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Registration requests for old Fordsons are running at an all-time high, which is certainly an encouraging sign for the future.



Welcome!

It's hard to find much to cheer the spirits at the moment. Despite the apparent success of the vaccine roll-out, and the government's latest roadmap that's designed to lead the nation into the light of the post-lockdown promised land, most of the mainstream media's attention appears to be focused resolutely on Covid-19-related doom and gloom. Like some of you, though, I'm fortunate in that I'm self-employed and, working from home means that the restrictions of successive lockdowns haven't impacted as

much on my daily life as they have for millions of others. Writing this column

“The situation we found ourselves in seemed to demand that most British of characteristics; the ability to make the best of a bad situation”

a couple of issues ago, I remember talking about the productive use of lockdown time by those able to devote their attention and money to on-going projects and possibly even new ones. The situation we found ourselves in seemed to demand that most British of characteristics; the ability to make the best of a bad situation. And so it seems to have proved for many in the vintage and classic tractor world.

Despite the lockdown-related economic disruption that threatened to engulf small businesses across the board, and the

obliteration of the 2020 summer agricultural and classic vehicle show season, here we are in early 2021 with, on the face of it, the tractor movement intact. The auction houses have adapted, taken much of their business online and continued to sell plenty of interesting old tractors, as Peter Love reports starting on page 36.

Granted, the show scene remains in tatters, and the prospects for a return to anything approaching normality this summer don't look encouraging. But my feeling is

that the vintage and classic tractor movement remains, ready and waiting. As Pat Pawsey reports on page 24, the demand

for 'new' tractor registrations remains at an unprecedented level, perhaps as people make the best of lockdown and crack-on with that long-promised tractor restoration.

The news is also encouraging from Ross Bartlett, who runs the independent tractor sales business, Bartlett's of Winchester (read the company profile on p34-35). Ross has been pleasantly surprised by the way his business has held up during the disruptive times we've all been enduring, so it obviously pays to make the best of a bad situation.

Chris Graham, Editor

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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70 SERIES DOUBLE TRACTOR!

This conversion by Herefordshire dealer, Oakfields Ag, has certainly got people talking. It's a project that the used machinery specialist has been working on for a number of weeks, and that's involved mating the front 8870 to the rear 8670, using the SuperSteer front axle to steer the two.

Chris Brock, the sales manager at Oakfields, tells us that, while the rear, 6,000-hour tractor is in fine fettle, the engine in the front unit is currently a non-runner, and so needs to be reconditioned.

We gather that Oakfields is looking at £39,500 for the prototype machine in its current state, but all of the removed parts are still at hand, just in case the two tractors were ever to be separated again.

If you'd like to know more, give Oakfields a call on 01763 780440.



The interesting conversion carried out by Hertfordshire-based Oakfields Ag, marries a New Holland 8870 (front) with an 8670.

CONVERSION DONE WELL

Having bought an E1A skid unit that had been part of a Howard trencher, Robert Pateman set to work and has created a four-wheel-drive 'special' that we think looks superb.

Power is supplied by an overhauled Perkins 4270 engine, ensuring plenty of grunt, while a Schindler axle has been fitted at the front. Congratulations Robert, we think you've done an excellent job, and we look forward

to seeing your creation out and about sometime soon.



ABOVE: Work in progress: Thanks to its powerful Perkins, the Pateman 'special' is certainly able to pull well in soft ground conditions.

LEFT: This was the state of the Howard trencher when Robert Pateman found it in a scrapyard.

BRIAN SIMS – 1942-2020



Brian and Pauline with their well-known trade stand. They travelled all over the UK and helped hundreds of enthusiasts over the years.

Brian John Sims was born at Field House Farm in Borrowash, just outside Derby, on September 1st, 1942. He soon developed an interest in

farm machinery, and particularly enjoyed harvest time when he helped local threshing contractors during the school holidays.

At 16, Brian left school and joined FH Burgess, in Derby and, initially, he collected debt owed by the farmers. At 18, he was allowed out on the road as a machinery salesman. He remained with the company for 31 years but, in 1989 with the Burgess empire crumbling, he was made redundant.

Brian had always been interested in stationary engines, and joined the National Vintage Tractor & Engine Club in 1974. He became editor of the club's magazine – *Vaporising* – in 1980, and continued doing that until he stepped

down in 2010. He was ably helped along the way by his wife, Pauline (who became club membership secretary), their children Christopher and Alan, and other members of the family and friends.

Following his redundancy in 1989, Brian decided to turn his hobby into a full-time business, and started travelling to shows all over the UK selling workshop manuals, parts, books and other tractor and engine-related ephemera.

Brian and Pauline also arranged a number of trips for NVTEC members to various parts of Europe, to visit collections and museums, and I was privileged to be able to join them on a number of these trips. We had some great fun over the years. Brian, and those happy days, will be sadly missed.

Stephen Watson

FORDSON E27N BOOKAZINE PUBLISHED

This second bookazine in Kelsey Publishing's new *Tractor Collection* series spotlights the Fordson E27N. It's a celebration of the model that started life as something of a stopgap tractor, but which blossomed into a formidable seller for Ford, and a farmer's favourite around the world.

Compiled by Chris Graham, the editor of *Ford & Fordson Tractors* magazine, this 100-page, perfect-bound, A4-format publication is packed with content that really gets under the skin of this influential and iconic Fordson model.

Just over 230,000 E27Ns were built between 1945 and 1952 and, today, the model is popular with collectors, restorers and showmen alike. Prices remain remarkably affordable and,

as you'll discover from the articles that have been gathered together in this new bookazine, this model certainly ticks lots of boxes for countless enthusiast owners today.

The E27N is an appealingly straightforward tractor to maintain, repair and restore. The six-cylinder Perkins-engined variants offer all the power you could reasonably want from a 70-year-old machine and, for those seeking something a bit different, the rare half-track or County crawler models are real collector's gems. All are featured in this new publication.

You can order your copy of *Tractor Collection 2: Fordson E27N* direct from Kelsey Publishing's online shop for just £8.99, by visiting:

shop.kelsey.co.uk/issue/FFC



BRITAINS' CENTENARY CELEBRATIONS

This year marks the 100th anniversary of the launch of Britains' first farming toy, a 4F Tumbrel cart. It was in 1921 that the company – now Europe's oldest specialist in die-cast agricultural models and collectibles – moved into the production of the sort of farming-related models with which it's now synonymous.

To kick-start a year of exciting centenary celebrations, Britains has announced that it will be producing a limited edition run of its original, 1:32 scale Fordson Major tractor model. The collector's item, which will be marketed in original-style packaging, is scheduled to go on sale in July.

However, to bolster demand further, Britains says that it will be adding 100, gold-finished tractors to the 7,500 production run, which are bound to pique the interest of avid collectors everywhere.

For more information about Britains, visit: britainsfarmtoys.co.uk



Die-cast model specialist Britains is celebrating its centenary in 2021; re-introducing its first tractor model is just one of the planned celebrations.

EVENTS LATEST

Fylde Vintage Steam & Farm Show

This show is set to go ahead on the July 3rd-4th – regulations permitting – and will feature working machinery and static displays at Hall Field Farm, in Clifton, Preston. The organiser is David Martin (07778 008715) and you can find out more at: fyldevintageandfarmshow.co.uk

Gloucester Vintage & Country Extravaganza

Sadly, this year's event – scheduled for August 6th-8th – has been cancelled.

National Vintage Tractor Road Run

This Easter road run was scheduled to take place in Wales, but has been cancelled for the second year. However, it's set to be staged on April 17th, 2022, and it's also been announced that the 2023 run will be taking place in Scotland. Enquiries regarding the National in Wales can be directed to Wayne Griffiths, on 07866 495064.

FBHVC Drive it Day

The Federation of British Historic Vehicle Clubs has announced an exciting 'Drive it Day', to be held on April 25th, 2021, in support of Childline®. Rally plates are on sale now at driveitday.co.uk, and there's an opportunity to list the events you're planning if the Covid-19 restrictions are lifted in your area. Visit: fbhvc.co.uk for more details.



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Photography: Max Pearman

The 'Silver Jubilee' is now the most desirable Ford 7810 Gen III, but this wasn't the case when this limited edition was first put on sale.

SIMPLY THE BEST?

Chris Graham introduces what many regard as the absolute sweet spot in the Ford tractor range, the much-loved and already classic 7810 Gen III

Every now and then a vehicle manufacturer hits the jackpot, launching a model that ticks all the boxes and perfectly meets the desires and aspirations of its customers. Ford managed this trick when it released the 7810 Force II in 1987, then refined it with the introduction of the Gen III version a year or so later.

The new model sprang out of the 10 Series of Ford tractors, which had first entered the marketing fray back in late 1981, as a replacement for the 600 and 700 Series ranges. The real headline-grabber was that those machines were the first Ford tractors to be fitted with a synchromesh gearbox, called SynchroShift. However, the system's awkward-to-use, steering column-mounted

controls on the smaller models were far from ideal, and proved unpopular in the field.

The Force II revamp across the 10 Series range took place in 1985, and incorporated a host of mechanical improvements. But it was the introduction of the Super Q cab on the four-cylinder models – with its lower roof line, better sound-deadening, integral work lights and flat floor – that was the really notable feature. Then, in 1987, the top-of-the-range 7810 model arrived, combining a bombproof and torquey, 100hp Ford, six-cylinder engine with the light and nimble underpinnings from the 7610.

It was available in both two-wheel- and four-wheel-drive versions (the latter being by far the most popular choice),

Ford 7810 Gen III specs

Engine	Ford 6-cyl diesel
Bore x stroke	112 x 112
Displacement	6,572cc
Max power	100hp @ 2,070rpm
Max torque	399Nm @ 1,200rpm
Coolant capacity	15 litres
Rated speed	2,100rpm
Transmission	8 forward, 2 reverse
Weight	3,515kg
Produced	1988-1991

and was an instant sales success for Ford. In fact, it went on to be the company's best-selling model through until the early 1990s. Fittingly, given the 7810's success, Ford decided to mark 25 years of tractor production at the Basildon factory with a special, Silver Jubilee limited edition in 1989. Finished appropriately in silver paint, the rare one-off wasn't a hit with conservative



A two-wheel-drive 7810 Gen III; the 4WD variant was a much better seller back in the day which, nowadays, makes a 2WD like this one a rarer find.

