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Phil Moston at the controls of a Fordson New Major; he owns several E1A variants, and is enthusiastically positive about them all.



Welcome!

'Range anxiety' used to be an unpleasant phenomenon confined to those attempting long trips in electric cars. Their vehicles' limited range, coupled with the UK's poor and unreliable charging infrastructure, typically meant those on long, time-sensitive journeys suffered from an ever-present uncertainty about whether

they'd make it.

By contrast, for fossil fuel-powered car drivers, refuelling has always been quick, easy and convenient.

Fuel stations are everywhere and, until recently, queuing at them was almost unheard of. However, late September's spate of panic buying consumed – I'm told – a month's worth of fuel in just two days, breaking the system and leaving the pumps completely dry.

It was against this unsettling

“However, late September's spate of panic buying consumed – I'm told – a month's worth of fuel in just two days, breaking the system and leaving the pumps completely dry”

backdrop that I set off on a 500-mile round trip to visit Phil Moston, in Cheshire, to gather photographs and information for this issue's Fordson E1A buying guide. Had it not been Phil – he's so infectiously enthusiastic and knowledgeable about all things Ford and Fordson – I'd probably have succumbed to my own range anxiety,

and turned for home.

Fortunately, I found services with an unravaged set of BP pumps on the M6 toll motorway. Miraculously, the Jerry

can-toting hoards had yet to discover this quiet oasis, and I was able to fill my tank and secure the rest of the journey to Cheshire, as well as the return trip to Sussex. Even at what I assume was a crisis-induced price of £1.70 per litre, I was happy and relieved to fill up and go!

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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FORD & FORDSON AT NEWARK

Vintage enthusiasts will be in for a treat at this year's Newark Vintage Tractor & Heritage Show, where several important anniversary celebrations will be taking place.

Returning to Newark Showground on November 13th-14th, visitors will enjoy seeing nearly 900 vintage tractors, commercial vehicles, military and stationary engines on display.

Following last year's cancellation, the 2021 event promises to be particularly special, with notable anniversaries being marked, including 75 years of the Fordson E27N (carried forward from 2020), and 50 years of the Ford 7000.

The organisers will also be celebrating the 25th anniversary of 'Fordson 500', which brought together 1,002 Fordson tractors dating from 1917 to 1966, at Newark Showground back in June 1996. "Despite the rather dull and wet conditions, the atmosphere was electric at the original event," recalls Nick Kitchen, who was chairman of the Fordson 500 committee.

The event raised £6,000 for charity, and was the brainchild of the late Eric Ducksbury, then president of the Nottinghamshire group of the National



It will be interesting to see the Ford 500 25 year recreation at the show.

Vintage Tractor Club. "He thought it would be nice to get 50 Fordsons together in one place at one time, but that then grew to 500," added Nick. "In the end, we had 1,002, which won us an entry into the *Guinness Book of World Records*. I don't think that will ever be beaten; it took over two years to organise!"

Organisers are hoping to attract 100 tractors from the original event, among which will be Nick's 1940 Fordson Model N, which he first drove when he was 12 and bought in 1973. "It's got a special place in my affection. I've lots of



There are always some great Ford and Fordson tractors in the George Stephenson Pavilion at Newark.

memories and have had a lot of fun with it." This year is also the 50th anniversary of the Notts & Lincs NVTEC groups, and the 100th anniversary of Fordson, Ford and now New Holland dealer, Russells.

Visitors can also expect a wide range of trade stands selling vintage parts and equipment. On November 13th, there will be a live auction of vintage equipment, with an autojumble taking place on the 14th. The Ford & Fordson Association will, of course, be in attendance, too.

To order tickets, visit: newarkvintagetractorshow.com

RUSSELL McNAB RESIGNS

Sadly, we've learned that Russell McNab has resigned as editor of the Ayrshire Vintage Tractor & Machinery Club's newsletter.



Russell McNab in happier times, with friends and his award-winning Super Dexta.

Russell has worked tirelessly for the club in many capacities over the years, and has been particularly active with the newsletter during the pandemic period, which he's kept packed with information and plenty of Ford and Fordson content.

