this was already cutting up the material far deeper than the disc harrows ever could). As the load increased on the PTO shaft, the engine revs quickly began to fall and thick, black smoke belched from the exhaust as the implement scoured deeper into the ground surface.

I would guess that this intermediate reduction unit was added so the reduced forward speed would allow the material to be ground-up finer; this would whip up any/all water content, and make like a soft pudding, but within an hour or two would be sufficiently dry enough to scrape up.

My question is, has any reader ever seen, owned or operated any similar machine, fitted with such a reduction box? Also, who would have been likely to have designed and manufactured it; Howards, or maybe the Ford plant at Basildon perhaps?

I have often wondered, over the intervening years, if this was maybe a unique unit specifically made for the machine I operated? I look forward to reading any replies that anyone might care to send in response.

Pete Wonnacott, via email

OIL ANALYSIS MATTERS

Having enjoyed reading the December 2020/January 2021 issue, I'd just like to say that I found the article about oil condition monitoring of particular interest to me (*Testing times*, Issue 100).

When I was working on heavy Caterpillar plant, we used Chesterfield-based Finning, and took oil samples from the engine, transmission, hydraulics, rear hub (on tracked machines), front/rear axles and final drive reduction hubs on wheel shovels and landfill compactors. We always changed the engine oil at 250 hrs, but sampled all the oils at the same time.

The process was very helpful and, as you pointed out in the article, gave us the valuable ability to detect

Here's an old photograph I found showing one of the Cat 816 landfill compactors that I used to work on. This was taken at Doveholes, nr Buxton, in Derbyshire.



internal faults before they got too drastic. Also, Finning guaranteed buy-back of the machines, as it could look at the serial number, and then reference that with the oil sampling files, to help convince a potential

customer that they were looking at a sound buy.

Keep up the work on a brilliant magazine!

John Allsop, via email

My grandad's tractor, I think!

I'm writing in the hope that somebody in the Ford & Fordson Association will be able to help me trace the previous owner of a tractor I've just bought?

I already own a Fordson Major but, while having a look at classic tractors on eBay recently, I came across what I believe is my grandad's old Ford 6610. There's an identical-looking mark on the wheel arch that matches one that shows in a photograph we have of me and my brothers sitting on what I think is the same 6610, taken many years ago.

It looks absolutely identical, and is the same age, too. Although I was only about 13 when the tractor was sold at my grandad's farm sale in Mablethorpe (in 1994), my recollection is that it was bought by

somebody from the Gainsborough area of Lincolnshire. On going to view the machine, I discovered several other distinguishing things about it, that made me even more sure that I'd stumbled upon my grandad's old machine.

I learned to drive in that tractor, and spent a great deal of time on and in it when I was a child. As a result it has enormous sentimental value to me. Sadly, though, I just can't remember the registration number, and there's no documentation or photographs still in the family that could be used to prove its identity, one way or the other.

The man who was selling it in Lincolnshire had bought it from somebody who'd had it for 25 years but, when asked, he'd apparently had said that, unfortunately, he couldn't remember where he'd got it from. The new owner had also changed the ownership details with the DVLA so, if my grandad had been a previous owner, his details aren't now listed on the documentation. Sadly, there's nobody left now in the family who is able to confirm our very strong suspicions about the tractor's identity.

Anyway, I bought the 6610 because of my own certainty about what it

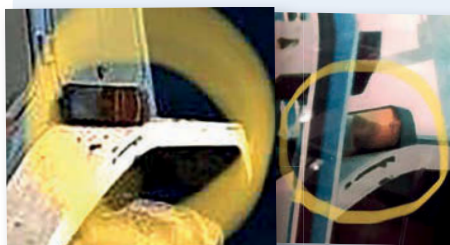


Steven Brummitt's eBay-sourced Ford 6610, which he believes used to belong to his grandad. Do you recognise it?

is, but I'd still really like to have the matter confirmed, once and for all. So, is there anyone out there who could help me? I don't know if this is possible, but I thought it was worth asking, as I know how knowledgeable enthusiastic club members can be.

I've included a photograph of the tractor that was taken when I went to view it, plus two photos of the mark and I think you'll probably agree, they are identical?

Steven Brummitt, via email



The paint scrape on the nearside mudguard certainly looks identical in both cases.

HEAVY METAL FAN

George Nisbet owns a Power Major Roadless that has been in the family since 1964. Bob Weir went to Aberdeenshire to meet them both

"I've lived in the area for nearly 20 years, although I was born and raised at Kirknewton, near Edinburgh," George explained to me. "My grandfather had a farm there and grew mainly cereals. Once I had passed

my apprenticeship as a joiner, I was given the opportunity to either move to Sydney to help with the construction of the 2000 Olympic Games, or buy a house. I had a friend who lived in Aberdeenshire, so decided to acquire

a property to renovate and sell-on. I've been here ever since."

George has been keen on Fordson tractors since he was a young lad. "My grandfather bought my other tractor – the 1963 Fordson Dexta – when it was new," he said. "It was purchased for my father when he left school at the age of 16, so he could work on the farm. That machine cost £600, and was supplied by Alexanders, which was the main Fordson dealer in the area. It was also

BELOW: The Roadless has been in the Nisbet family for over 50 years. The 'Manuel' logo on the differential housing (partially obscured by the winch), was actually the name of Signor Selene's son. It was used as a marketing ploy to get rid of a big stock of older tractors, and appeared on early Roadless machinery. The name was subsequently dropped when Roadless started making its own designs.

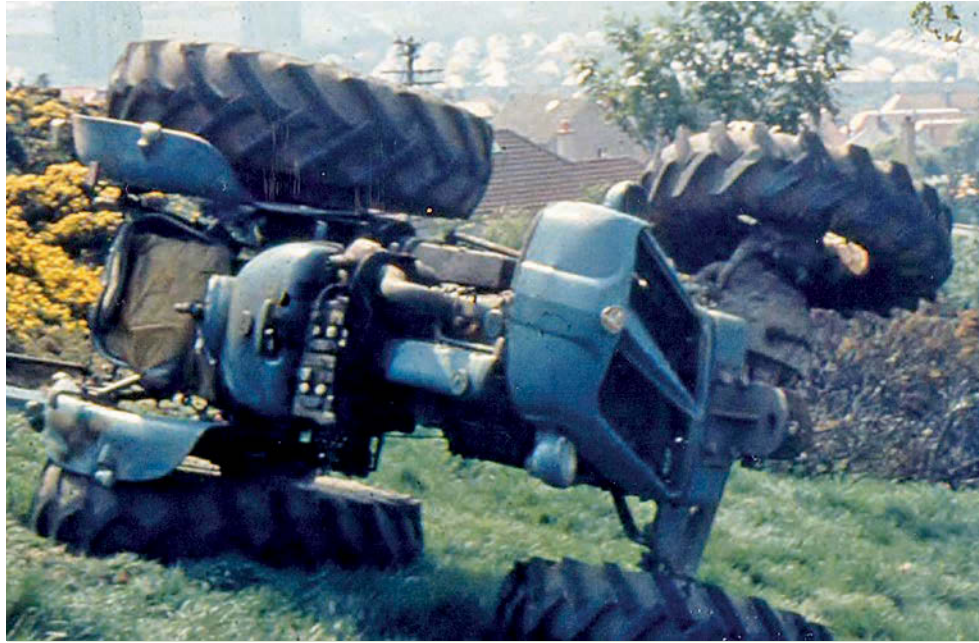


“Having brought the tractor to Aberdeenshire, George decided to give the machine a thorough makeover”

supplied with the wooden Duncan cab, which cost an extra £44, but my grandfather was livid about this. He hadn't ordered the cab although, after some thought, decided to pay for it anyway.”

Childhood memories

“I used to drive the Dexta when I was growing up, and remember it was especially handy for bringing in the barley. When my grandfather died,



DSS 151 comes to grief in the early 1970s, while engaged in pipe-laying work on the Braid Hills, in Edinburgh. According to George, the only thing that stopped the tractor rolling all the way down the hill was a hydraulic tipping pipe, which was connected to the trailer.

our family gave up the leasehold on the farm, and my father was left with the tractors. He stored them away in a shed, where they just sat around gathering dust. Then, a few years ago he asked me if I wanted the Dexta, so I arranged to have it delivered up here.”