Ford tractor buyers, and there are stories of some dealers having to repaint them blue to encourage a sale! Nowadays, of course, they are the most sought-after and valuable version of the 7810 there is.

All-round usability

The 7810 Gen III's all-round usability, combined with good reliability and durability, resulted in a tractor that quickly became a firm favourite with

“A bombproof and torquey, 100hp Ford, six-cylinder engine with the light and nimble underpinnings from the 7610”

customers across the board. Its impressive adaptability meant that there was hardly a job on the farm that it couldn't turn its hand to, and many farmers soon came to depend on this trusty model. The reputation the 7810 Gen III built for itself during its relatively short, three-year production life, endures to this day, with many enthusiasts now considering that this tractor is one of the best all-round machines that Ford ever made.

One who is always happy to sing the model's praises is Ford tractor enthusiast, Tim Pearman. He owns the 7810 Gen III pair featured in this article, and admits that out of his 43-tractor collection, this model is probably his absolute favourite. “It comes from a time when tractors benefitted from straightforward mechanics, minimal electronics and decent build quality,” he explained to me. “The 7810 is just about

Combine a big engine with a light chassis and you get a high-performing, versatile and manoeuvrable tractor, which neatly describes the appealing Ford 7810 Gen III.



bombproof. It has a good engine linked to a tough, reliable transmission, and all the components used are tried and trusted.

"This model was a great success story for Ford, and it's easy to appreciate why. The combination of powerful engine, light weight and manoeuvrability made it incredibly versatile, which is why so many farmers loved it and continued using it for so long. The 7600 was always a little bit too short for effective ploughing, and it was difficult to balance implements properly. But the longer wheelbase of the 7810 solved that, and made it incredibly useful for all sorts of general farming work.

"The tractor's six-cylinder engine is a great performer," Tim added. "It delivers plenty of torque, and is certainly preferable to a turbo-charged, four-cylinder motor, in my opinion – there's just no substitute for ccs! Also, I think that reliability levels are better, too, when compared to a four-cylinder engine producing the same amount of power. The fact that it doesn't have to rev so hard leads to all sorts of reliability benefits."

The perfect size

Tim thinks that the 7810 is just about the perfect size for a general-purpose farm tractor. "Being relatively lightweight means that it can be used on the land without creating the sort of compaction issues associated with the use of larger, heavier models. Yet it's powerful, too, so is equally happy working a baler, pulling a plough or towing a trailer. What's more, its performance remains perfectly usable



The 7810's six-cylinder, normally-aspirated, 100hp Ford engine is, essentially, bulletproof.

today; a 7810 Gen III is still more than capable of putting in a good day's work in the modern farm setting, and a number of them still do.

"This, combined with the model's mechanical simplicity, mean that the 7810 remains an attractive proposition today, which is why it's so popular with collectors. Based on my experience, breakdowns are few and far between and, apart from the electronic dashboard, it's very much a nuts-and-bolts-type of tractor; simple and straightforward to live with, maintain and repair." Tim added: "There's a lot to be said for mechanical

simplicity in terms of day-to-day use, as far as I'm concerned. Knowing that your tractor is going to start every time you need it to, is a big advantage. The more electronically complex machines can and do run into all sorts of niggly, annoying problems, particularly if left standing in the shed for a while. The 7810 just doesn't suffer in this way."

From a would-be buyer's point of view, however, the 7810 Gen III's impressive reputation, and the fact that it's already attained classic tractor status, work against the model. With it having been so good and capable, most owners took advantage and used their machines hard, so the prospect of finding a low-hours example these days is pretty remote. Likewise, with everyone now aware of the all-round desirability of the model, prices are very much on the rise, so the days of being able to buy a tidy 7810 Gen



The flat cab floor allowed for conventional gear-change, which pleased operators. The 'digital' dash can be problematic, nowadays.

WHAT TO PAY?

Nowadays you're unlikely to find a 7810 Gen III that's half-decent and running for less than £10,000, in either 2WD or 4WD. A good, straight, original example will cost you around £24,000 while, for the best out there, be prepared to part with up to £30,000. The rare and desirable Silver Jubilee edition takes things to another level. If you can find one for sale, the entry level will be around £16,000 while, for something smart and original, expect to pay up to £40,000. If money's no object, a concours example is likely to set you back about £50,000.



Corrosion in the Super Q cab is the only really serious problem that 7810 buyers might encounter. Check carefully along the base of the windscreen, on the bracing across the middle of the doors and under the rear window. Look out for bodged, filler-based repairs.

Ill for a few thousand quid, are already long gone.

But there are still a decent number of machines on the market although, as Tim pointed out: "It's becoming increasingly difficult to find good examples. Most that I see advertised these days have 8,000-9,000 hours on them but, having said that, you shouldn't let that put you off. Assuming that the machine has been well looked after, it's perfectly capable of handling high usage at a mechanical level. However, one area where problems can arise is with the cab. The Super Q cab seems oddly prone to rusting along the base of the windows, and putting it right properly is no easy job."

Cab corrosion

Tim continued: "The problems seems to simply be age-related, and it's common to find rust under the windscreen, across the middle of the doors and below the rear window. Ford obviously changed something between the previous bubble cab and this one; maybe it cut costs on the metal quality or the amount of paint being applied. But the result is clear to see in many cases. Of course, lots of owners opt for the 'sticking plaster' solution, involving a smear of filler and

a quick respray, especially on tractors being 'smartened up' for sale. Of course, making the repair properly, by letting in repair sections of new metal is a skilled and expensive job. Thankfully, the cab's roof and floor aren't generally affected by rust."

In terms of a practical guide to buying a 7810 Gen III, I asked Tim to talk me through his inspection routine, and he started by emphasising how much store he places on first impressions. "When going to look at a tractor, I always have a gut feeling about a machine as soon as I first see it; I can normally tell straight away if it's worth looking at more closely or not, simply from that first impression. My initial walk around the tractor confirms a lot, and there are tell-tale signs I always check.

"For example, are the two, red reflectors still in place at the back, and how beaten-up is the PTO guard? These are simple but telling indicators about how carefully a tractor has been used and, therefore, how well it's been looked after. Likewise, watch out for the rear corners of the cab roof; if these are banged-in, then somebody's probably been a bit clumsy with the hedge cutter!

"Staying at the back, look for obvious signs of wear and tear on the hydraulics, the pick-up hitch and the hook; typical indicators that the tractor has done a lot of hydraulic or trailer work. Also check for play in the pick-up hitch. Then move to the front and inspect the condition of the front axle, looking especially for signs of fluid leaks from any of the seals, then test for play in the track rods, king pins and other linkages."

Front-end condition

"Take a step back and look at the condition of the nose cone, the lights and the exhaust. Once again, if there are dents and breakages to be seen, or if the exhaust isn't standing vertically, then



The general condition of the rear end can tell you a lot about both how much and how sympathetically tractor's been used. Both red reflectors in place on this example are a good sign.

“Problems seems to simply be age-related, and it’s common to find rust under the windscreen, across the middle of the doors and below the rear window”

you’ll know that its led a bit of a rough, working life at the hands of a less-than-careful previous owner.

“Climb up into the cab and cast your eye over the condition of the cladding, the seat and the floor. If there are rips, splits and tears to be seen then, once again, these point to hard and/or careless use.

“Switch on the ignition and check the dashboard to make sure that everything lights up as it should. This can be a bit of a weak spot in terms of reliability; sometimes gauges will be lost, although the tractor should still operate perfectly normally. If looking at the most popular four-wheel-drive model, then check the switch that controls this. A problem with the solenoid means that the tractor will become locked in four-wheel-drive mode.

“When you start the engine, expect a reasonable amount of exhaust smoke initially, but this should clear fairly quickly and, once warm, the motor should produce very little smoke, apart from when under heavy load. As far as general drivability is concerned, assess the activation of the clutch – engagement right at the top of the travel is a sign of wear – and check that the brakes are effective and even. The gears should be easy and smooth to select using the floor-mounted lever, and the Dual Power system is generally trouble-free.”

All-in-all, checking a prospective purchase is quite a straightforward process because, in Tim’s words, the 7810 Gen III “is such a bulletproof tractor.” But, as you’ll see from the ‘What to pay?’ panel, prices are on the up, although Tim feels there’s still a way to go until the model reaches its peak. He can see the best 7810 Gen IIIs (in either four- or two-wheel-drive form) rising in value all the way to about £40,000 so, with top prices currently around half that, this model could still represent a canny buy for the collector looking to add a usable and extremely capable machine to an existing classic Ford tractor collection. ■



Inspect the front end, looking for dents and distortions. On 4WD versions, check the front axle carefully for fluid leaks from around the seals.



The Super Q cab roof isn’t known to suffer badly with rust, but you might find a rear corner crunched-in as a result of careless work with a hedge cutter.

YOU WRITE...

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Reduction gearbox follow-up



The Mark 1 at the manufacturer's premises in 1992.



The Mark 2 hard at work in 1994, on a stretch of the A45, St Neot's bypass.

I'm writing with regard to Peter Wonacott's letter about reduction gearboxes on a Fordson Super Major (*Howard rotorvator help, please!*, Issue 101). Another application that required a very slow forward speed was on land drainage trenchers.

Howard Rotavators, based at West Horndon, Essex, as well as manufacturing the aforementioned machines, also built trenchers with a digging wheel. This was initially at the behest of the Government War Agricultural Executive during the Second World War, to promote land improvement and boost home-grown food for the nation.