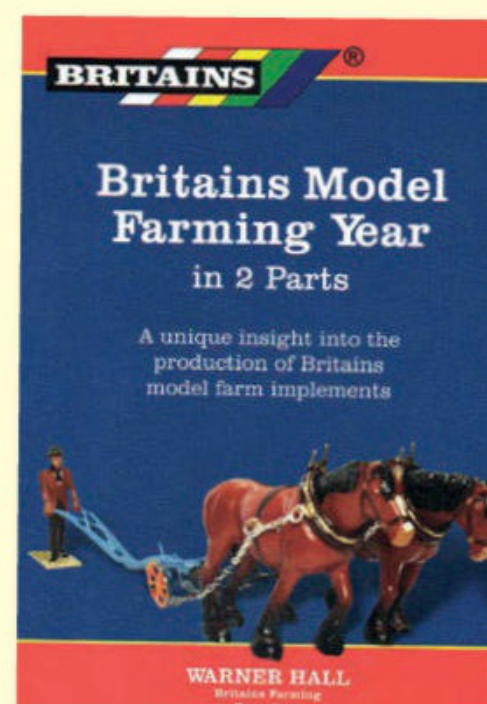
Regrettably, though, it appears that his efforts weren't appreciated by all and, following some negativity on social media, Russell has decided to resign. Hopefully, the club will be able to find a suitably enthusiastic and knowledgeable individual to take on the role.

NEW BRITAINS BOOK

With Christmas just around the corner, readers might be interested in this book about model tractors. *Britains Model Farming Year*, by Warner Hall (£14.95, ISBN: 9781 5262 08484) is a 124-page softbound publication that offers a unique insight into the production of Britains model farm implements from 1921 right through to 2018.

It's packed with interesting anecdotes, and model enthusiasts and collectors will no doubt be fascinated by Warner's experiences, plus the stories behind his model prototypes.

It's a great read and copies can be ordered at: britainbooks.com



FORD 7000 4X4!



A sale at HJ Pugh's Ledbury HQ, on October 30th, will feature this interesting Ford 7000 Dual Power, with four-wheel-drive. The event will also see an amazing, 250-seat collection come under the hammer.

In addition, on November 6th, the company will be holding a sale of good veteran and vintage tractors (nearly all of them runners), at Nailsea, Bristol.

More details about both events are available at: hjpugh.com

Right: This interesting Ford 7000 four-wheel-drive is to be auctioned by HJ Pugh.

BOXING DAY EVENTS

We're happy to report that two popular Boxing Day tractor runs are looking good to go, as things stand.

The first, the Six Bells Boxing Day Bash, starts at 10.15am from Jeff Burgass' farm at Cross in Hand, near Heathfield, East Sussex (TN21 0NE). There will be free mince pies, hot drinks and music before the entrants leave and, after arrival at the Six Bells in Chiddingfold village, there will be more food, drinks and a friendly, seasonal atmosphere to be enjoyed. This run normally attracts 100 tractors, including



Fancy dress is always popular on the Larling Angel Boxing Day tractor run; it's a great occasion!

many Fords and Fordsons. For details, call: 07860 367420.

The second Boxing Day event will be taking place at the Larling Angel Inn, Norwich (NR16 2QU), close to Snetterton. More than 150



A County 8100 closely followed by a restored 1964 Fordson New Performance Super Major, negotiate a junction while on the Six Bells Boxing Day Bash, in East Sussex.

tractors take part in this popular charity run. Breakfast and late lunch will be available from the Inn, and the run starts at 10am.

For details call 01953 717963, or email: info@angel.larling.co.uk

WORKING IN LEOMINSTER



This County 1174, with front blade attachment in place, goes about its business during the recent Leominster Vintage Club working day.

It was good to see Leominster Vintage Club members out and about in early September, enjoying the annual working day. It's also very encouraging to know there are many younger members associated with this very active club.

Out on the field was a fine line of classic Fords in action, including County 1124 and 1174 models, plus a very fine Ford 7000. Congratulations to all who took part, and you can find out more about the club's activities by searching for it on both Facebook and Instagram.