Having brought the tractor to Aberdeenshire, George decided to give the machine a thorough makeover. Once he had finished restoring the Dexta, his father then offered him the Power Major Roadless.

“My father had started collecting old lorries by that stage, and needed the space,” he said. “The Roadless was built in 1958, and my grandfather bought the machine secondhand from Alexanders, back in 1964. I believe it was originally new to a farm in East Lothian, as ‘SS’ is an East Lothian registration.”

Roadless Traction Ltd was first registered on March 14th, 1919, and was the brainchild of Lieutenant Colonel Philip Johnson, who had served in the Great War. The business



George as a young lad in the late 1960s, getting to grips with some winching work!

Although George's Roadless started out as a farm tractor, the subsequent addition of the Cooks winch on the front gave the Power Major a new lease of life.



started making tracks for trucks and agricultural crawlers. Up until the 1950s, Johnson also designed half-tracks for most popular makes of tractor, before moving on to 4WD systems. This continued until 1983, when the company was forced to cease trading.

"My grandfather originally used the Major for farm work for several years, before deciding to add a Cooks two-speed winch that he'd

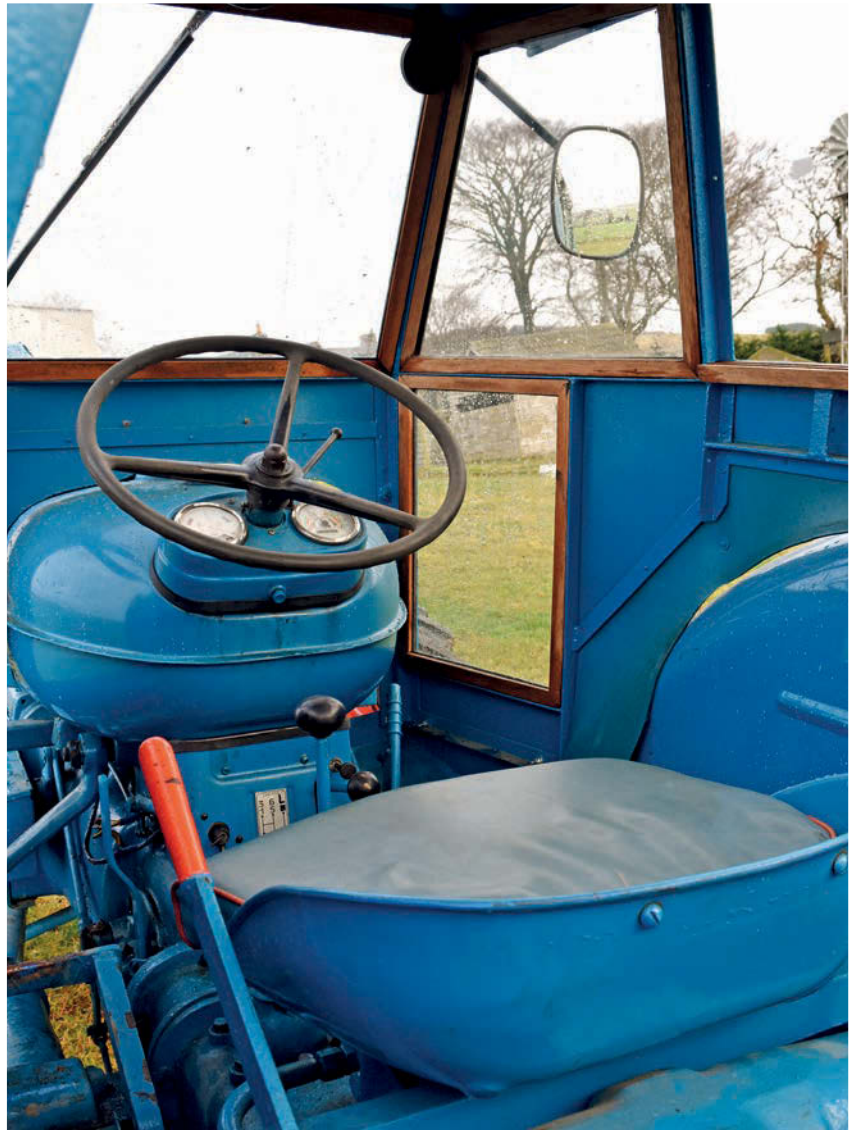
acquired from Lord Rosebery, on the nearby Dalmeny Estate. The winch had originally been used for pulling timber for the estate's sawmill. By this time, my grandfather had some other irons in the fire, including a few JCBs and diggers that he used for recovery work. It was also around this time that he added the Winsam cab, which he took off another tractor. The Roadless was then added to his small fleet of recovery vehicles."

“It has been said that the Fordson Major underwent more conversions than any other tractor”

A popular choice

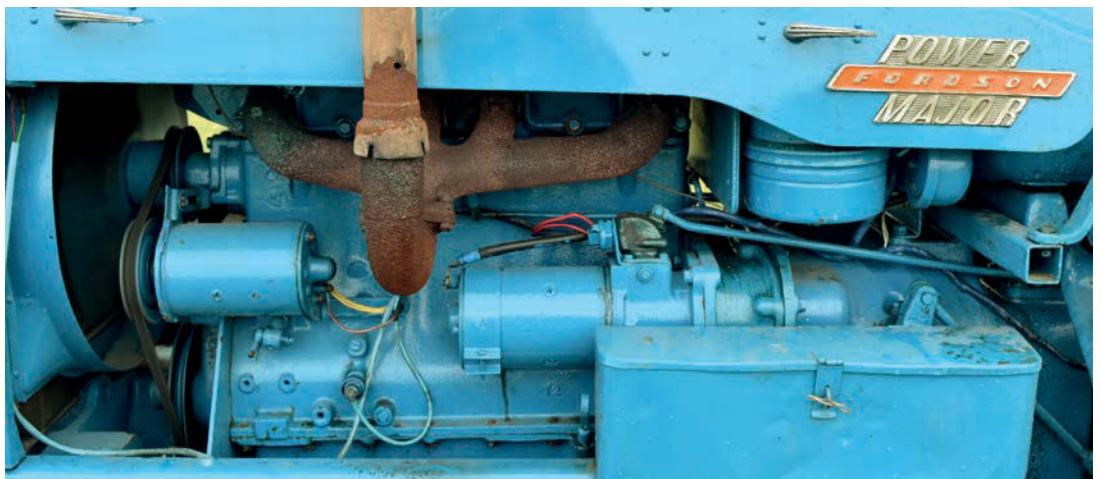
It has been said that the Fordson Major underwent more conversions than any other tractor. Several companies were involved, including Roadless, County, Doe, Chaseside, JCB, Matbro, Bray and Muir Hill. They all used the Major or skid units, and adapted them for their own purposes.

Roadless, in particular, was a big fan of the model, and converted Fordson Majors to run on tracks. The company had originally obtained a licence in 1954, from the Selene engineering company based in Italy. This entitled it to sell Manuel-type 4WD axles and transfer boxes in Britain, Canada, and



Winsam was a manufacturer that built tractor cabs during the 1950s and '60s, in the days before safety cabs became compulsory. They were usually fitted by local tractor dealerships before delivery, and provided some relief from bad weather. However, they were very draughty and lacked both roll-over protection and soundproofing.

RIGHT: The Power Major was an upgraded Fordson model, introduced in 1959. The performance of its diesel engine was boosted by 22%, thanks to a modified fuel-injection system, camshaft, cylinder head and rocker arms. Other improvements included an uprated differential, a live PTO, and optional power steering.



the USA, with the proviso that they could only be fitted to the Fordson Diesel Major. The first kits were bought directly from Selene, but Roadless was subsequently allowed to manufacture the transfer boxes itself. Selene was paid a royalty for each conversion.