The first models produced used the Fordson N, and the County War Ags. – as they became known – went on to operate many of them. The rear wheels were replaced with six-sided,

Rotaped tracks, again made by Howards. Development continued after the war, using the E27N, E1A and Super Majors. Howards built and supplied these machines with a reduction gearbox that was sandwiched between the main gearbox and the final drive.

At Pearl Land Drainage, based at Ongar, in Essex, we operated a number of these machines. I don't know what the reduction ratios were but, when digging at their maximum depth of 36in and in hard ground, they would travel so slowly that you could barely see them move. The driver, unlike Peter, didn't have the benefit of a seat to sit on, but walked alongside, adjusting the grade as it went forward.

Howard continued with the Ford 5000 power unit, with a forklift arrangement for lifting

and lowering the digging wheel until about 1970, when the UK saw the 'invasion' of Barth drainage trenchers, from the Netherlands. These were fitted with a digging chain, as opposed to the wheel, and proved a much more efficient way of cutting a trench. They sealed the fate of the Howard machines. Ironically, these foreign interlopers were based on Ford or Ford/County skid units, and incorporated the same reduction gearbox. Howards did, subsequently, produce a chain trencher, but that arrived too late to re-capture the market.

During the 1990s, Ernest Doe – at my request – fitted one of these gearboxes (robbed from a redundant Barth trencher) into a Ford 555 front-loader, for a machine we developed for a specific application. This was to place stone aggregate into French drains on motorway verges, directly from the rear of eight-wheel tipper.

These lorries were pushed forward as the material discharged into the front hopper, in a similar fashion to a tarmac laying machine. We called it 'The Sidewinder', and it proved a great success, both mechanically and commercially; to such an extent that we built another one. I've included a couple of photographs with this letter. It was a remarkable testament to the 'bombproof' qualities of this gearbox.

Richard Hughes, Dunmow, Essex

Anyone recognise Fordson 'NHR 849'?

I'm a farmer in South Devon and am trying to track down my great uncle's 1956 diesel Fordson, registered NHR 849. His name was Albert (Bert) Mizen, and he farmed at Beech Farm, Doynton, Wick, Bristol BS30 5NF.

Upon retirement, he moved to Close Farm, Doynton, BS30 5SR, and it was from here that, following Bert's death in 1978, his tractor was sold. One of the two photographs I've included with this letter shows me, aged about seven, sitting on the Fordson, while the other shows Uncle Bert with it.

I've already checked with the DVLA and have discovered that the tractor was last registered in June, 2006. So, what I'd really like to know now is where it is

today, and whether anyone reading this can confirm that the tractor still survives?

I'd really like to hear back from anyone with any helpful information, and I'd love to discover that the old machine is still in working order. What's more, if the current keeper does read this, and ever decides to sell the tractor, I'd be very interested to buy it because of the family connection. But,



Bert Mizen with his 1956, diesel-powered Fordson.



An excited Stuart Marshall (7) enjoys the chance to sit on his uncle's Fordson. Can anyone help him track down the tractor today?

even if you don't wish to sell, I'd still like to have a chat about it.

Stuart Marshall, via email

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FERGIE'S FORDSON

Bob Weir visits beautiful Ayrshire to meet long-time Fordson enthusiast, Ferguson Dalziel, and his 1958 Power Major

Fergie', as he is known to his family and friends, lives in the village of Dunlop, between Kilmarnock and Glasgow.

The Ayrshire countryside in this area boasts some of the best agricultural land in the UK, and is well-known for its dairy farming.

The local cattle used to be known as

Dunlop, or Cunninghame cattle, and have been exported all over the world. Typical Ayrshires are medium in size, and weigh an average of 1,200lb. Their distinctive, red markings can vary from orange to dark brown, and may also cover the legs. The breed is known for its hardiness and low somatic cell counts, which allows them to readily convert grass

into milk. They also have a reputation for longevity, and easy calving.

Agricultural backgrounds

Most of the local tractor enthusiasts around Dunlop have a close affinity with the land, and the majority come from an agricultural background. "I've lived in Ayrshire all my life," Fergie explained. "I moved up to a farm with my parents from Sorn, near Cumnock, in 1958, and have lived in the area ever since. Ayrshire was a great place to grow up, but things have certainly changed over the years.

Fergie Dalziel and his 1958 Power Major, which he's owned since 2001, and enjoys enormously.



TECH SPEC: POWER MAJOR

Produced:	1958-1961
Engine:	Ford petrol/diesel
Cylinders:	4
Bore:	Petrol: 3.74in (95mm) Diesel: 3.937in (100mm)
Stroke:	Petrol: 4.524in (115mm) Diesel: 4.524 inches (115mm)
Power:	Petrol: 47.65hp Diesel 51hp
Displacement:	Petrol: 199cu in (3.3L) Diesel: 220cu in (3.6L)
Rated speed:	1,600rpm (both)
Transmission:	6 fwd, 2 rev
Hydraulics:	Type: gear pump. Pressure: 220psi
Weight (ballasted):	10,370lbs (4,703kg)
Front tyres:	6.00x19 7.50-16
Rear tyres:	11x36 14-30



The Power Major's driving position is quite high, which gives the operator good, all-round visibility.



Fergie's Power Major spent its working life just down the road from him, based on a farm in Cumnock. Originally it was used for contract threshing.



The MK III boosted output from 44 to 51hp.

“We had no electricity, hot water, television, or telephone... The floors were all made from stone, and my mother did all her cooking on a kitchen range”

Up until the 1980s, farmers could make a comfortable living from a holding of less than a hundred acres and with perhaps as few as 30 cows. But those days are long gone. The farms have become a lot larger, and they are using more modern machinery.” Fergie also recalls that worker’s cottages were sometimes quite basic, back in the 1950s.

“As I remember, we had no electricity, hot water, television, or telephone,” he told me. “The floors were all made from stone, and my mother did all her cooking on a kitchen range. During the winter months, we would sit by the fire, and the front of me would be roasting while my back was freezing cold! It all sounds a bit grim, but they were good days.”

Moving on

Like many young people of his generation, Fergie had to leave the land, and seek employment elsewhere. “I spent my working life in the haulage business, driving lorries for local firms,” he recalls. “I also drove part-time for a local coach company, for the best part of 50 years. My job took me all over Scotland, until I retired when I was 65.”

Fergie has always had a fascination with old machinery, and still has a liking for old tractors, particularly Fordsons.

“It all goes back to my farming days,” said Fergie, who is a member of the Ayrshire Vintage Tractor & Machinery Club. “The first tractor I ever drove was an old Fordson N. I was very young at the time, so that would have been back in the 1950s. This was quite typical for young lads growing up on a farm. There was always an adult on hand to supervise things, so you were quite safe.

“The N was very basic, of course and, as I recall, the machine was one of the WW2 models, although the tractor had been painted with a new coat of green. Although those tractors were, even then, getting on a bit, they had been very important in their day, and were certainly popular with the local Land Girls.”

Fergie was usually a regular at the



The period tax disc, and one of Fergie’s grandchildren, adds to the fun!

“The first tractor I ever drove was an old Fordson N. I was very young at the time, so that would have been back in the 1950s”

local agricultural shows, and eventually decided to buy his own Fordson. “I liked the camaraderie at the shows, and some of my friends and other enthusiasts were quite knowledgeable,” he explained. “The majority had also been brought up on farms, and some of them had been collecting old tractors for years.”

Careful choice

Fergie took his time coming to a decision and, eventually, decided he wanted something with a bit more power than the N. The obvious option was the later Fordson Major. “The tractor I bought had been built in 1958, and was a local machine from just down the road, in Cumnock, and I got it back in 2001. The previous owner told me that it had originally been used for contract threshing, which would have been quite normal back in the late 1950s. This

FORDSON POWER MAJOR

The E1A Major was introduced in 1952, as a replacement for the E27N. Significantly, a diesel option was included as part of the new line-up. Ford had decided to develop its own diesel engine, instead of using a Perkins power plant, although it continued to offer TVO and petrol alternatives. All three tractors used the same cylinder block and crank, with the diesel model rated at 220ci (3.4-litres.)

The tractors were also supplied with a two-range shifter in addition to the standard, three-speed gearbox. This gave a total of six forward speeds. The tractors were all fitted with Lucas 12-volt electronics, and a hydraulic, three-point hitch.

There was a constant demand for more power during the 1950s and, in 1958, the model was given an upgrade, and renamed the Power Major. The diesel model had a significant, 22% increase in performance, and there were also modifications to the fuel-injection system, camshaft, rocker arms and cylinder head. Other technical improvements included a live power take-off (PTO), and optional power steering.

Buyers could also choose between standard, tricycle and industrial versions, and the tractor was fitted with three-spoke front wheels. The Power Major was an important upgrade to an already tried and tested design, and was a genuine five-plough machine.

The Power Major was replaced in 1960 by first the Super Major, and then the New Performance Super Major. All the Fordson Major range was built in Dagenham, before Ford's tractor production was transferred to nearby Basildon, in 1964.

is also why the headlamps are sitting so high at the front, so they wouldn't interfere with the pulley from the belt.”

Fergie says that the tractor was in reasonable condition, although he has given it a makeover over the years. Like a lot of boys brought up on a farm, he

learned to handle tools from a young age. He has also shown the Power Major at various rallies, and used to take part in a lot of road runs.

“I was a bit more active a few years back, but these days I keep the Fordson just to remind me of the old days,” he said. “I always liked using the tractor but, compared to the old ‘N’, it drives like a tank! There is certainly plenty of power on hand, and I would imagine the tractor would have had no difficulty pulling a large plough. The Fordson can certainly keep up with the other tractors on road runs. It also handles well and is easy to steer; I've also been told that the brakes are better than on the earlier models.”

Charity sponsorship

Fergie has always been keen on sponsoring various charities and, after giving the matter some careful thought, decided to raise a bit of money for cancer research. “Back in 2009, I took a few soundings, and found there was a bit of interest,” he told me. “A few other enthusiasts helped with the planning, and we decided to hold the run during the week between Christmas and the New Year. It was just a local event around the countryside near Dunlop and, to begin with, about 15 tractors took part, and we managed to raise some money for charity.