FRODESLEY HALL RUN



Arthur Boston with his Ford 2000, which he's purposely kept in very original condition, enjoyed this year's Frodesley Hall Farm charity tractor run.

The Frodesley Hall Farm charity tractor run, held near Shrewsbury, went ahead as planned on September 12th. Over 70 tractors took part to raise money for St Mark's Church, and for Shropshire Rural Stress Support. "Shropshire Rural Stress Support was set up in 1991 to help people during periods of anxiety," said organiser, Ian Millington. Plenty of Ford and Fordson tractors took part, coming from Shrewsbury and the surrounding counties," Ian explained. "The run is in its second year, and we hope to continue for the foreseeable future," Ian added.

Bob Weir

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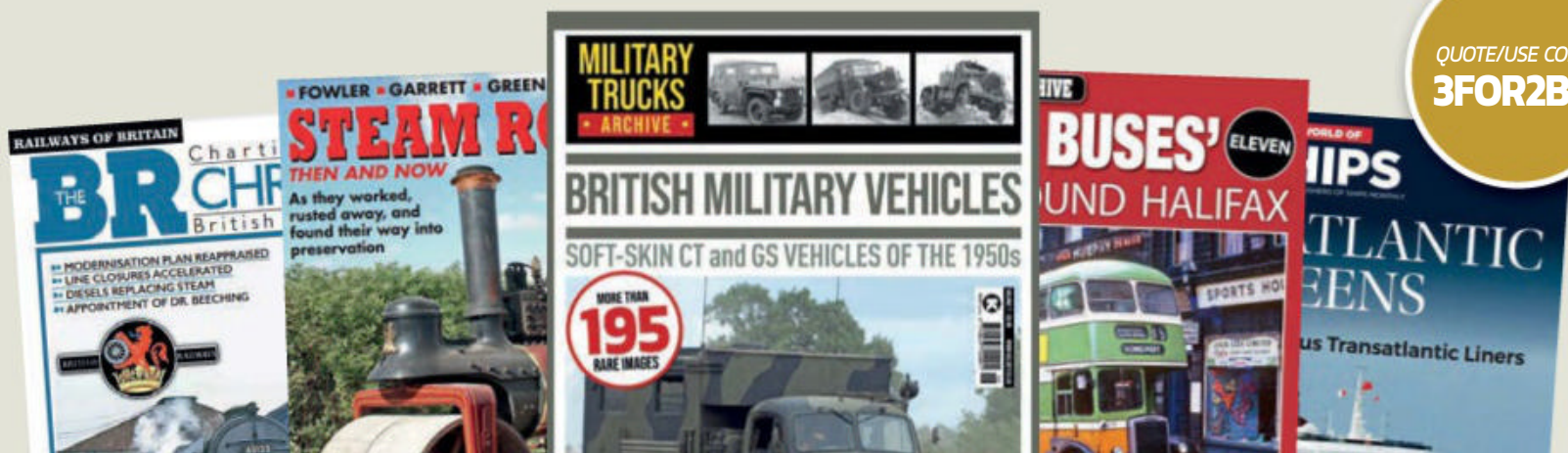


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A MAJOR DEVE

The Fordson E1A remains an affordable and very appealing tractor, whether you want to restore, compete in match ploughing, take part in road runs or simply own a large, attractive machine.



Chris Graham spotlights the Fordson E1A range, and explains how to buy a decent example in this, the model's 70th anniversary year

The dawning of the 1950s brought with it new hope for a nation still labouring under the considerable after-effects of the bruising and protracted Second World War. Fordson tractors, which had done so much to help the country's farmers revolutionise food production during those hard years, remained a dominant force in the market and, despite being

something of a stop-gap model, the company's E27N Major had been a rip-roaring sales success.

But Ford was understandably anxious to ensure that its next model represented a significant improvement over what had gone before. It wanted to produce a machine that was more powerful, more versatile and more productive, and its offering was the

Fordson E1A range, popularly known as the 'New Major'.