Roadless 4WD conversions were especially popular with forestry companies. The tractors were usually fitted with cage cabs and high-capacity winches. Some examples are still working today, and continue to make financial sense for small operators. Roadless Fordson Majors are also popular with enthusiasts, who appreciate the tractors' tough and workmanlike abilities.

"My father carried on hiring-out plant for recovery work," said George. "Together with my uncle, he also ran some milk tankers and tipper lorries. I've had the Roadless for about eight years. I believe the tractor was supplied with two sets of front wheels when new. One had normal centres while the others were weighted. As things stand, DSS 151 is currently

using the weighted pair, because the other set was misplaced at some point in the past. As you might imagine, the tractor's handling is quite heavy, and it's also pretty noisy inside the cab."

Exhibiting fun

Nevertheless, George enjoys taking the Roadless to shows, and has also got involved in several road runs to raise money for charity. "Back in July 2016, a group of us did a six-day road run on a route that took us around the Western Isles. The aim was to raise money for the Blythewood Care Home," he recalls.

"I decided to drive the Super Dexta, and the run started near Stonehaven, and the first stop was in Inverness. It took six hours to cover the 100 or so miles. The next stage of the trip was a drive up to Ullapool, where we took the ferry across the stretch of water known as The Minch, to the town of Stornoway, on the Isle of Lewis.

"We then joined a local road run from Stornoway down to Harris, and there were probably about 16 tractors on this leg of the journey. We stayed at Leverburgh on Harris for a couple of nights, which allowed us to attend

“Nevertheless, George enjoys taking the Roadless to shows, and has also got involved in several road runs”

an agricultural show there, before we caught another ferry that took us all back across The Minch to the Isle of Skye.

"We drove across Skye to Broadford, in the south of the island, before taking yet another ferry that was bound for Mallaig, on the Scottish mainland. After this the route continued along the A830, through Glenfinnan and to Fort William.

"The Jacobite steam railway also covers the same route, and the impressive, 21-arch Glenfinnan viaduct seen along the way was featured in one of the Harry Potter films. The sight of an old steam train next to some classic tractors must have brought back some fond memories. We spent our last night at Newtonmore, before driving back to Aberdeenshire the following day. It was a very enjoyable trip." ■

BELOW: George Nisbet with his Power Major and Super Dexta.



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Ford & Fordson Association Round-Up

Association chairman, Pat Pawsey, presents another selection of news and views gathered from in and around the ever-vibrant FFA

The true financial cost of this pandemic is as yet unknown but, in terms of the personal human tragedies to health, jobs and mental wellbeing, it will be colossal and continues to mount by the day. But the day of reckoning will come and the tallies will be counted, immediately after which the arguments will start.

Arguments over missed opportunities will rage and blame will be apportioned then, as always, our politicians will begin to squabble as they manoeuvre to pass the buck and foist the responsibility onto one another. Make no mistake, in the end, we shall all pay for it, one way or another, probably for years to come.

But enough negativity. I'm writing this in late November, and the 'festive

season' is still to come. The good news is that we're being allowed to meet other family members to celebrate, albeit on a rather restricted basis. So, as you're reading this in mid-January – and on behalf of the FFA committee, I trust that you all had a very enjoyable Christmas, and here's to a happy and more predictable 2021.

It really does seem that a choice of viable vaccines may soon be available so, hopefully, things can begin to return to some sort of normality in the foreseeable future. In the meantime, please do stay safe until then, and let's all look forward to the first show we can all attend together!

Although this is the February/



March 2021 issue, it will have dropped through your letterbox in January when, in normal times, we would be at the start of the show season, with Nick Bryne and his team kicking things off with the Somerset Vintage & Classic Tractor Show at Shepton Mallett. This is always closely followed by Tractor World at Malvern, which is one of my favourites, and the event at which we usually hold the club's Annual General Meeting (AGM). Unfortunately, the decision to cancel the Tractor World show has already been taken, so an announcement regarding the AGM will be made in due course. In the interim, please see a report from our treasurer, included here.

A reminder of Tractor World 2020 at Malvern; a splendid load of Fordson Major E27Ns!



FFA AGM

For the past six years, we've held the FFA's AGM at Malvern, and provided the opportunity for members to hear reports from our chairman, with regard to the year's activities, and from me regarding the club's financial situation. We also like to receive your questions, and to hear about any ideas you have for future events.

The club is required to hold an AGM each year, and will plan and advertise this as soon as the show calendar starts to re-emerge. In the meantime, I can confirm that your club is in a very satisfactory financial position, and has seen an influx of

new members during the past 12 months.

Merchandise sales have obviously been affected by the lack of events, so our stock will be higher than expected at year end, but there was a steady flow of orders in the lead-up to Christmas.

The AGM is also a time for confirmation of committee members for the following 12-month period, and I'm pleased to announce that those members standing for re-election have each confirmed their willingness to continue; although this will need to be ratified. A full listing of current committee members is included here, and contact details can be found on the website at: www.fordandfordson.co.uk

Jane Broomhall

FFA COMMITTEE MEMBERS 2021

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Secretary/treasurer: Jane Broomhall

Committee members:

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Ken Bailey

Keith Broomhall

Luke Burgess

Graeme Clark

Roy Cowgill

Rodney Gibson

Ian & Lin Prince

Peter Mitchem

FORD & FORDSON TRACTOR COLLECTION

A new, tractor-related bookazine series has been launched by Kelsey Publishing. There will be four new publications released per annum, each of which will focus on a single, Ford or Fordson model, or derivatives such as Doe or County machines.

The first issue spotlights the Fordson Dexta, and has been edited by Chris Graham. The bookazines are available in either printed, hard copy or electronic formats and personally, I prefer the traditional version as I find online publications difficult to cope with. However, I know that many nowadays favour the electronic alternative. The 100-page, perfect-bound, A4 publication is packed with excellent photographs and well-written guides and technical articles. For example, we learn that the Dexta was derived from the American Fordson N9 (as was the grey Fergie), and why the Perkins engine was used (an early example of 'just in time' component supply).

The new bookazine also features a comprehensive 'buying guide' that details items to check before purchase; a useful aide-mémoire, even for those who already know the tractor. There are several owners 'experience' pieces that give a good flavour of the joys of ownership, and Peter Love shares his personal experience of comparing the diesel engine against the petrol version. My experience with the Dexta began when father bought a Super Dexta in 1962. This was followed by a second, in late 1963, shortly before he retired, which I still have. Both Dextas were bought to replace Fergusons.

While reading the bookazine, I found a few statements that didn't sit easily with me. For example, Graham Morris mentions the: ...almost-mythical petrol-engined example... and goes on to say that no petrol-powered Dextas seem to have been offered as production tractors, but there are very few. Actually, petrol tractors were never intended for the UK market, and are rare in this country, but some have found their way back.

I thought the service and maintenance sections useful, but it's a pity that the fact that corrosion inhibitors wear out in anti-freeze wasn't mentioned. However, these are small criticisms, and I was glad that Andrew Hall mentioned the height of the clutch pedal when the dual clutch is in use. As a young man, I don't recall it troubling me unduly, but do find it uncomfortable to use now!

Overall, I think this is a very good publication; a must read for anyone thinking of buying their first Dexta, and interesting to current and past owners. *Ford & Fordson Tractor Collection Issue 1: Dexta* costs £8.99 to buy individually, or you can subscribe to the four-a-year series for a direct debit payment of £28.77. More details – and pricing information for overseas customers – can be found at the Kelsey Publishing online store at: shop.kelsey.co.uk, where orders can be placed.

I recommend that you find room for it on your bookshelf; it will certainly be on mine!

Pat Pawsey, FFA chairman



One of the latest bookazines from Kelsey publishing; it's the first in a new series focusing on Ford and Fordson tractor models.