“Organising this type of event usually involves a fair amount of planning, so a few of us decided to take turns in putting the run together. Alex Spiers, from the nearby village of Lugton, has been handling things the past few years, but



The optional Live Drive was an important addition to the Power Major's spec sheet. This meant the clutch had two positions; the first stopped the tractor's transmission, and the second, the PTO.



he still likes to call the event the 'Friends of Fergie' run, as I was the first one to get the ball rolling, so to speak. The charity we currently favour is Cancer Support UK."

Cancer Support UK is an organisation that's dedicated to providing practical and emotional support to people living with cancer, both during and after the treatment period. It supports people with all kinds of cancer, right across the UK. The Cancer Coach programme is an eight-week structured peer support and resilience course – delivered by phone – for people nearing the end of cancer treatment, or who have finished physical treatment. Developed by a range of experts, the programme offers much needed encouragement

and emotional support, which is fundamental to recovery. Groups are run by people who can empathise and understand what it's like – as they have experienced cancer themselves.

Essential support

The Cancer Kits include a range of practical items for adults and children currently experiencing cancer. They have been designed by people who have had cancer themselves, to provide practical and handy items that people will find genuinely useful during their treatment. The Cancer Kits, Chemo Kits and Kids' Kits, are supplied free of charge, and can be ordered directly from the charity's website.

"Thanks to Alex, the run has come

“The Power Major has certainly given me a lot of fun over the years, and I wouldn't trade it for the world”

on leaps and bounds, and he even organises a wee ceilidh during the evening,” says Fergie. “This has really gone down well with people. There were 32 tractors on a recent run, and we've managed to raise quite a bit of money.”

Although he's not getting any younger, Fergie intends to keep his Major for the foreseeable future. Fordson tractors have given him a lot of happy memories over the years, and 381 UXC has almost become part of the family. “When the time comes, I'll probably be put on the back of the tractor so that it can take me down to the local cemetery,” he laughs. “The Power Major has certainly given me a lot of fun over the years, and I wouldn't trade it for the world.” ■



The Power Major represented a significant upgrade of the Fordson Major, and ensured the model remained one of the most important tractors of the 1950s.



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Ford & Fordson Association Round-Up

Association chairman, Pat Pawsey, pulls together another varied collection of news and views from in and around the ever-enthusiastic FFA

The vaccination programme has started and appears to be going well, giving us all real hope that life will return to normal. I'm very fortunate as I have already had my first inoculation, although when the second one will be offered is anyone's guess. Nevertheless, I'm very grateful to have had the first.

The organisation at the local centre was faultless; it was largely manned by volunteers who were helpful, friendly and doing a splendid job. The day I went, they were one clinician down but, despite that, my 'jab' was only about five minutes late; excellent, and I suffered absolutely no adverse reaction or any other ill effects!

• DVLA (Driver & Vehicle Licensing Agency): Covid has affected the DVLA's operations, just as it has all else. News about discussions on various matters that the FBHVC (Federation of

British Historic Vehicle Clubs) of which we are a member, have been holding with the DVLA, has consequently been delayed. Full reports are available in issues of FBHVC's 'News'.

• Registrations: there are no tractor events but, judging by the number of registration enquiries I receive, a great many of you are busy in your sheds! I started helping members to register their vehicles some eight years ago and, last year, received twice as many enquiries as any previous year. What's more, so far this year, enquiries are continuing at the same level.

Before Covid struck, the DVLA's turn-round time – if everything was in order – could be as little as five working days from the receipt of the application. But things appear to be taking much longer now. There have been reports in the national press of serious staff shortages due to illness, so I'm afraid that we all just

have to be patient.

• NOVA (Notification of Vehicle Arrivals): The FBHVC has highlighted that the requirement to provide one was changed in February, 2020; it concludes that this was probably to 'close some loophole that was being exploited to avoid the payment of VAT'. The new regulation includes any registration for a vehicle... 'purchased in the UK which is unregistered, or has had a break in registration'...

The FBHVC's suspected reason for the change is probably correct, as I've had very few members, who have applied for retained or age-related registrations, contact me asking for advice because their application has been refused for this reason. Perhaps this isn't really surprising, though, as most tractors and Fordson vehicles were produced in the UK, and there's no VAT issue with these.



LOWER NITHSDALE ROAD RUN

Lower Nithsdale Young Farmers Club hosted its first tractor road run on Sunday, November 1st. The event was organised by club chairman, Colin McKinnon and Alana McDougall and, with many months of careful planning coming together, 98 tractors, one loading shovel and a truck covered the 26-mile route.

The event raised over £2,000, a portion of which went to the Young Farmers Club, while the rest was donated to fund an interactive table to assist dementia patients in the Glencairn ward of Midpark Hospital, in Dumfries.

A great – albeit wet – day was had by all, with many classic Ford and modern New Hollands taking part. (This report should have appeared in the last issue but was delayed by my mistake – Pat)

Willie West

RIGHT: Willie West enjoying the tractor run hosted by Lower Nithsdale Young Farmers Club, in his Ford 7610. (Pic: www.amlair.co.uk)



'PLOUGHMASTER 6/2' BEING CREATED

Gerard Schoenmakers has supported the Ford & Fordson Association for many years from his native Netherlands, often visiting us in the UK with his charming wife, Ineke. He's a keen ploughman, organising matches, and a talented engineer. He writes:

Last year was a year to forget with regard to tractors, as we had no events to enjoy and, what's more, I fear that this year is going to be pretty much the same. All shows and ploughing matches until June have been postponed, but let's hope the second half of the year will be better, although I have my doubts.

So, what to do? Well, why not build a tractor that was never available for sale in the UK, or elsewhere in mainland Europe come to that? I picked the Roadless Ploughmaster 6/2, which is



Parts being painted in preparation for the assembly of Gerard's re-created Ploughmaster 6/2.

a two-wheel-drive version of the 6/4 and, as far as I'm aware, there is only one of these machines currently in the UK. The rest of the 23-strong production run were exported to Mexico, where they were employed working at high altitude.

Unfortunately, I can find no information on the internet about this tractor, so I sent an email to John Bownes, owner of Roadless, and some other people too, but still nothing. So, as a last resort, I decided to build the tractor according to the 6/4

specification, but with a two-wheel-drive layout.

The project is coming along well, with the engine – a Ford E590 unit – and the back end taken from a 1964 Super Major, were both ready. All that's left for me to do is to manufacture a flywheel, and undertake a couple of repairs on the sheet metal. Then comes the best part, putting it all together!

I've given her a nice set of 38in back wheels, and paired these with 900x16s at the front. Hopefully, the project will be finished this summer, and my plan is to take her to the Dutch FFA ploughing match assuming, of course, that the authorities allow us to hold it.

LEFT: The Ford 360cu/in that's destined for the 'new' Ploughmaster 6/2. It takes a lot of careful work to get things right.

THE SWINGING SIXTIES

PART TWO

As I write this on a late January afternoon, during Lockdown No. 3, the birds are singing, the snowdrops are out and there's even the odd primrose showing itself in a sheltered place in our lane. The harbinger of Spring says he, hopefully. Maybe Mother Nature knows something that the human race doesn't, since it will carry on normally where some of our brethren don't seem to want to adopt this philosophy!

However, life will go on but, as I write, the dates for shows, festivals, events or fetes that have been planned in the diary for this year seem to be slipping on forwards or being cancelled altogether. Not good news for organisers or participants.

In the first instalment of memories from the 1960s, I wrote about the 6X Pre-Force thousand series tractors, but realise now that I only skimmed the

The full set of pre-cabbed Force Fords; 2000, 3000, 4000 and 5000 tractors.



surface. I deliberately didn't try to get too technical, and talked about our own, practical experiences on the family home farm in Oxfordshire. So, this time I'll move on to the Force 6Y range, which was introduced by Ford in April 1968 as a

seriously improved, world-beating series based on the 2000 through to the 5000 models.

The two smaller tractors had unchanged engines, but the 4000 was tweaked to developed 62hp, while the



Hay-making with a New Holland 276 baler and Farmhand Flat 8 accumulator.



Collecting the bales with Ford DAB loader and grab.

5000 was bored-out to produce 75hp. All the models carried simplified bonnets, new nose cones, revamped grilles and new exhaust silencers. It was a very successful update and it lifted Ford tractors to a new level; these machines were to be best-sellers for many years to come.

Initially, though, the new engines still retained the big canister-type oil filters, which I quite liked; you had to be good at getting the O-ring carefully seated. But this approach was soon ditched, in favour of the spin-on type cartridge which, in practice, made life so much easier.

On our farm, the new Force 4000 tractors replaced the earlier models, and we also traded-out the red ones. Yes, we had four of these at one time and, to be fair, they were a very good and versatile tractor. I spent many hours on them in my younger days, doing jobs like corn-carting, potato-planting, fertiliser-spreading, spraying and lots of trailer work.

However, one of the MF 135s was

retained as it needed to be used as the power unit on our Standen, self-propelled sugar beet harvester. Up until late 1970, we were still fitting the Lambourn weather cabs but, after that time, we were legally-bound to install safety cabs, and any new tractor after that had the Ford Fieco safety cab fitted as standard. Yes, it was a great comfort to operators to feel that they would be saved in the event of an accident but, gosh, they were so noisy! We just didn't fully appreciate the long-term damage to our hearing that was the side-effect of this new working environment.

The deluxe cab option provided some sound-proofing, but rear glass and metal-hinged enclosures seemed to make the problem worse, particularly so when the tractor was labouring hard on PTO work. Full 'air-conditioning' was provided by removing the cab doors, partial by opening the side windows and the rear panels. Ear defenders were worn, but they were poor things compared with today's products. But these safety cabs

came at a cost, with a Force 4000 rising in price from a base price of £1,066 in June 1968, to £1,450 in September 1970.