Heart transplant

Launched in November 1951, the New Major featured much more attractive, modern-looking, Empire blue-painted tinwork that cloaked a brand new engine. Gone was the antiquated, side-valve motor that had powered so many Fordson tractors in the past, and in its place sat a Ford-built D4, 3.3-litre, four-cylinder, overhead valve engine that could be powered by petrol/paraffin (E1A DKN), petrol (E1A DN) or diesel



DEVELOPMENT

FORDSON NEW MAJOR SPECIFICATIONS	
Production period	1951-1964
Produced at	Dagenham
Engine:	3.3-litre, 4-cyl (diesel) 3.6-litre, 4-cyl (petrol)
Bore/stroke	100x115mm (diesel) 95x115mm (petrol)
Compression ratio	16.1:1
Rated speed	1,600
Transmission	6 forward, 2 reverse
Dimensions	Length: 130.5in Width: 65in Wheelbase: 80in
Weight	4,540-5,200lb (2,059-2,358kg)

compared to the less economical and more temperamental TVO-powered alternative. The petrol version never really caught on the UK (apart from for industrial applications), but proved to be a decent seller on the export market.

But, engine and tinwork aside, the New Major still relied heavily on underpinnings from the previous E27N model, although a clever gearbox re-design resulted in six forward and two reverse gears; a significant, practical improvement over the original Major. Somewhat disappointingly, though, the overall power figures weren't that exciting, with maximum outputs ranging between 34 and 37hp, depending on the model. Awkwardly for Ford, the Perkins P6-powered version of the superseded E27N could deliver 41hp so, evidently, more development work was required.

Ford's engineers worked hard over the coming years to address the power shortfall and, in 1957, a Mark II version of the engine arrived (from serial number 1425097). This came together with the option of 'Live Drive' for the PTO, although there was very little fanfare about the engine from the factory. At the same time – and with similar levels of reserve – the TVO-powered version disappeared from the range. It seems that Ford was keeping its marketing powder dry, and resisting the temptation to promote the power increase until the arrival of the Power Major, which happened during the summer of 1958.

Significant upgrade

Boasting a much more respectable 51.8hp (thanks mainly to camshaft and fuel pump tweaks), the Power Major also saw the relocation of the instrument cluster (and throttle lever) to a much more convenient binnacle beneath the steering wheel. However, the Power

(E1A DDN). The petrol and TVO versions cost about the same to buy, but those opting for a diesel-powered New Major needed to fork out an extra £55, which was a considerable amount of money in the early 1950s, especially for cash-strapped farmers.

Consequently, everyone expected the TVO model to be the big seller, as the petrol/paraffin combination was the option with which farmers were traditionally most familiar. However, the easy-starting diesel proved to be an almost instant success, especially

“The easy-starting diesel proved to be an almost instant success, especially compared to the less economical and more temperamental TVO-powered alternative”



The Super Major benefitted from the introduction of Qualitrol draft control, a differential lock to enhance traction and disc brakes.

Major's production life was to be a short one as, just two years later, the Super Major was unveiled at the Smithfield Show, in London.

This was another significant step forward for the E1A as, although things under the bonnet remained much about the same, the Super Major benefitted from the introduction of Qualitrol draft control, a differential lock to enhance traction, and disc

brakes. In addition, the headlights were moved from their traditional, external location on either side of the nosecone, to a far less vulnerable position within the twin radiator grille panels. This was a popular seller, and provided the reliable, working backbone on many farms across the UK, and around the world.

The E1A's final iteration appeared in 1963, as part of Ford's final flourish

for the Fordson brand. The blue and grey-liveried range included the New Performance Super Major, complete with a Minimec fuel pump-equipped diesel engine that pushed power output to 54hp. But the designers also addressed both gearing and PTO speed issues on this model, too. Previous E1As had been criticised for not having the PTO power needed to run the ever-larger implements being introduced, so an increase in engine speed dealt with that. Gear ratios were adjusted as well, improving low-speed control and usability.