THE FFA ON FACEBOOK

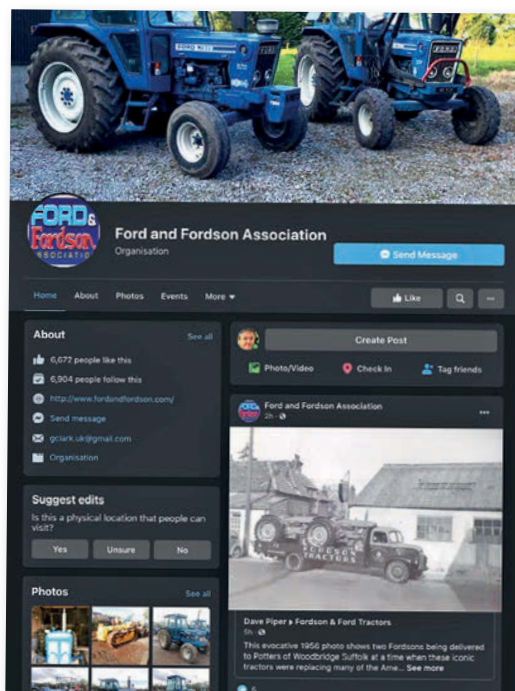
Personally, I spend little time on Facebook, but I know that many of you love it, and the club has well over 6,000 followers.

However, I gather that some have had problems joining the community, but it's really simple. If you already belong to the Facebook community, go to your 'search bar' and type in 'Ford & Fordson', and you'll find a choice of two sites. Click the one displaying the FFA logo – the other is the American club's site. When it comes up, click on 'Like'; it's as simple as that.

You will then be able to start making posts but, as with all properly run sites, these have to be approved by the moderator before they appear for others to see. This is a completely normal stage in the process, and is designed to prevent unsuitable or offensive material appearing that would damage the reputation and standing of the club.

So, if you're not already involved, why not sign-up today and start contributing to our online community?

With well over 6,000 users, the Ford & Fordson Association's presence on Facebook offers interesting and up-to-the-minute content.



FRENCH DEXTA SAVED

Miguel Davis lives in a small village that's 10km from Mont Saint Michel, in Normandy, France. Although not a farmer's son, growing up in very rural surroundings meant that it was quite natural that tractors and agricultural machinery would play a big part in Miguel's life.

After leaving school he studied

industrial maintenance, then worked in a maintenance department, until switching to an administrative post. After a while, the need to get back to what he liked best, drove him to start looking for a tractor.

After helping friends with their projects, Miguel began searching for one of his own. He found a McCormick F270 that

looked good in the photographs but, in reality, was a wreck! It took four years to sort out and, for a while, he was able to use it for haymaking etc.

However, this summer he had an offer on the McCormick and, while delivering it, he spotted a Fordson Dexta. The owner assured him it was scrap, as the bores were badly worn and the injector pump no longer worked. Consequently, the engine wouldn't start and the owner wanted to dump it. Miguel wasn't dissuaded, though, and I'll report back as the project progresses. For now, here's a summary from Miguel, in his own words:

"After an exchange of a few Euros, the tractor was mine. My friend who helped me deliver the McCormick and I, used that to load the Dexta onto our trailer, and I returned home to start a new venture. In August I attempted to start it with a battery, but nothing happened. So, with the help of another tractor, we pulled her and, after a few hundred yards, she started! I then drove her from my friend's farm to my house and she drove very well. Now my Fordson Dexta is installed in my garage, ready for the restoration to begin.

"My plan is to split the project into the following three phases: 1. Electrics, loom etc, change oils, sort the cooling system; 2. Use for the hay season in 2021, to sort out problems; 3. Carry out the painting and aesthetics in 2022."

Martin Carley, FFA rep, France



Miguel's Dexta arriving at its new home in Normandy.

THE SWINGING SIXTIES

In issue 99, I wrote about the Fordson Major tractor, and the huge influence it had on the tractor market, both here and abroad. So, when the time arrived for the model's replacement, the Major's successor had big shoes to fill.

As part of this change, it was decided to drop the 'Fordson' name, which had been in use since 1917. 'Ford' tractors, as they would be known from then on, became available in a brand-new range of four models that were going to be marketed all over the world, known as the 6X range and the 1000 Series.

To facilitate this exciting expansion, Ford had built a new factory on a 100-acre site at Basildon, in Essex, but production would also be carried on at Antwerp in Belgium, and at Highland Park in the USA. As part of the advertising campaign for the new range, Ford used the bold slogan: 4 all-new tractors from Ford, ahead of the world.

These were indeed exciting times. This was the era of the Swinging Sixties, as they became known! The Beatles, Mary Quant and the miniskirt, Twiggy, mods and rockers, pirate radio and *The Avengers*. This fun was all mainly London-based, though, and there wasn't too much excitement for us boys out in the sticks!

For me, 1966 was a good year as England won the football World Cup but, more importantly, Ford was winning Le Mans for the first time. This had a profound influence on me, confirming my bias towards all things Ford – a position that I still hold today!



The Swinging 60s! A pre-force (X) 4000 with a TS83 three-furrow reversible plough.

Incidentally, if you're a motor racing enthusiast, then I must recommend the recent film, *Le Mans 66*. It's an entertaining tale of the on-track battle between Ford and Ferrari, but there's also a great storyline to the film as a whole, so I don't think you have to be a 'petrol head' to enjoy it.

Anyway, enough of this, back to the 'new' 1000 Series. As I said before, there were four models in the initial range, with the smallest – the 2000 – having a three-cylinder, 37hp engine. It was also known as the Dexta. Next came the 3000, called

the Super Dexta. The two bigger tractors were the 4000, with a 55hp engine and branded the 'Major' and the 65hp 5000, christened the Super Major.

Ford revived the old model names as a marketing exercise that was intended to help farmers identify with the new range, and relate the models to the old Fordsons they'd been so familiar with. The four new tractors displayed some outstanding, modern styling, with great-looking nose cones and distinctive bonnets featuring white bands and louvres. I remember that a tractor salesman friend of mine nicknamed these 'Spitfire bonnets'! I just loved the look of these tractors as you can probably tell! The exception to this livery was the little 2000 model, that had no white and was painted all blue; something I never quite understood.

One of the optional extras on these models was Select-O-Speed, which was like a semi-automatic powershift transmission. This proved to be a little like Marmite, you either loved it, or hated it! Yes, there were problems, but I think many of these arose due to operator misuse. One of my neighbours said that 'SOS' was simply the best! Prices ranged from £680 for the 2000, up to £960 for the 5000.

There were some initial teething problems, of course, but these were resolved and the 6Y range went on to become a worldwide success story. On our family farm, we had three 4000s to do the heavy work, as they were worked with Ransomes TS83,



A 4000 with an E1A front weight and the governor's muddy, Mk 3 Zodiac parked on the headland.

three-furrow reversible ploughs. This was a new concept for us, but it was soon appreciated by everyone having level fields.

Two big advantages of the 4000 and 5000 models for us were the independent PTO operation and disc brakes; a huge advantage for drivers compared to other tractors of the period. On our tractors, as you can see from the photographs, we fitted Lambourn weather cabs – costing £34 – which did as they said, but offered no protection in the case of a rollover.

The tractors were also ballasted with rear wheel weights, and the front weights were old Fordson Major weights that my father drilled-out to fit the new 6X front castings. After all, we were only poor old tenant farmers, as he would say! Incidentally, some of you might spot Dad's old Mark 3 Zodiac parked on the headland, well splattered with mud!

Another of the photos shows a 4000 with cage wheels working with a Vicon reciprocating power harrow; an early power harrow that was used to prepare good seedbeds for potatoes. I've also included a photo of some 6X tractors parked in an orchard; they don't only produce scrumpy cider, don't you know!

Well, that's all for now. So please keep well, stay safe and, above all else, use your common sense, KBO! Keep in touch with me at: andrew@chilverton.co.uk
Andrew Green, FFA rep, Devon



ABOVE: A 4000 working a Vicon power harrow and running on cage wheels and a cab typical of the period.



LEFT: The joys of the open road, 1960s-style! Carting corn from the combine, as it used to be.



Four of the farm's fleet parked in a Devonshire orchard. Note the all-blue colour scheme of the 2000, nearest the camera.