Our very first 5000 arrived in January 1975, and this was the start of the trend towards more powerful tractors arriving on farms. That model cost us £3,350, including all the extras. One forgets how prices were rising so rapidly during these years and, as an example, the 4000 doubled in price from £1,668 in June 1971, to £3,332 in July 1975.

Farmers' pleas for more horsepower was answered by Ford with the arrival of the 7000 model in December, 1971. It was launched at the Smithfield Show, and was basically a beefed-up 5000 with a turbocharged engine that produced 94hp. The tractor was fitted with Load Monitor, which was an enhanced, hydraulic draft control system, an assistor ram, deluxe cab and power steering all as standard, and cost £2,748.

The new model certainly looked impressive with its tall air cleaner and unique exhaust silencer. The 7000

Delivering supplies in the field with the Curlight 30cwt forklift.



became very successful, and has now attained iconic status, being very popular and highly-prized with Ford tractor enthusiasts and collectors today.

Anyway, back to our farm. I've included some photographs here of our Force tractors. They were used in many different roles, and I've picked out a few that I hope will be of interest. There's a pretty picture of the whole pre-cabbed Force range and one of haymaking using a NH 276 baler and Farmhand accumulator, which was fine when it worked properly. Also, there are images of a Ford DAB loader plus a Flat 8 grab, drilling spring barley with a MF29 drill and an interesting, front-mounted Curlight Industries 30cwt forklift attachment fitted to a standard 4000 – obviously with power steering and oversized front wheels. You had to make sure you kept the oil reservoir topped-up, but it was a radical development to material handling in the early '70s; brilliant for 30-cwt fertiliser pallets, seeds and potatoes. We kept it for many years, even after the first JCB telescopic arrived.

Nostalgia and memories are big business these days, and it got me thinking when I came across a television programme called *Bangers and Cash*, which I found on the Yesterday Channel. It's quite entertaining and focuses on a family of auctioneers in



A Ford 4000 with a Massey Ferguson No. 29 combine drill sowing spring barley.

Yorkshire that holds regular auctions selling cars, some tractors and lorries, memorabilia etc. It makes you wonder why I sold my old Ford Escort or my Ford Ford 7600E + Schindler 4WD when it was time to move them on? Why didn't I keep them? For most of us, it's a case of needing to trade the old one in to afford the replacement or, put very simply, you needed the money. It's called

reality! The other problem is shed storage space.

That's all for now and, as I usually say, keep well, look after yourselves, your loved ones and each other, and use your common sense, KBO! If any of you want to get in touch, my email address is: andrew@chilverton.co.uk.

Andrew Green, FFA rep, Devon

WELCOME IAN!

Greetings from Canada, where I'm enjoying a balmy -23°C! In renewing my Ford & Fordson Association 2021 subscription recently, I was approached by membership secretary, Keith Broomhall, to see if I'd be interested in representing the club here in Canada. Well, it didn't take me much more than a moment to decide to give it a go, so here's a little bit about me, by way of an introduction.

My wife, Linda, and I live on a 310-acre grain and hay farm in Westlock County, which is an hour or so north-west of Edmonton. Our machinery is predominantly Ford New Holland, with a token amount of that other brand that's painted green! I've always had an affinity for the Ford brand, right from my early days spent growing up in Ireland, together with an appreciation for the quality of engineering, handling characteristics and overall ownership satisfaction that the blue machines always offer.

Currently, I own five Ford and Fordson tractors: a 1947 E27N gasoline (unrestored), a 1953 Ford

NAA Jubilee, a 1961 Fordson Super Major, a 1975 Ford 8600 and a 1986 Ford 4610 FWD Low profile, c/w Ford 776 FEL. In 2011, I bought a New Holland TM130 equipped with an Alo Q980 FEL, primarily to replace the Ford 8600 which, at the time, had in excess of 10,000 hours on it, and required a major engine overhaul. But more about this in a future article.

As for my Ford story, I'll begin with my newest classic, the 4610. Quite simply, this is by far my favourite Ford tractor. It was bought new in 1986, replacing a Case/David Brown 1490, which qualifies as my worst purchase of all time! At the time, we operated a 140-sow, farrow to finish, irrigation farm near Lethbridge, in Southern Alberta (about an hour north of the US border). The 4610 came equipped with a Ford 776F-QA (Quick Attach) front loader, and was the sole tractor for that first year, with its eight-speed, column-shift synchro transmission.

It was used for all aspects of the operation apart from field cultivation, which was handled by a rental unit, initially. Its most arduous task



Ian West, the Ford & Fordson Association's new representative in Canada.

was pulling a 2,100-gallon vacuum tanker, and its only deficiencies were a light swinging drawbar (rectified by fitting a support off the upper top-link bracket), and the overall braking capacity when pulling 10 tons. Road travel was minimal for such loading, so overall safety wasn't compromised unduly.

Our pig operation was sold in

“At present, I’m a member and secretary of our local Westlock Vintage Tractor & Machinery Club; an organisation that’s entering its 30th year”

1997 and, after a short hiatus, we purchased the present farm in November 1998, and our first crop was planted the following spring. The 4610 is still a key component in the operation, mainly during hay season, when it’s the favoured power source for a New Holland 499 Mower conditioner. This is a 12-foot, double-sickle bar unit, that was purchased in preference to a disc mower, which would have needed much more power and, if needed, can be run with the 8600.

Previously, the 4610 and loader was used to stack round bales but, since the purchase of the TM New Holland, it’s become the tractor of choice for double-decking on transport lorries with the 5x6 round bales weighing 13 to 18cwt. The 4610 has been literally

trouble-free, with the exception of a head gasket leak during the first year of ownership (sorted under warranty) and a failed output steering shaft that happened in November. This shaft proved to be difficult to get as it was no longer available through the New Holland dealership network. Fortunately, it was sourced through an Irish recycler.

My late father had a saying...‘If it’s worth having, it’s worth looking after’ and that’s a philosophy I believe in as it particularly relates to regular maintenance. So I believe that the 4610, with upwards of 4,400 hours now on the clock, has performed pretty well for us, and I’ve included a couple of photographs of the tractor equipped with a John Deere 8ft rear blade, which was the method of

snow removal up until recently, when the TM New Holland’s heated cab and a 8ft loader bucket became the preferred option during winter which can see temperatures plummeting as low as -40°C!

At present, I’m a member and secretary of our local Westlock Vintage Tractor & Machinery Club; an organisation that’s entering its 30th year. The club boasts 55 members, and is affiliated with the Canadian Tractor Museum; a world-class facility founded in 2002 – you can find out more about it on both YouTube and Facebook. However, as with any organisation currently, our meetings and activities are at a standstill due to Covid. But I anticipate being able to feature the interesting Ford and Fordson exhibits from the museum at a later date, together with other provincial shows and my remaining Ford products. In the meantime, keep appreciating all those marvellous blue Fords, and stay safe!

Ian West, FFA rep, Canada

BELOW: Ian’s trusty Ford 4610 that’s still in use, here on snow-clearance duties.



SAD NEWS

It's with sadness that we report the death of Gianfranco Bisson, the FFA's long-time Italian representative; our sympathies are extended to his wife and family.

Peter Godwin, the FFA's former chairman, who knew Gianfranco well, pays tribute to the man, and their friendship.

I first met Gianfranco Bisson at the Belvoir Castle Ford & Fordson gathering with his son, Francesco. We quickly formed a friendship, his enthusiasm for all things Ford-related became obvious. He later invited Rob Rushen Smith and me to Italy, where we spent a fascinating weekend as his guests, and he showed us his amazing collection of Ford and Fordson tractors and cars (over the years, Gianfranco imported many secondhand Ford tractors from Ernest Doe in England). It became apparent that he had a considerable Ford car and tractor franchise in northern Italy.

The Bisson family's association with Ford went back to the 1920s; Gianfranco took over the business at the age of 24, following his father's untimely death, and became



The four-cylinder Dexta; a unique model to Italy, and fitted with a 4D E1A engine.

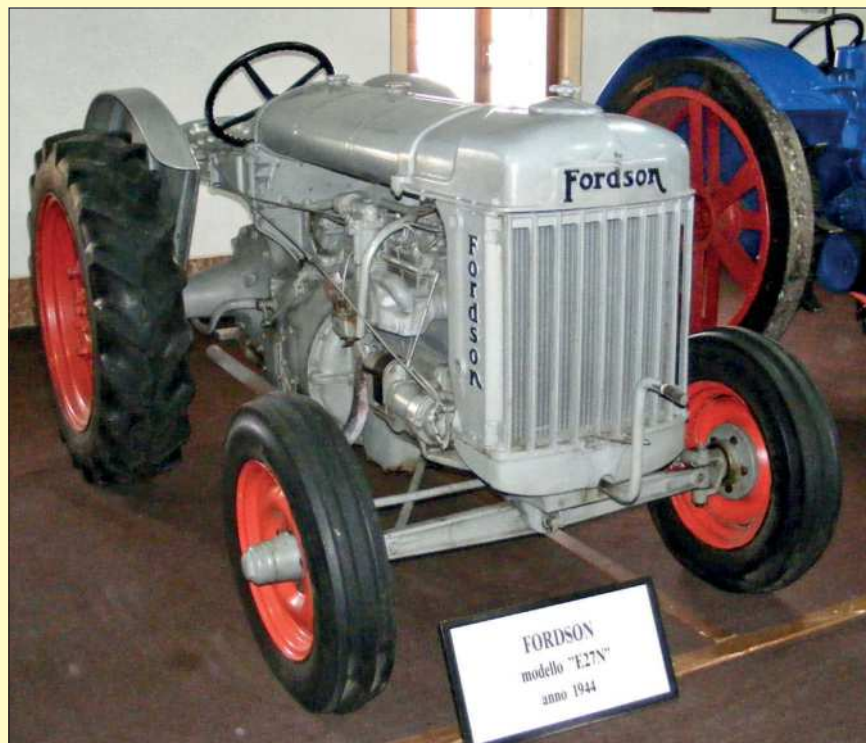
the youngest main agent for Ford in Italy. There then began a most successful and fruitful partnership between Bisson Auto and the Ford Motor Company. He was the biggest Ford tractor dealer in Italy but, with the demise of Ford tractor operations,

the company expanded its car franchises, and is today one of the largest Ford car dealers in Italy.