But the New Performance Super Major's life was an all-to-short one as, in

“The E1A's final iteration appeared in 1963, as part of Ford's final flourish for the Fordson brand”



This is an early, petrol/paraffin New Major built to a very basic spec; the original customer didn't bother with lights, a pulley, hydraulics or even a handbrake! An underslung exhaust was a feature of early models like this, and the air pre-cleaner was tucked away under the bonnet on all pre-'53 models.



WHAT TO PAY?

There's no doubt that Fordson E1A values are on the rise. The days of being able to find examples for just a few hundred quid are long gone and, nowadays, the entry-level for anything half-decent is £1,000+.

A tidy, original and working example is likely to cost you between £3,000 and £4,000 while, at the top of the tree, a fully-restored, pristine example will set you back up to £6,000+.

This is a 1954 Diesel Major with its original, Ford-built D4 engine. Other original and desirable features include the single rear light, period headlights (lenses domed on pre-'58 models, flat thereafter) and the dome-topped air cleaner inlet. The latter changed to a flat-topped design in 1954, which was more effective at removing dust.

1964, Ford ended tractor production at Dagenham, and launched a whole new range of Ford-branded models that were manufactured at the new production plant in Basildon, Essex.

Buying pointers

For some practical insight into the dos and don'ts of buying an E1A, I took a trip to Cheshire to consult Fordson

enthusiast Phil Moston, who runs engineering firm PA Moston (tel: 01606 737464) in Middlewich. After many years spent repairing, restoring and owning Ford and Fordson tractors of all sorts, Phil is well placed to offer experienced-based advice.

The first point he made to me was that it's important to always take your time assessing the overall condition of



Phil Moston is a big fan of the Fordson E1A, and his collection includes a number of both standard and modified examples.

any prospective purchase. “The ideal is to find a tractor that’s essentially original but, of course, machines like that are becoming increasingly few and far between nowadays,” Phil told me. “With the youngest E1A now being nearly 60 years old, the chances are that most will have been messed around with to some degree.”

Of course, much depends on what your intentions are for the tractor; overall condition might not be an crucial issue if you’re planning a full restoration, but originality and mechanical integrity may be more important if you want a machine to use and enjoy straight away. Inexperienced buyers are always well advised to take an expert with them, who can assess a tractor’s originality, and offer informed guidance on what might already have been done to it. Perhaps it’ll only have been fitted with a new headlamp, or a pair of new mudguards or, at the other extreme, its engine may have been swapped.

Phil added: “Everything depends on the quality of the work that’s

been done.

In many respects, it’s better to opt for a down-at-heel but original example

than one that’s been messed around with. Putting right other people’s sub-standard restoration work can be a frustrating and needlessly expensive process.”

He continued: “In my experience, the most significant problem to affect the Fordson E1A, from a renovation point of view, concerns the tin work. All mechanical issues – and there are typically few – can be dealt with and rectified with new parts, which are, by and large, affordable and fit for purpose. But rusty or damaged panels are a different matter. If you don’t have the skills needed to make welded repairs, beat out dents using a hammer and dollies, then refinish the surface effectively with minimal filler, primer and topcoat, then the only alternative is modern, pattern part panels.

Panel issues

“The disappointing reality is that the quality and fit of some of the reproduction panels – many of which are sourced from the Far East – leaves much to be desired. It’s common to find bolt drillings inaccurately made and curvatures that are simply wrong, so the wise customer should always be prepared for a struggle when it comes to fitting.”

The key areas for metal corrosion on the E1A, according to Phil, are at the base of the radiator grilles, and at the sides of the nosecone where the panels have been welded together. There are mud traps behind the joints that allow dirt and moisture to

E1A MAJOR TIMELINE

NOVEMBER 1951

Diesel, TVO and Petrol New Major E1As launched with 38hp (less than the P6-powered E27N!)