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FORD 6610



Ford 6610 Series II publicity photograph. (Pic: Ford New Holland Archive)

The late Alan Barnes takes a characteristically thorough look at Ford's 6610; a popular member of the 10 Series family from the 1980s and '90s

In all honesty, there aren't a huge number of tractors to be found along the winding Ingram Valley, which cuts its way into the hills of the Cheviots, in Northumberland. Much of the land there is given over to rough pasture, where sheep and cattle are grazed and a couple of sheepdogs and a quad bike seem able to handle any work involved in moving stock.

Arable and cereal crops are grown in some of the fields on the lower slopes, mainly for feed, where there's the odd, modern John Deere or Massey Ferguson to be seen. However, a little more intriguing are my regular sightings of an ageing Ford 6610, which always seems to be handling whatever's thrown at it without any bother at all.

Still going strong!

The tractor dates from August 1988, and was bought by farming brothers, Stephen and James Shell, in 1990. What's more, all these years later, it's still going strong. The tractor was bought new by a farmer at Howick – a small village near the Northumberland coast

– and had been used mainly for planting and harvesting turnips. Stephen was familiar with the machine and, when the owner decided to trade it in for a larger model, he decided that it would be a useful addition to his own

'fleet' of Ford tractors.

Their farm still uses a number of elderly Ford tractors but, from the 1955 Fordson Diesel Major to the 1989 Ford 7610, all still earn their keep. The farm also runs



A 1988 Ford 6610 with sprayer waits in the stock yard. (Pic: Alan Barnes)

a couple of modern, New Hollands for ploughing and any really heavy work, but the 'second string' Fords – including the 6610 – all remain in regular use. Over the years, the 6610 has proved a very reliable and versatile machine, being used with a log splitter during the winter, handling the spraying when required, being hooked-up to a baler during harvest and trundling around the farm with a trailer taking feed to the stock out on the hills.

As Stephen told me, "While the 6610 has been very reliable, it did develop a serious engine problem a while ago, and it was easier to fit a reconditioned unit rather than repair the original. Since then, though, it's not put a foot wrong. It gets an oil change now and then and, apart from an annoying oil leak that refuses to be cured, I think that the tractor has years of life left in her yet. She always starts on the button, whatever the weather, and it certainly gets cold up here in the hills during the winter."

A popular middleweight

The 6610 was one of the models presented when Ford officially launched its new 10 Series range of tractors in Geneva in September 1981. Described as 'The Popular, Big Power Middleweight', the 6610 was fitted with a Ford four-cylinder, 4.4-litre, direct-injection diesel engine rated at 72hp. It featured a large-cross-section cross-flow cylinder head for improved fuel economy, a five-bearing crankshaft running on heavy-duty bearings, a high-capacity alternator, higher rate injection pumps, controlled flow nozzles for uniform fuel distribution and combustion, plus a large air cleaner to give great airflow and improved combustion.

All-in-all, it was a rather tidy and powerful package, but early models did suffer with porous engine blocks, leading to oil contamination; a serious problem that led



An open-platform 6610. (Pic: CNH Industrial)

to design changes and the introduction of a heavy-duty, ribbed cylinder block.

Paired with the new engine was the new Synchroshift transmission; Ford's new 8x4 synchromesh transmission, which featured column-mounted controls. In fairness, it should be said that the new column gear change – with its apparently illogical shift patterns – did take some getting used to, and was not favoured by everyone. Other changes to the controls included the range change lever and the speed change that, on previous models, had been positioned on different sides. Now it was to be found on the right-hand side of the driving position, above the range change lever. A couple of years after the models were introduced, the original gear change was replaced by a more orthodox H-pattern change, and the design for this had apparently originated from one of the Ford dealers in Austria.

Power and control

The optional Ford Dual Power transmission provided the ability to 'change down on-the-move, within any of the eight forward and four reverse gears, to achieve a 22% reduction in speed when approaching the headland, and 28% more pulling power on difficult ground conditions.' The Dual Power was electronically operated at the flick of a dashboard-mounted switch, and could transform the 8x4 gearbox to a 16x8 transmission, with a wide range of overlapping work and road speeds. Engine braking in all gears was an added safety feature.

Other claims made by Ford about the 6610 included that it boasted: 'Massive rear axle strength with in-built braking efficiency' plus 'Long life, strength and durability assured with the induction-hardened half-shafts and double-reduction inboard planetary drives'. Ford had designed these features to reduce component stress and loads on the drivetrain. The oil-immersed, multi-disc brakes were sealed to prevent the penetration of dirt, dust and water, while the differential lock helped to maintain traction when working on difficult ground, and automatically disengaged when traction was restored.

With a new engine and a new transmission, it was hardly surprising that an improved hydraulic system was another feature of the 10 Series models. The comprehensive Ford independent hydraulic system was powered by a heavy-duty, 7.8gpm pump, which provided oil for the hydraulic power lift system and the remote valves. An auxiliary pump, with a 6gpm flow, was used specifically for lubrication, oil cooling, PTO control and the operation of the Dual Power system.



A 1988 Ford 6610 with International baler, photographed in July, 2014. (Pic: Alan Barnes)



Ford 6610 at work with a Kveneland four-furrow plough. (Pic: Henrik Jensen)

Hydraulic assistance

A factory-fitted assist ram was also available if the machine was to work with very heavy, linkage-mounted implements. The whole hydraulic system was protected by full-flow filtration, hydraulically-damped relief valves, a lift cylinder check valve and a hydraulic oil cooler.

The hydraulics provided precise position and draft control, and the automatic flow control gave a smooth and reliable draft response for improved control of linkage-mounted implements. The automatic drop control reduced the possibility of implement misalignment. An optional, high-flow, dual-pump system was also available, providing a flow of 14.75gpm of oil, which allowed simultaneous linkage and external service operations through the four-position closed centre remote valves. The valves had 'raise', 'neutral', 'lower' and 'float' position controls on the lever, with each valve having its own lever to allow the flow to be individually adjusted to meet the particular need of an application. These levers were conveniently positioned to the side of the operator's seat.

The Category II, three-point hitch was capable of handling over two tons of lift, which enabled the 6610 to be used with a wide range of heavyweight implements.

The automatic drop control cushioned the lowering of mounted implements, while a top link transport latch, lynch pin storage on the lift rod forks and telescopic lower link stabilisers, were all standard fittings. An optional pick-up hitch, with integral swing drawbar, was also available, which enabled quick and easy interchange of implements.

RIGHT:
Hydraulics
still in perfect
working order.
(Pic: Alan Barnes)