Gianfranco was a wonderfully cultured gentleman, with a great appreciation for Italian opera, particularly Puccini, who lived in his area. He leaves behind his wife and three sons, all of whom are deeply committed to the Bisson auto business. As the Ford & Fordson Association's representative, he followed the club with great interest, and I'm delighted to learn that his son, Francesco, will continue to represent the club in Italy.

His collection of Ford tractors included many rare examples, such as a Russian-built Standard Fordson, and a Fordson Dexta four-cylinder, of which there are known to be fewer than 50; they were built exclusively in Italy. His wonderful tractors make up one of the finest restored collections it has ever been my pleasure to see.

“The Bisson family's association with Ford went back to the 1920s; Gianfranco took over the business at the age of 24”



A Russian-built Fordson dating from 1944; another fascinating rarity from the late Gianfranco Bisson's wonderful tractor collection.



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FABULOUS FORD!



It's hard to believe it now, but this Ford 3000 was recovered as a derelict wreck from Glenelg, on the West Coast of Scotland.

Every once in a while, you have the pleasure of encountering a genuinely superb, restored tractor, as the late Alan Barnes did with Tom Mew's Ford 3000

One of Tom Mew's fine tractors that I particularly enjoyed seeing was his superbly-restored Ford 3000. This tractor is by no means a recent example of Tom's skilled handywork, as the project was completed in 2008 but, with the benefit of it being kept under cover, the Ford is still in immaculate condition.

This Ford is just one of over 30 tractors that Tom has restored over the years, and which are kept in sheds on his farm near Burnmouth, in the Scottish Borders. Perched high on the hills overlooking the North Sea, it's just as well that his tractors are kept under cover as the winds during the frequent

winter gales can "take your skin off", and probably strip the paint from a tractor!

Weather gamble

Not wishing to risk either skin or paintwork, I've always done my best to ensure that my visits to Tom are arranged when there's at least the possibility of some fine weather, although forecasts don't seem to carry much weight around those parts; predicted fine days can

sometimes turn rather nasty.

The farm has several, large sheds that have been purpose-built to provide space for Tom's tractor collection, a well-equipped workshop and the room to house a fascinating collection of other machinery that Tom's gathered together over the years. These include some interesting examples of stationary engines made by Lister, Wolsley and Petter, plus a number of boat and marine engines, and a superb Lister

“Tom is no stranger to pylons, as he spent 40 years with Balfour Beatty as a civil engineer, constructing power lines all over the world”

winch that was used to erect electricity pylons. In fact, Tom is no stranger to pylons, as he spent 40 years with Balfour Beatty as a civil engineer, constructing power lines all over the world. Even the tractor sheds are built from pylon parts!

Tom's father was a marine engineer with Thornycroft, in Southampton, and he followed in his father's footsteps to train as an engineer. He has combined a life of engineering and farming, as his late wife was a farmer's daughter, and Tom still lives on the family farm at Burnmouth. He retired in 1992, but his enthusiasm for engineering remains and, while he may not be putting up pylons and power lines across the world any more, he spends his time returning classic tractors to their original condition. In fact, if the truth be known, some of the tractors are even better than when they were brand new.

Plenty of work

But, as well as restoring his own tractors, he's also worked on countless others for friends, neighbours and many others who want their machines to benefit from Tom's undoubted expertise. This work can range from fairly straightforward mechanical repairs, to full-blown, ground-up restorations. Whatever the project, though, his primary aim is always to retain as much of the original tractor as he possibly can. Parts are only ever replaced when the originals are too far



Tom Mew's Ford 3000 is a stunning example of tractor restoration at its very best.

gone to be re-used.

When I visited the farm, his workload included the full restoration of a grey Fergie for a customer, the similarly detailed renovation of a David Brown 25D that had been acquired for his own collection, and helping a friend – Robert Chisholm – complete the work on his Nuffield 342.

Robert runs his own bodyshop business at Eyemouth, which is a few miles up the coast to the north and, as well as having tractors of his own, he also assists Tom with any spray painting that may be needed. As Tom told me: "When it comes to the paintwork, I'll do all of the preparation work, the priming and undercoating and brush-paint the chassis and smaller parts. The larger metalwork, such as the bonnet panels, wings and front cowls, are usually painted by Rob, who can certainly produce a top-class finish."

Tom's collection is quite an eclectic mix of models, including Nuffield, David Brown, Fordson, Caterpillar, Ford and Ferguson machines all tucked away in the sheds. His particular favourite is a 1942 Fordson Standard N, which is a wartime model with narrow wings and finished in the dark green livery of that particular period. He's always on the lookout for tractors to add to the collection, but he refuses to pay the 'silly prices' that are often asked for some machines. He is still searching for what he terms his 'Holy Grail'; a Field Marshall, which he hopes to find one day.

Sourcing spare parts

As far as spare parts are concerned, Tom considers that it's a lot easier to find parts today than it was several years ago, when tracking down a particular part could take some time. "While I leave



Although a great deal of the original tractor has been saved, some parts – including the wings – had to be replaced. New tyres were fitted, too.



Having been exposed to salt air during its working days, the engine was completely stripped down, cleaned and rebuilt. Most of the parts were re-used, although new pistons and liners were required.

my grandson to surf the net and find some parts that I need, I rely on the 'Tractor Grapevine', and firms such as Southern Counties, which have good stocks. Occasionally, friends just leave parts – sometimes even complete engines – in my yard, just in case they prove to be useful and, in most cases, they do and so get added to the parts in my storage racks."

I asked Tom how he approached a new restoration project? "Usually, it'll involve a complete strip down of each machine," he explained, "but, once a tractor has been recovered and brought back to the farm, the first job is carry out an assessment of its condition, and make a list of the replacement parts that are going to be needed. Next the whole tractor gets thoroughly pressure-washed out in the yard, to remove all the muck and dirt. This gives me a decent starting point, then it's just a case of taking everything apart, assessing the condition and then sorting everything

into those parts that can be cleaned, repaired and re-used, and those that are past all hope, and have to be replaced. More often than not, I'll have suitable spares in stock but, if I don't, then the search for suitable replacements will begin."

High standards

The standard of Tom's restoration work is extremely high, and there are several tractors in the collection that are arguably in better condition than they were when sitting, brand new, in the salesman's showroom. The Ford

3000 is an M-registered tractor that Tom acquired in August 2007. As he explained: "A friend of mine came across the tractor during a visit to the west coast of Scotland. Its owner had worked a small croft near the small village of Glenelg, and he'd bought the tractor new from the main Ford dealer in Inverness.

"The story goes that the machine was used more on the road, travelling to and from the local shop, than it was working in the small fields of the croft. When the owner later died, the tractor was just left outside in one of the fields, where it remained for about eight years. Unused and unloved, it stood in that exposed spot, facing the worst of the Scottish weather and blasted by the salty sea air.

"Fortunately, the Ford remained largely intact; often parts get removed from 'abandoned' tractors, but this one was still in one piece and, although looking rather the worse for wear, we considered that it did have restoration potential. Arrangements were made to recover the tractor, and it was brought back to the farm on a trailer.

"A power-wash removed the surface dirt but, with the tractor having been exposed to salty air for so many years, it was obvious that it would have to be completely stripped down and thoroughly cleaned to remove all traces of salt. The engine was the original and looked to be sound and, despite the years of neglect and once everything had been stripped down and cleaned, I only had to replace the pistons and fit new liners."

“there are several tractors in the collection that are arguably in better condition than they were when sitting, brand new, in the salesman's showroom”



Tom prepared and painted all the chassis and most of the other parts, apart from the panels, which were all sprayed by Robert Chisholm.

Damaged panels

"The bonnet had obviously received a few blows during its working days and was badly dented, but this damage was repaired without too much difficulty. However, the nose cone and wings had become badly rusted and, as there really was no sound metal to work with, replacement parts had to be found and fitted. I also needed to fit a new seat."

One of Tom's sheds houses the sandblasting equipment, which is powered by its own generator; the fine-grain sand quickly takes the parts back to bare metal. Once the old paint is removed, each item can be closely inspected to ensure that there's no hidden damage. The equipment has to be used with some care, as Tom explained: "Great care must be taken when using sandblasting gear to clean thin sheet metal – particularly aluminium – which is very easily damaged. Over-zealous use of the

“Great care must be taken when using sandblasting gear to clean thin sheet metal – particularly aluminium – which is very easily damaged”

sandblaster could result in a lacework panel, rather than a clean sheet of metal!"

Some problems were found with the hydraulics, as rainwater had got in but, once everything was cleaned, new O-rings had been fitted and the pump replaced, everything worked very well. Once the work on the engine had been completed, the unit ran very sweetly. Tom also replaced all the electrics, fitting a new wiring loom, replacing the dynamo and fitting new headlights.

He undertook the painting himself, with coats of primer and undercoat being applied to everything apart from the tinwork. Robert spray-painted all the panels and, once again, did

an excellent job. With the painting completed, the finishing touch was the addition of the badges, insignia and transfers which, these days, aren't too hard to find, and can be obtained from several suppliers.

The Ford 3000 was completed in May 2008, just in time for its rally debut at the vintage show held each year at Springwood Park, in Kelso. This is just one of the events on Tom's rally calendar, and he always tries to take a different tractor to each of the shows that he regularly attends. "To be honest, I often end up choosing one from the front of the shed, as picking one from the back does involve rather a lot of 'shunting'!" ■

Tom Mew on the Ford 3000 at the Chain Bridge Honey Farm, shortly after the restoration was completed.