MAY 1953

L4 engine conversion option launched by Peterborough-based Frank Perkins Ltd, producing 47hp

FEBRUARY 1957

Live PTO made available as an option

APRIL 1957

Mark II engine introduced and TVO variant dropped from the range

JULY 1958

Power Major introduced with

nearly 51.8hp (modified fuel injection pump) and instrument cluster and throttle lever relocated to below steering wheel

OCTOBER 1960

Super Major launched at Smithfield Show, with 51.8hp, improved transmission and hydraulics (Qualitrol draft control), plus differential lock and disc brakes. Headlamps relocated to within radiator grille panels

JUNE 1963

New Performance Super Major arrives as the E1A’s swansong, with 53.7hp thanks to Simms Minimec fuel injection pump, and new blue/grey paint

“Evidence of mayonnaise-like gloop under the oil filler, or on the dipstick, speaks of significant trouble within”

accumulate so, inevitably, the metal rots from the inside out. The situation was better on the very earliest models, which were made in the days when panel joints were still being leaded and have stood the test of time better. But, once economics drove a money- and time-saving switch to spot-welding and no leading, long-term corrosion resistance fell away dramatically.

The centrally-hinged bonnet panels can rust, too, but this is no worse than on any other tractor of a similar age. Also, check along the bottom edges of the mudguards; another favourite area for corrosion. Much depends – as always – on how a tractor’s been used, as well as how well it’s been looked after. By and large, those that worked on arable farms tend to be in better condition than those that ended their working lives as yard-scrappers on a dairy unit.

The diesel-engined E1A was by far



The original dash panel was mounted low down and consisted of the following: A – Oil pressure, B – Temperature, C – Starter control (not fitted here), D – Starting device (not fitted here), E – Ammeter, F – Horn, G – Ignition key (also incorporating lights switch, when fitted). The gauges were relocated to a binnacle beneath the steering wheel with the introduction of the Power Major, in 1958.

the most popular seller back in the 1950s and ‘60s, and that’s reflected in its current domination of the E1A preservation scene. Fortunately, Phil says that serious mechanical problems with the diesel engine are

very rare. What’s more, even if you do come across a badly worn example with smoking exhaust and rattling bearings, all the parts are available to put it right.

Nevertheless, it’s sensible to make all the usual checks, assessing the condition of both coolant and oil. Ideally, the coolant should contain some additive and look clean. Signs of emulsification caused by its mixing with oil, is bad news. Likewise, evidence of a mayonnaise-like gloop under the oil filler, or on the dipstick, speaks of significant trouble within. So, factor anything like that into the price you’re prepared to pay. Finding fluid levels as they should be is always a good sign, and points towards a tractor that’s been properly maintained.

Other routine checks

Take some time to check steering joints and kingpins at the front for signs of play and recent greasing. Also, note the amount of free play at the steering wheel; another useful indicator of age-related wear in the system. Of course, unless you’re looking at a properly restored example, you must expect to find wear in and around the front axle and steering set-up.

If you can, have a look underneath the tractor to check for any signs of



Wear in the steering system is inevitable on tractors of this age, unless they’ve already been restored. Fortunately, the spare parts situation is good, so problems are easily rectified.

leaking fluids. Careless jacking can cause cracks in the castings as, of course, can winter freezing due to a lack of anti-freeze. Don't expect everything to be pristine under there, though (unless you're looking at a Concours machine), as even perfectly healthy engines will always blow a bit of oil to create some misting.

The hydraulic system is generally very durable, and Phil says that serious problems are rare. The Qualitrol system on the newest, New Performance Super Majors, might warrant some more careful investigation and testing, but that all depends on what you have in mind for the tractor, once you've bought it.

The New Major is blessed with a durable transmission system, although the later models fitted with Live Drive can throw up clutch problems. The two-stage clutch is much more expensive to replace than the single variant, and seems prone to premature failure, even on tractors that aren't being worked terribly hard. This problem was exacerbated back in the day when operators – in search of more power – would fit their Live Drive-equipped E1A with a six-cylinder engine, placing an even greater loading on the clutch.