Optional drive

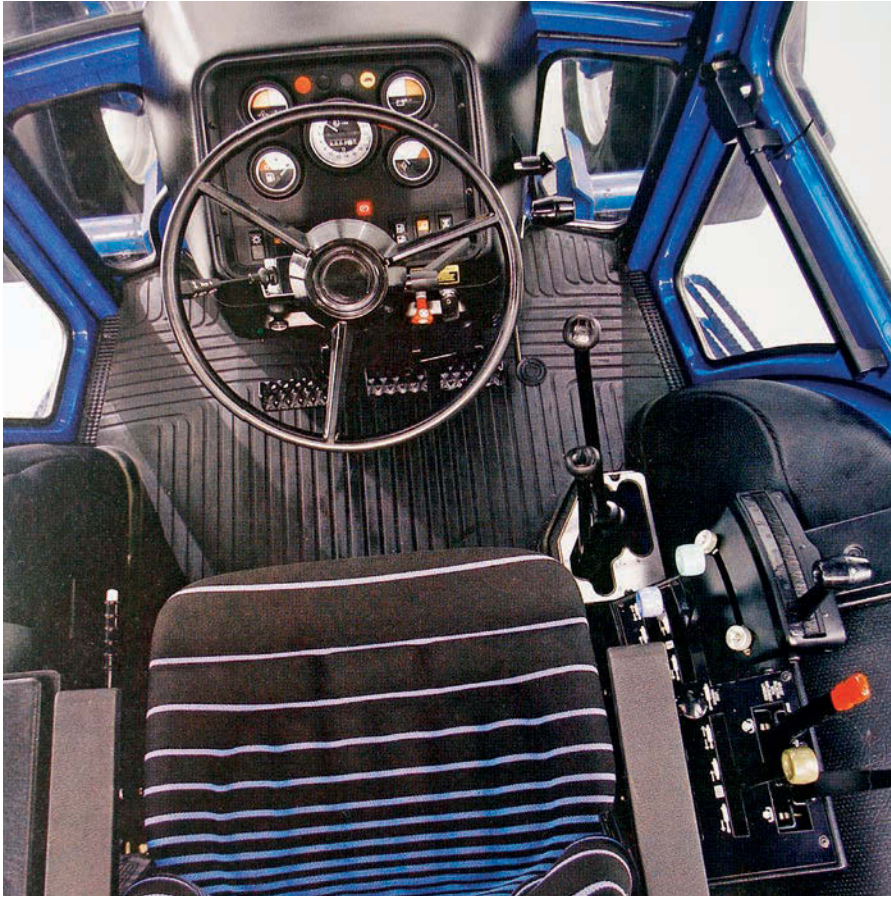
The 6610 was offered as a two-wheel-drive model, although a 4WD version was available as an option. Ford advertised this with the slogan 'Power up front and traction all round'. The company maintained that the 'tractors have a specially designed optional four-wheel-drive to meet the demands made on agricultural tractors today, while still maintaining the manoeuvrability and ground clearance'. The Centre Drive System produced a 50° turning angle, and gave a turning radius of just under 18 feet.

A range of tyre sizes was available, some being dependent on the tractors being intended for either the export or domestic markets. On the two-wheel-drive models, the front tyres were 7.50x16 or 10x16 as an option, while the four-wheel-drive variants were fitted with 11.2x24s. The rear tyres on both versions were 16.9x30 or 16.9x34, as an option.

The two-wheel-drive version of the 6610 weighed in at 6,800lb without the cab, while the 4WD model tipped the scales at 7,300lb, again without the cab. The tractor was 12ft 1in long, 5ft 8½in wide and had a wheelbase of 87.5in. The height over the cab was 8ft 10½in, and the tractor had a ground clearance of 18.4in.

At the time of the 10 Series' launch, in 1981, Ford hadn't completed the third phase of the development project, which dealt with the new, improved cab design. So, the work, which was intended to

“The 6610 was offered as a two-wheel-drive model, although 4WD version was available as an option”



LEFT: The Ford 6610's interior.
(Ford brochure photograph)

update the existing Sankey-built Q cab continued, and a series of mock-ups of the new cab – featuring thicker glass, foam insulation and thicker linings – were built at Basildon. The new cab, which was named the 'Super-Q', featured four halogen lights set into the leading edge of the roof, and was ready for testing in 1984.

Other improvements

As well as work on the new cab, other aspects of the 10 Series were being refined and improved, developments which would be incorporated into new versions of not only the 6610, but also the other models in the range. These improvements included saddle-mounted fuel tanks, changes to the gear linkage and floor-mounted levers. The revised models were designated 'Force II', and production began in October 1985, with the official launch being held the following November. The new, Super Q cab became standard for the 6610, although the AP cab was also available as an option for both the 7610 and the 6610.

Ford described the cab as 'A masterpiece of comfort and convenience', although bouncing around in one on a freezing day in gale-force winds on the

Cheviots, might give rise to a different opinion! However, in the early 1980s, these 10 Series cabs were arguably as good as anything else on the market. They featured two, wide doors, generous head, shoulder

and leg room and the comfortable seat could be adjusted to suit the operator's height, reach and weight. The large windscreen and the deep side and rear windows gave excellent, all-around visibility. Controls for the three-speed ventilation system were mounted in the roof, and fresh air was filtered through two, large dust filters.

The steering was light and the column-mounted gear levers were described as 'smooth and easy-to-use', although some would argue with that view. The dashboard layout was neat and clear, with a well laid out array of switches and warning lights, while the hydraulic controls, remote valve and PTO levers were all within easy reach.

Overall, the 6610 proved itself to be an excellent and popular, mid-range tractor and, in a production run lasting over 10 years, the model sold well; not only in the UK, but also worldwide. The 6610 was eventually uprated and re-launched as part of the Generation III series, and appeared as the 84hp Ford 6410, although the 6610 itself continued to be built as an export model until 1993. ■

The use of information and photographs from the Ford Archives courtesy of CNH Industrial and New Holland, is gratefully acknowledged. My thanks also to Stephen and James Shell for allowing access to their farm to photograph their tractor.



RIGHT: An open-platform 6610 at work.
(Pic: CNH Industrial)

IN PRAISE OF PERKINS!

The Perkins-engined Fordson E27N P6 certainly made a big impression on ex-E Doe employee, Jeffrey Giblin. This is the story of the machines he knew



Jeffrey (driving) with Stewart Philpot at the Barleylands Rally in 2007.

The E27N P6 was offered from March 1948, and cost £485. There were no optional extras available; everything was built into the standard price.

They model was fitted with a 7.7 green spot transmission, meaning that it had high-top gear, unless otherwise ordered.

The 45hp Perkins P6 engine conversions were offered before they were available as original options. I understand that the Ford Motor Co fitted two E27N tractors with P6 engines for the experimental department at Dagenham, and that these machines were sent for evaluation with the Gunnery farming family, which ran a market garden business near Dagenham, where the tractors could be used for ploughing, cultivating and drilling work at all times of the year. Written records were kept of their performance, and every practical aspect was carefully assessed before the decision was made to put the conversion on the market as an official option.

My first experience with a E27N P6 came in 1949, when I worked on the farm and we used to have Mr Pearl who did land-draining and agricultural contracting work. He used a Massey Harris 21 combine and an Armstrong-engined Massey Harris 701 baler, pulled by a P6 tractor. They came to bale hay and straw for us at home. I went

with the driver and stacked bales in sixes, on a sledge pulled behind, and then slid them off using a bar. I doubt very much if Health & Safety would take kindly to such practices, nowadays!

The day after I'd been on the sledge, the driver asked if I'd like a change places, so that I was driving the tractor and he was on the sledge. He showed me which gear to use, and told me the notch in which to set the throttle, and away we went. I thought the

tractor was absolutely wonderful; the sound of the purring engine was like music to my ears, and this arrangement continued for several years. Then I left the home farm and went to work for an agricultural contractor, about four miles away. Mr Pearl had an interest in the business and he had an E27N P6, PEV 247 plus a similar, Massey Harris 701 baler. We had a Ransome P M three-furrow plough fitted with YL bodies, and a Featherstone, mid-mounted finger bar grass mower that was



Mightily impressed! Jeffrey Giblin at the controls of an E27N P6 in 1959, on the farm where he grew up.



Those first impressions of the E27N P6 back in the late 1950s were certainly good ones!

used to cut grass for hay-making, as well as for council, verge-cutting contracts. That was quite an experience because of the various items that were hidden in the long grass, which people had thrown away!

Then, in about 1964, I had a 'phone call from a contractor, Mr Cox, from Blackmore Road, Stondon Massey in Essex, who had closed his business. Most of his equipment had been sold, but he had an E27N P6 that was still for sale, and wondered if I wanted it. I bought it for £40 as it stood – it had no batteries. I got it going and it ran well, so I drove it home. It worked on the farm until 1968, when my father retired and it was sold in the farm sale.

Fast-forward 30 years and, one evening in 1998, I received a 'phone call from Michael Mee, of Saffron Gardens Farm, Stanford le Hope, Essex. He was looking for a P6 for ploughing matches, and wanted to know how to tell if an E27N fitted with a P6 engine was a conversion or factory-built. I explained some of the points to look for, and offered to go with him to look at any he was interested in. However, he said that with the information I'd given him, he'd be alright and that he would go and look at some advertised machines and then get back to me.