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SPECIALIST ATTENTION

Chris Graham profiles independent tractor sales specialist Bartlett's of Winchester, and the company's Fordson enthusiast proprietor, Ross Bartlett



Ross Bartlett is a Fordson tractor enthusiast, and has a number in his own collection. (Pic: RM Agriphotos)

If you're in the market for a new addition to your tractor collection, what are your options? Well, you can always start by scouring the small ads in magazines like this one, or you can spend time searching online. But both of these options generally involve buying from the previous owner who, being keen to seal the deal, might be tempted to provide – how shall I put it? – a less than fulsome account of the tractor's history and condition.

Alternatively, you could decide to source your next machine from a specialist sale. There are certainly a number of well-established auction houses that specialise in the sale of old agricultural equipment, but some would-be buyers – especially inexperienced novices – can find the prospect of buying at auction a nerve-racking and even intimidating process.

Independent choice

The third option is to buy from an independent, specialist dealer. Working with a professional sales company can be confidence-inspiring, especially if you're able to strike up a rapport with the staff, and it becomes apparent that they share your

passion for old tractors. In addition, buying from a professional dealer can also provide meaningful come-back, should things turn sour with the purchase, which is another reassuring safety net; an aspect that can be sadly lacking with other purchase options.

However, a quick search on the internet will reveal a cupboard that's relatively bare in terms of specialist sellers. Granted, there are plenty of sales operations that combine interests in new and old tractors, agricultural implements and spare parts, but not many seem to specialise solely in interesting, older tractors exclusively.

So, I was particularly interested to stumble across a company called Bartlett's of Winchester recently, which, apart from being dedicated to vintage tractors, has a special interest on Fordsons. Keen to find out more about the company and what it does, I got touch with proprietor, Ross Bartlett, who began with a bit of

background. "I got into this business in a bit of a roundabout way," he explained. "I've always been mad about tractors, and used to help on farms when I was a boy. Then, after leaving school, I worked as a contractor for a year before becoming a stone mason. A spell at Land Rover came next, followed by a move to a sales job at Anglo Agriparts, where I stayed for seven years. Then, in August 2019, I decided to take the plunge, start my own business and Bartlett's of Winchester was born."

Spanner in the works

The new company had only been trading for four or five months before the Covid-19 emergency arrived, which must have thrown a spanner in the works. But, since then, Ross has made the best of things, as he told me. "I work on my own so, in that respect, the lockdowns haven't caused enormous complications for me. What's

“If needs be, they get a £500 magneto overhaul, not a £100 one that includes an unreliable, Chinese condenser!”

more, people still seem to have money to spend on old tractors, and I've actually been quite busy.

"I've been working hard for the past few years, building my reputation in the vintage tractor world. Social media has played a big part in that, and I've been running the Fordson and Ford Tractors group on Facebook since it started in 2018; it now has nearly 12,000 members. Tractors have been in my life for as long as I can remember, and I bought my first when I was about 10. Then, when I got older, I started buying and selling a few 'on the side' and, as I got more into doing that, more and more people began asking me to source tractors for them, and that demand is what prompted the idea for the business.

"Unlike many other dealers, I try not to maintain a massive stock – I can't see the point in having loads of money tied-up in unsold tractors. So, my approach is only to buy machines that I know I'm going to be able to sell quite easily. I rent my business premises on a local farm here in Hampshire, and run a large workshop at home where I carry out any servicing, maintenance or repairs that may be needed on the stock, before it goes on sale."

While Ross has an interest in many makes of tractor, it's the early Fordsons that he knows best. "Models like the Standard Fordson are my bread and butter; I sell other makes, of course, but it's the Fordsons that I know inside-out. As a general rule, I try not to sell anything much newer than 1960; I stick to the TVO machines because they are what I really enjoy, and the market for them is strong. But I have to be practical, too, so I also appreciate the healthy demand that exists for TE20s, Dextas, E27Ns and MF35s. I never rule those out."

It was clear from chatting with Ross that he takes great pride in the quality of the tractors he brings to market. "I'm always very careful about what I buy," he told me, "and put a lot of effort into sourcing the best machines I can find. I make a point of not getting landed with problem machines; I want to have complete confidence in the tractors I buy, so that I can feel totally happy about selling them on to my customers."

Purchasing preference

"This is one of the reasons why I don't ever buy stock from auctions, and prefer to source my tractors from colleagues in the trade, or private owners. So many tractors are pushed through sales simply because there's something wrong with them; why would I want to saddle myself with trouble like that? I like to know the person I'm buying from – having that personal connection gives me much more confidence about the machine I'm buying.

"I'm happy to pay a bit more for a

good, genuine tractor that I can sell-on with a clear conscience," he explained. "Consequently, my tractors certainly aren't the cheapest around, but my customers know that, and I think they appreciate the value they're getting. I put a lot of effort into the pre-sale preparation. Every tractor I buy goes through my workshop and gets what it needs to ensure it'll be usable and reliable for its new owner. If needs be, they get a £500 magneto overhaul, not a £100 one that includes an unreliable, Chinese condenser! If a Standard needs its manifold rebuilt and modified, then I'll do that myself. Likewise, the fuel system will be properly flushed and tested, tyres are checked and/or replaced, the brakes assessed and adjusted, oils are changed, new clutches fitted if needed (most do!) and big end and/or valve adjustments will be made with care, as necessary. I like to make sure that everything's right before a tractor is sold."

Ross has worked hard to establish a network of reliable suppliers and owners to buy stock from, and his reputation is such now that people have started approaching him with tractors they feel he might like to buy. "But it's not always runners that I sell. Every now and then I will buy an out-and-out project, as I know there's a demand for these, too. Such machines are sold 'as is', so I don't need to do any pre-sale work on them."

Bartlett's of Winchester also offers a tractor location service, although Ross admits that this isn't a big part of the current

GET IN TOUCH

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business. "If a customer specifically wants me to find them an E27N, for example, then I'll happily keep an eye out, but people have to be patient as it's rarely a speedy process. There's also a parts side to the business, and I've put a lot of effort into building a decent array of spares, primarily for the Standard Fordson."

I mentioned at the beginning that specialist, old tractor dealers seem few and far between, and Ross agrees. "As far as I know, I'm one of the few dealers specialising in older tractors. I make it my business to find and sell the early, interesting models that other specialists tend to shy away from. I'm not entirely sure why that is, but my theory is that most aren't prepared to get involved with the time and money that's regularly necessary to bring these older machines up to good, saleable condition."

What is for sure, however, is that it's good news for Fordson enthusiasts that companies like Bartlett's of Winchester exist and, what's more, appear to be thriving despite the uncertain economic conditions. Long may that continue! ■



Bartlett's of Winchester prides itself on the pre-sale preparation of the tractors it sells. Ross spends time and money in each case, ensuring the machines always leave for their new homes in reliable working order.

SALES CORNER

Our resident auction and sales guru, Peter Love, reports on the most interesting forthcoming auctions, and his pick of the Ford- and Fordson-related vehicles sold recently

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

SYSTON SALE ANNOUNCED

Cheffins has been entrusted with the Syston online dispersal sale in Leicestershire, due to take place on March 16th-23rd. Viewing will be by appointment only, and there are some stunning tractors, commercial vehicles, 4x4s, plant and implements to be sold in this excellent sale.

Some of the highlights include: a Muir-Hill 111, a Fordson E27N P6 (in lovely condition), a Standard N, an E1A Power Major, a Super Major 6D and a Fordson Dexta.

There's a raft of plant, trailers and, if you're a classic and vintage commercial vehicle fan, then you'll be interested in the host of good, classic commercials dating from the 1940s to the 1980s, just ready to be driven away! For more details, visit: cheffins.co.uk

RIGHT: This lovely Fordson E27N Perkins P6 conversion is a gem of a tractor.



Wow! What a monster, six-cylinder conversion from working times; it certainly has a bit more power thanks to the 359 engine.



This E27N Perkins L4 is another of the fine tractors being sold at the Cheffins sale towards the end of March.

HJ PUGH SEASON KICKS OFF IN MARCH

Despite Tractor World and the proposed Spares Day having been kicked into touch, HJ Pugh is going ahead with its Tractor World Sale on March 20th. The event will be held at its superb, Hazle Meadows HQ in Ledbury, Herefordshire, and is likely to be an online and – hopefully – visitation by appointment, sale.

We gather that the sale will feature all of what the Tractor World sale normally offers, so lots will include tractors, steam engines, stationary engines, commercial vehicles, parts, implements, literature and so much more!

There are over 70 tractors entered already – including a number of Ford and Fordsons – and more are being registered all the time. If you wish to enter a tractor or item in the sale, give Pughs a call on: 07836 380730. For the latest sale news, visit: hjpuh.com

BILL DAVIDSON MODEL SALE

PART TWO



This Britains 1:32 Roadless Super Major scratch-built conversion sold for £26.



This ERTL 1:16 Ford 8000 'V' front, in good order, found a new home for £36.

Bill Davidson's professional career involved him being a lecturer in agricultural machinery at the West of Scotland College between 1960 and 1995, following the degree he gained in engineering.

However, he was also a big agricultural model collector, a great fan of Fords and much respected not only for his mechanical knowledge, but as a gentleman and one of the real stalwarts of the vintage tractor world.

As a member of the Institute of Agricultural Engineers, Bill was advisor



This ERTL 1:16 Fordson F sold for only £10.

to the National Museum of Rural Life, in Kitchside, East Kilbride. He also played a huge part in the activities of the Ayrshire Vintage Tractor & Machinery Club (AVTMC), and was very influential right from the organisation's beginnings, back in 1982.

He actually attended the club's AGM on March 2nd last year, before his sad death the following month. With the AVTMC, Bill served on the committee, became president and, later, remained secretary for many years. He was also the club's auditor, right to the end. He was one of the leading lights, and a mentor who inspired the club to go forward as it has so well.