Check the gearbox and/or rear axle oil level. Oil can pass freely from one to the other, once the internal seals become perished. These were



Fordson E1A New Major values are slowly climbing, with tractors in 'as found', original condition, like this one, becoming increasingly desirable.

made of leather on the gearbox output shaft and PTO unit and, once breached, will allow oil to flow from the gearbox down into the back axle. So, if you find the axle over-full, and the gearbox low, that's what's happened. Allowing the gearbox oil level to become low can not only promote internal wear, but will also cause the parking brake discs to dry out and fail.

The rear axle has a dipstick, but the gearbox simply uses a level created by the positioning of the filler plug. So, remove the large cap and



Moving the fuel tank away from the top of the engine and fitting a centrally-hinged bonnet, ensured excellent access for servicing and maintenance work, especially when compared to the E27N's set-up.

“Living with and showing one of these still-affordable machines remains a tempting proposition”

check the level. If it's at the lip of the cap's thread, then the level is fine. But if it's out of sight, then there's likely to be a seal problem to deal with. Alternatively, check the axle dipstick and if the level is obviously high, then you know what's probably happened.

All-in-all, then, buying a Fordson E1A is a relatively straightforward business. There are still plenty on the market, although those looking for a TVO- or petrol-powered example will have more of a struggle. But, whichever model you choose, the E1A is a big, solid, capable and well-made tractor

that remains a useful performer to this day. It's certainly a better, more accomplished machine than the E27N, which was limited by its three-speed gearbox. The New Major is a good deal more user-friendly than its predecessor; easier to get on and off and, with its electric start, more of a pleasure to live with, year-round.

The prospects for restoration are excellent thanks to a healthy spares scene and, providing you have the necessary storage space and suitable transportation, living with and showing one of these still-affordable machines remains a very tempting proposition. ■

BELOW: The grey and blue-painted New Performance Super Major represented the E1A's final flourish, and was among the last tractors to wear the 'Fordson' badge.

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OLD TIMER TRACTOR RALLY



There wasn't much topcoat on display at Woofferton, with most tractors proudly wearing their 'working clothes'. However, this pair provided a rare splash of colour; one of the newest tractors at the show, Daniel Owen's 1949, Perkins-powered Fordson E27N pairs up with one of the oldest, Harry Williams' 1919 John Deere Waterloo Boy N.

Chris Graham enjoys a memorable day in rural Woofferton, near Ludlow, among the beautifully aged ranks of pre-1950s tractors

The Old Timer Tractor Rally, which took place for the second time at The Parks in Woofferton, near Ludlow, Shropshire, on July 31st-August 1st, was quite some event. Not only was the variety of tractors on display enough to keep the pickiest of enthusiasts happily occupied for hours, but the event's format provided a refreshing change from the norm.

Organisers Edward Price and Chris Tranter operate a kind of 'open arena' system, which enables vehicles to come and go as they please. Instead

of setting a rigid program of parade events for each day, exhibitors are permitted to take their vehicles into the ring as and when they wish, which helps to ensure an ever-changing procession of interesting vehicles for the audience to enjoy.

This was only the second running of this event but it already seems well established and, hopefully, it'll become a popular regular in the events calendar from now on. Here's a selection of the tractors I spotted at the show, just to give to a flavour of what was there. ■



Where did you get that cab?! This is Jonathan Boaz's, original-condition, 1935 Fordson Standard N which, after spending its working life in the fens, was laid up in 1962.



ABOVE: If you like original condition, oily castings and flaky paint, then the Old Timer Tractor Rally really is the event for you!



This 1940 Fordson N is an orchard version that was converted by Weeks, and is now owned by Richard Bateman, from Gorslas, Llanelli.



This is a 1930 Irish-built Standard N longwing. It was restored in 2020 by its present owner, Wyn Mathias, from Glogue, Pembrokeshire, using donor parts.



This was one of the few, smartly-painted Model Fs on show; a 1923 example owned by Derek Lloyd from Ellesmere, in Shropshire.

ABOVE: The show was supported by the Ford & Fordson Association, with its stand being superbly run by Margaret and Derek Badham. One of the interesting exhibits on the stand was Margaret's 1927 F narrow vineyard conversion (on left), which spent its working life in the south of France. The stand did get busier later in the day... honest!