The tractors being sold were at Don Miller's farm at Royston, Herts. He had six, all fitted with Perkins engines, which he'd bought at various auctions in west Norfolk; some originally fitted at the factory, and others converted afterwards. Once Michael had seen the machines, he called me to say that only one was factory-built, and that it was all-original. It had a 7.7 red spot gear box that would be fine for him to drive to his ploughing. I'd known Michael from about 1950, when I joined the Brentwood Young Farmers Club.

Unfortunately, in the fullness of time, Michael died following a longish illness. I went to his funeral and was invited back to the house after the service and, over a cup of tea, his two sons asked me if I'd like to go and look at the tractor I had advised their father to buy. I wasn't sure if that was the right thing under the circumstances, but they insisted, so we went out to a small shed in the yard. The tractor was in a dismantled state with the mudguards off, the brakes in pieces, floorboards removed, engine oil drained and filter removed.

I came away and didn't think any more about it until, one evening sometime later, I had a call from a farmer who was a mutual friend, asking me to contact Judith, Michael's widow. She wanted to talk to me about the tractor so, of course, I was happy to call her. We subsequently met and, over a cup of tea, she asked if it really was a factory-built tractor. Once I'd confirmed that it was, she told me that the family wished me to have it as they were sure that I'd do with it exactly as



On display at the Ford 500 tractor show in Newark, in 1996.

Michael had been planning.

I was happy to agree, and the tractor was delivered to my house on a lorry, after which I set about putting it back together and getting it running. The rebuilt machine's first outing was at Colin Cracknell's Grove Farm, near Sudbury, where it was paired with my Cockshut No.6 three-furrow plough. I'm pleased to report that all went well, and that it was a very enjoyable day.

Since then I've taken the tractor to the Newark Show twice, and I always put a display board in front of it that gives its details taken from a Ford advertising leaflet. The first time it was there, a man noticed that the front axle mounting bracket had both lugs broken. This makes driving the tractor very unsafe but, fortunately, he took the trouble to find me and, consequently, I loaded it very carefully and I repaired it when I got home. We cut the lugs off an E1A casting and welded these on to the Perkins, and that repair has proved to be successful.

The tractor also made an appearance at the New Holland Ford 100th anniversary

celebration event in 2017, and also took part in the incredible ploughing event at Hullavington, Wiltshire, in 2006, when 2,141 tractors created a world record by all ploughing together at the same time. It also went to Barleylands County Show (sadly, no more), on several occasions, with either my Massey Harris power-driven 701 baler, or my No.14a Massey Harris seven-foot binder, which is used to bale hay for my son's alpacas. Also, for ploughing, at both the Maldon and Ongar District Tractor Clubs, and on various road runs to raise money for cancer research or the air ambulance.

Over the years, it's been used with a belt-driven saw bench, which I bought from Ernest Doe & Sons in 1963 for £15, to saw up many tons of wood, to keep us warm and cosy during cold winters. The tractor has been a good workhorse for me, and a pleasure to use. It was licensed in Peterborough, and I've tried to find out about its ownership during those early days, sadly without success. So, if anyone has any information, please contact Pat Pawsey at the Ford & Fordson Association. ■

The first time AFL 950, a 1951 E27N P6, was put back to work after the rebuild was at Colin Cracknell's farm, near Sudbury, in 1991. It was paired with a Cockshut No.6 three-furrow plough.



OUT & ABOUT

Peter Love reports on the Ford, Fordson and related machines that were out and about recently to celebrate the Braid Valley Vintage Enthusiasts' 20th anniversary.

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

BRAID VALLEY CELEBRATION

Unfortunately, due to Covid-related travel restrictions, I wasn't able to attend the Tractors 'n' Smoke event, which was organised to celebrate the Braid Valley Vintage Enthusiasts' 20th anniversary, which took place on September 12th.

As Willie Carson put it: "A lot has happened in the past 20 years. Back at the start we were all taking the first steps into a bold new millennium and, thankfully, the Y2K global computer infection didn't bring the world to a standstill. Now, 20 years on, who'd have thought we'd be in this present situation?"

The Braid Club and its sponsors – Robinson Quarry Masters – celebrated the anniversary in some style, with another epic run around the Antrim hills. This admirable club has raised momentous amounts of money for charity, thanks to John Crothers and his team and followers.

For this event, being aware of its Covid-19 responsibilities, the club moved the registration and start point to the Ballymena Livestock Market, where the first tractors were parked on Friday evening. On Saturday morning, the club's chairman – John Crothers – and his band of enthusiasts, opened the gates and the tractors started



Andy Hayes was out with his original 1993 Ford 7740 four-wheel-drive.

to appear. Tommy and Roberta Moorhead dutifully recorded contact details, after which each tractor rolled forwards to register and take its place in the parking area.

As the scheduled start time approached, there was still a long queue at the gates, but the group managed to set off not long afterwards, with Brian Millar leading



Allistair Cooke and Lee Kane in two of the four Muir Hills that the Cooke family kindly brought along to the event. These machines are from one of the biggest collections in Northern Ireland today.



Here's something a bit different; a Ford 7000-Six, with six-cylinder engine that fits so well, don't you think?



Sammy Gault heads out into the hills on his Fordson E1A Major, with some interesting trimmings!

some 267 tractors through the village of Broughshane. The route wound its way through the scenic, rolling hills around Slemish Mountain in breezy, overcast but dry conditions, stopping at Hamiltons' yard to regroup, before starting the final run back through the village.

I think it's all too easy to forget the



Even with the power on, this Ford 4000 doesn't show any smoke from the exhaust.

important charities at times like this, so it's good to see that the Northern Ireland Air Ambulance was the beneficiary from this successful event, receiving a donation cheque for over £8,000.

It's also good to note that, whatever else may have changed over the past 20 years,

the generosity and enthusiasm of the tractor boys and girls remains undiminished. The selection of Fords taking part was superb, and I'm happy to report that the blue machines dominated proceedings. The photographs here illustrate just a few of the many that took part.

SALES CORNER

RECORD DOE 130 PRICE

It wasn't until September 2020 that Imbert May (known as Bert to his friends), finally decided to call in HJ Pugh to sell his amazing collection of some 240 tractors based at Osborne Farm, Pocombe Bridge, near Exeter, in Devon. Once the sale date had been set (October 30th/31st), Bert was tasked with the massive job of cleaning and photographing all the machines; a job that, by all accounts, required the purchase of £10,000-worth of batteries to get everything started!

Commenting before the sale, Bert said: "I'm 75 now and I want to start taking things a bit easier and, also, not leave all my tractors for my family to deal

Our resident auction and sales guru, Peter Love, reports on some more, encouragingly-strong sales performances.



The highest-priced tractor at the Imbert May sale was this 1967 Doe-130 (No. D669) with Fritzmeier cab. It sold for a record-breaking £76,000.

with, should anything happen to me. I met so many interesting and kind people as I drove around the UK, building the collection. It's been a journey I've really

enjoyed, and one that I'll never forget."

On the first day of the sale, an amazing 11 price records were set and, by the close of play on the 31st, another seven

been added. For example, Bert's decision to pay £50,500 for a not-so-grand, 1968 Doe 130 (No. D669) at the Rodney Cowle sale in May 2019, proved to be a shrewd move. The same machine sold at this sale for the record-breaking price of £76,000!

Other impressive records included the £71,000 paid for the ex-military, 400-hour, County 1184TW (No.48777) – the sister to the example Malcolm Beaton sold for £54,000 a couple of weeks earlier. A 1964 Roadless New Performance Major changed hands for a thumping £21,500, while a new owner paid £41,000 for a very rare, County Super-4 754 Select-O-Speed (No.20392).

RIGHT: This original, ex-Northern Ireland County 1184TW sold for a record £71,000.



This superb Ford 6000 Select-O-Speed is one of the best, original-style examples I've seen, and sold for £6,200.



This restored, 1964 Roadless NP Super Major (No. 6064) sold for a new world-record price of £21,500.



This oh-so-original County Super-4 754 Select-O-Speed (No. 20392) with 3,637 hours on the clock, made a record £41,000.



This Ford 8000 is a so-so, restored tractor with V5c, and it sold for a record £20,000.