A keen model enthusiast, Bill had a wonderful collection of his own, which was second to none. He used to travel to model events all over the UK and Europe, and his subject knowledge was phenomenal. The sale of his collection began last year,



A much more modern Ford 5600 from Britains, sold for £40.

with the online dispersal event held by Pentland Auctions Ltd of Kirriemuir, Angus. It was called the 'Bill Davidson Model Collection Sale', and finished on December 7th, 2020. However, there's a Part 2 that's scheduled to run between March 22nd and midday on the 29th.

This sale consists mainly of die-cast



This Britains 1:32 Ford 5000 original made £44.



Another ERTL, this time a 1:16 Ford 8600 standard in American specification, sold for £70.



Everyone wanted this one! The UH Ernest Doe Demonstrator Diorama Platform Set sold for £195.



LEFT: Going back in time, the Britains Farm Models 1:32 E27N raised £110.

models, and will include mainly rare and sought-after lots from ERTL, Corgi, Dinky, Matchbox, Lledo, Crescent, Chad Valley and other quality scratch-built

models. If the first sale was anything to go by, this one promises to be a great event, with 75+ pages of models to go for! Viewing is by appointment only,

and all sold items are to be paid for on the day, without exception. Some of the highlights from the first sale are illustrated here.

BIGGEST SALE OF THE YEAR?

Saturday, April 24th will see Cheffins hold what's normally the UK's biggest vintage collective of the year. There are expected to be over 2,000 entries, including veteran, vintage and classic tractors, parts, literature and ephemera, stationary engines, models, full and small-size steam engines and commercial vehicles; you name it, it'll be under the hammer at this sale.

Entries already include a host of Ford and Fordson machines, plus a good selection of Roadless and County models including a low-hours, ex-airport, County 1174 in original-style livery. For more details, visit: cheffins.co.uk

RIGHT: This Fordson Standard N water-washer looks straight, and should make a great restoration project.



This Fordson E27N four-wheel-drive conversion looks a treat!



LEFT: This ex-airport, fully-restored County 1174 looks superb, and could be yours on April 24th, from the Cheffins sale.

COUNTY TOPS AT EURO AUCTIONS



One of the highlights of the sale was this good-condition County 1174 four-wheel-drive, fitted with a blade and winch. It made £16,500.

There was a variety of Ford tractors on offer among the 60 or so machines sold at the first Euro Auctions sale of the year, held on January 27th in Leeds.

I noted that some of the Ford tractors entered looked to have been heavily-used examples, so were perhaps best regarded as restoration projects. However, there was no doubt about which tractor got the most attention at the sale; it was the County 1174 carrying a front blade and winch.

This machine was in good condition and took no time to sell for £16,500. There was also a very tidy Ford 7810 that really looked the part, and sold for £15,000. In similar condition was a 7740 from 1994 which also caught the eye and sold for £12,000.

After these three, though, prices started to fall away. A grubby but apparently startable, 1983 Ford



The cab on this Ford 6610 four-wheel-drive obviously needs a lot of work but, on the plus side, it was fitted with a front loader and bale grab, and sold for only £6,000.

TW-20, sold for £7,000, while a solid-looking, Ford 6610 (with front loader, bale grab and remnants of a cab) fetched £6,000. There followed a decent, working-order, 1981 Ford 7710 with faded paint that sold for £5,500, and a Ford 5000 in need of fresh paint that made £4,500.

Finally, a Fordson Major with plenty of potential went for £2,000, while a rough-looking, restoration-project Super Dexta made £1,500.



ABOVE: This 1981 Ford 7710 sold for a cheap-enough £5,500, and looked to be pretty original.



LEFT: Covered in a layer of dust, indicating that it might not have moved for some time, this 1983 Ford TW-20 could apparently be started, but not driven. It changed hands for £7,000.

ENTRIES WANTED!

Euro Auctions is inviting consignors to a one-day collector's sale at Castle Irvine, County Fermanagh, Northern Ireland on Saturday, April 3rd.

This eagerly-awaited sale will focus on classic, veteran and vintage tractors, construction and other agricultural machinery, as well as classic and vintage commercials and cars.

The auction will be held hopefully 'live' and online, at the stunning Castle Irvine, County Fermanagh. In addition, potential bidding is expected from 115 countries via Euro Auction's extensive network of customers, so it's sure to be a truly international event.

The company is hoping to build on its Easter 2017 sale when it sold a private collection of over 100 tractors, creating many record prices in the process.

The venue and backdrop for this sale, the beautiful medieval Castle Irvine, was built in the 17th century by Gerard Lowther, as part of the plantation of Ulster. To consign your vehicle, call +44 (0) 2882 898262. Or just send an email to: info@euroauctions.com



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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

FORD FW30



1981, £2,500. Ford FW-30. 9,000 hours (approx.), linkage, super singles, brakes good, just serviced, ready for work. Please call 07831 401089, Cambridgeshire

FORDSON MAJOR



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

104033

FORDSON MAJOR



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

104048

FORDSON MAJOR DIESEL



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

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.

103878

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

SALE *Highlight* RARE 1947 NEW HOLLAND 76 BALER



To find an advanced New Holland baler press of this kind and original condition that was imported just after World War Two is very hard to find. Well here is one that has come up for sale in north Somerset.

It was designed by Ed Nolt for New Holland at Intercourse (crossroads), Pennsylvania and the key to his success was that he held the bale under compression using a telescope con-rod that had an automatic latch with this it made the plunger stop were the chamber was full that then missed a stroke while the bale was automatically tied this was unique compared to any other balers of the time.

The baler was better balanced than the Case example that had its pickup at the front end by the drawbar and gave you a rupture if you tried to lift it and needed a three-furrow Case LA to pull it where as a smaller tractor could pull the New Holland far easier. The 73 came along in 1940, in fact the company went on to make 20,000 to that original design. Another fact not realized Nolt used a thicker twine that kept the bail together far better than other manufacturers of the time.

It went on to be imported to the UK after WW2 and sold by companies like TH White, AJ Ward, AT Oliver of Bedfordshire and others.

This example has been so well looked after over the years and was one of the first to come to the UK and is fitted with the redoubtable VE4 (V-4) Wisconsin air-cooled engine, petrol with TVO kit. These came to the farm in crates and were assembled on site and is a one owner machine.

It was restored about 20 years ago, back then was fitted with all new belts and canvases, was last used about 10 years ago and has been barn stored since and features excellent tyres never used. The assembly manual, the parts manual, and the operating manual are all with it as well as the sales literature.

PRICE £5,000 ONO
TEL: 07775 366305
LOCATED: SOMERSET.



FORDSON POWER MAJOR



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

FORDSON POWER MAJOR



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

103365

FORDSON SUPER DEXTA



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

103658

FORDSON SUPER 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.vintage tractorelectrics.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

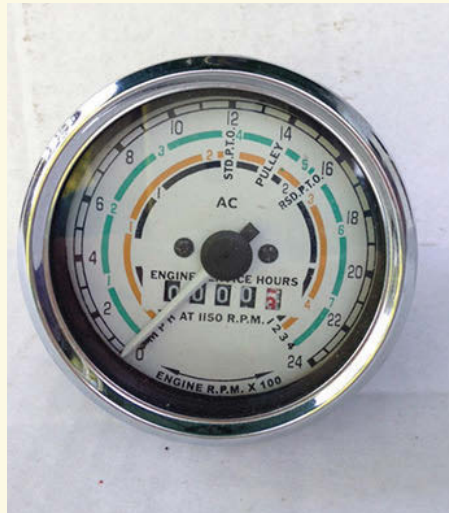
FORDSON



£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 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 100 SPOOL VALVE



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

103617

FORD DRAWBAR



£114. USED. Fits 5/7000, 56/66/7600, 67/7700, when fitted with auto hitch. c/w pin & clip. Good condition. No welds or cracks. £114 including VAT. Please call 01889 500303 or 07850 525693 (Staffs).

FORD WHEELS AND TYRES



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

103907

FORD 4000



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

103912

FORD 3000 STEERING WHEEL



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

103664

FORD 400 CAB FRAME



£150. including cross bars, windscreen, front lower panels with glass, side windows, mudguards. No doors, back windows or roof. Please call 07739 518980, West Midlands.

105691

FORD FERGUSON 2N



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

101968

FORDSON SUPER DEXTA HYDRAULIC TOP COVER



£270. Cross shaft & bushes good. Buyer to collect. Please call 01889 500303 Staffs (T).

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

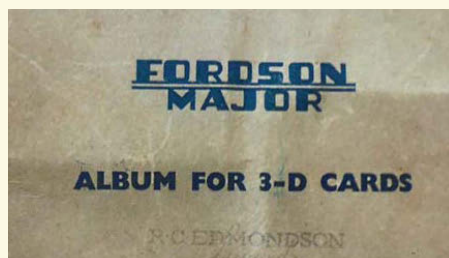
FORDSON SINGLE CLUTCH PP



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 MAIOR



£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

FORDSON MAJOR TIN WORK



£200. Pair of early major wing tops. With rib round top. Nose cone. Small repair required. Diesel tank plus foot plates. Please call 07930809565, South East.

FINISHING TOPPER



£750. Finishing topper, Dane lander, 8ft cut Finishing topper, Good condition. Please call 07930809565, South East.

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.

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.

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.

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

FORD COUNTY 1254 1454

Wanted. spares or repairs, any condition considered. **Cash Waiting. Please call 07774 041235. Inverness**

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

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

FUEL TAP

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

103424

PRODUCTS AND SERVICES FOR SALE

DAVE ALLEN TRANSPORT



£POA. Ring for details. Collection or delivery to and from shows and sales tractors, agricultural machinery, plant, commercial and military vehicles, etc. Winch for non-runners. Large or small equipment moved. Short notice, evenings and weekends are not a problem. Fully insured. www.daveallentransport.co.uk (T). Dorset. 01308 868741 or 07798 845112 (HP)

TRANSPORT AVAILABLE

£POA. Based in south east England and 40 years in the business and a vintage tractor owner myself. Please call 07836 575198.

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FORD 6810 An enthusiastic owner's tale



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