You either like 'em, or you don't! This equal-wheeled Roadless 115 sold very well, at £19,000.



This County Super Major NP Hi-Clear is said to have been made-up via a kit. It sold for £13,000.



This 'so so' County Super-6 1004 (No.17125) was moved on for £14,000.

BIG BUCKS IN SCOTLAND

Pentland Auctions has been at it again, this time with a 994-lot, online collective sale held on November 23rd. Despite the slightly last-minute nature of the event, results were good, with buyers appreciating the 28 or so restored tractors, and other off-farm machines being offered.

By the end, only two of the Fords didn't sell – a 1964 Fordson Dexta with the old-style nose that stalled at £3,000, and a Ford Force 3000 that failed to get higher than £5,300. The sale highlight, though, was the restored, 1968 Ford 2000 (with V5c and AP cab) that sold for £7,600 – a 2020 record.

Hardly anyone bid on the 1964 Fordson NP Super Major, which sold in one hit for £5,000, while two other Dextas – a standard, 1962 model and a Super Dexta, were moved on for £4,200 and £4,000 respectively.

ROADLESS N CRAWLER RECORD!

The final, major Cheffins sale of 2020 took place late in October in Cambridge, and was both a live and online event. Out of 1,885 lots, 175 were tractors. An early surprise was an ex-MOD, 1941 Roadless Standard N with Hesford winch 1548. The catalogue stated this was one of only two surviving examples with this winch, although I think there are others listed on the Roadless register.

What is fact, though, is that this machine last appeared at the excellent NVTEC Fordson 500 in the 1990s, and was sold by the MOD to Sir Richard Fairey, MBE, (founder of Fairey Aviation) of Bossington Estate, Stockbridge, Hampshire, where it was never used that much. The tractor went on to sell for an amazing £23,500.

The ex-Jim Nichols 1976 Ford 7000 Dual Power, with V5c and in very original condition (with repainted rims) sold for a very good £25,500 – the highest-priced Ford at the sale.



This genuine, 1941 ex-MOD Roadless Standard N crawler (No. 1714) sold for an impressive £23,500 at the last, major Cheffins sale of 2020.



Offered at the July sale, this 'so-so' Ford 7810 Jubilee in an interesting silver variant, sold for a good £25,000 + VAT.



This Ford 8210 III 4WD, with front 'A' frame and in ready-to-be-rallied condition, sold for £18,000 + VAT.



This 1979 Roadless 118 (with V5c and restored) made £23,500.



The 'phone was 'hot' for this 1976 Ford 7000 Dual Power, which had a V5c, new rims and original rear tyres. It sold for £25,500.



A rare-to-see and well-painted 1976 Ford 3600 petrol – a Newark prize-winner in 2019 – sold for £6,800.



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ISSUE 95 - FEB/MAR 2020



ISSUE 94 - DEC19/JAN20



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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 3000



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

102482

FORD 3000



£3,200. Very attractive, come and try before you buy, good value. Please call 07860237598, Scotland.

104625

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 tires the tires 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.

102330

FORD 7610



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

102453

FORD 8210



POA. good working example needs tyding. Please call 07821 184799, South West.

104884

SALE *Highlight* FORD 6610 2WD



Looking very smart is the Ford 6610 two-wheel drive.

The tractor is priced at £6,250 - €7000 and based in County Kerry, Republic of Ireland, Tel: 00353 89 4402237. No time wasters please.

This 1985 Ford 6610 Force carries the 'H' section column gear change that was introduced in 1983, to replace the 'dreaded' Rubik's circular change mechanism, which had left everyone uncertain which gear they were actually in! In fact the replacement 'H' section column change was designed in Australia by a Ford dealer and offered as a conversion, before being taken up by the Basildon factory.

The owner of this tractor says it's in very good condition and was owned for the previous 10 years by a bachelor farmer. The tractor carries a pick-up hitch and drawbar. A new seat has been fitted in the last 12-months and a new four-cylinder short block was fitted some four years ago now. Our featured tractor has recently been serviced and a new air cleaner fitted, amongst other parts.

The tyres are 40 percent worn and the tractor has just been given a fresh coat of paint, but the interior could do with a tidy up, but essentially is all there.



A rear view of the tractor, to give you an idea as to what the backend is like.

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

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



1962, £4,800. all working, in show condition. Believed to be one of the special 31PS models made just before the Super Dexta, hence the colours. Please call 01228 675296, North West.

104328

FORDSON DEXTA



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

104379

FORDSON DEXTA 4WD



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

104072

FORDSON F



1924, £3,995. 2WD petrol TVO handle start and on steel wheels. Please call 01249 740377, South West.

104744

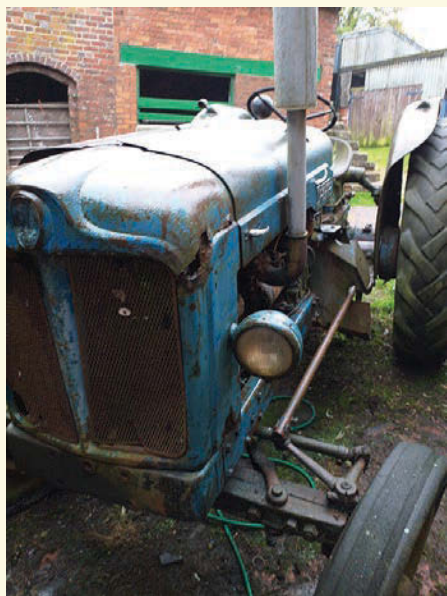
FORDSON F



1923, POA. 95% complete good barn find example. Please call 07821 184799, South West.

104883

FORDSON MAJOR



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

104033

FORDSON MAJOR



1952, £4,950. major petrol/tvo 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.

102815

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 pulley 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.

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 POWER MAJOR



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

103965

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 DEXTA



1963, POA. Diesel, totally original comes with log book, excellent original condition, no new paint work, no rot at all. Runs perfectly. Please call 07741 316372, South West.

104308

FORDSON SUPER MAJOR



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

103887

FORDSON SUPER MAJOR



POA. could be a New Performance, needs an engine rebuild. Sensible offers. Please call 01544 340444, South East.

104907

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

102479

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 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

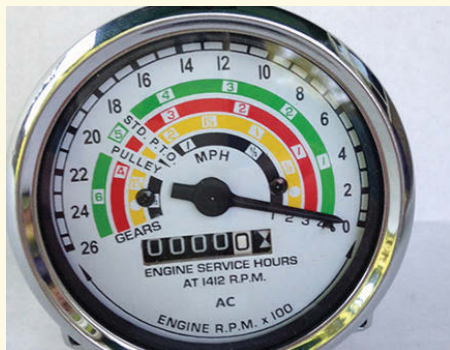
£POA. To fit E27N P/P. www.vintagetractorelectrics.co.uk. Please call 07624 496516. (T)

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



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

FORD 6700 INJECTION PUMP



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

FORD 8000 INJECTION PUMP



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

FORD 100 SPOOL VALVE



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

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.

FORD 4000



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

FORD 3000 STEERING WHEEL



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

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.

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

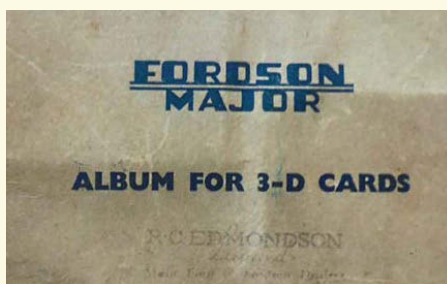
FORDSON SINGLE CLUTCH PP



1958, £55. Original 11" single clutch pressure plate 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

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.

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



£POA. Visit www.vintagetractorelectrics.co.uk. Please call 07624 496516.

WANTED

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

POA. Looking for information on Fordson Dexta, registration VWX 353. Purchased new from Harrogate Motors. Sold c1993 to Co. Durham area. Any info please call. Please call 07817 613026, North East.

105146

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

FUEL TAP

Wanted. Bernard D1. Please call 0117 9425259, South West.

103424

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