LEFT: Although unnumbered, judging by the listing in the show programme, this is Colin Owen's 1941 Fordson Standard Roadless Crawler. Unfortunately, I didn't see it running.

BELOW: Another N, this time a 1943 model shown with a Henderson trencher on the back. It's owned by Anthony Stokes, from Herefordshire.





An eye-catching celebration; Russells' specially-painted New Holland T6.180 Dynamic Command tractor.

CENTENARY CELEBRATIONS!

Yorkshire-based tractor dealer Russells is celebrating its 100th year as a Fordson, Ford and New Holland supplier and implement specialist

New Holland dealer Russells is celebrating 100 years since becoming a private limited company and, to help mark the occasion, it's produced a special edition tractor inspired by the Ford 7810 Silver Jubilee, that was offered in the UK back in 1989.

Over the past 100 years, Russells developed and manufactured a wide range of implements for markets across the world, from its original premises at Kirkbymoorside, North Yorkshire. These included products such as ploughs, cultivators, seed drills, trailers, root crop kit and bale-handling equipment.

The company also developed a host of labour-saving accessories for tractors that it

sold during the 1940s, '50s, '60s and '70s, which included Fordson, Ferguson, Nuffield, Allis Chalmers and David Brown. Russells became a Ford dealer in 1983, and is now one of the largest New Holland dealers in the UK.

The popular, high-specification New Holland T6.180 Dynamic Command was chosen as the basis for Russells' centenary tractor. After-sales manager Adam Robinson came up with the idea of creating a special edition tractor that paid homage to the iconic Ford 7810 Silver Jubilee. "Russells retailed several 7810 Jubilees when it first came out, and some of these still remain active on farms close to our depots," said Adam.

The centenary tractor's exclusive silver and



Russells has been developing implements and supplying new tractors since 1921.

blue paint scheme was completed by Truck Technics at Leyburn, while Big Boolies Ltd of Malton supplied and fitted the graphics. The tractor was publicly unveiled on the opening day of this year's Great Yorkshire Show.

Also on the Russells stand was Sandy Kidson's refurbished Ford 7810 Jubilee, which he's owned since new. A 1/32nd scale model of the special edition New Holland tractor is to be produced by Universal Hobbies. ■

FIND OUT MORE

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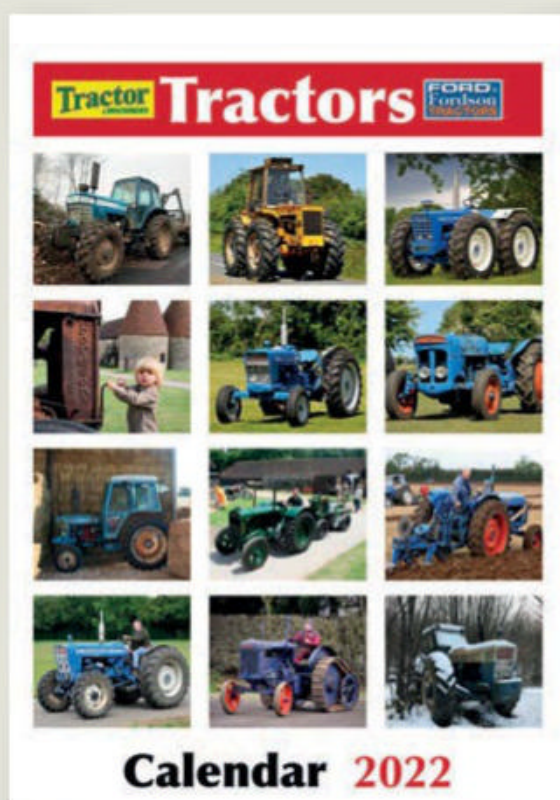
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Where is it now?

Regarding the 'Where are they now?' idea mentioned on the News pages of the Oct/Nov 2021 issue, I have a Power Major that I would be interested to find.

The tractor – with the registration OTK 337 – belonged to my grandfather up to around the mid-1970s, when I believe it was traded in for a Ford 4100 from Dorset Tractors, in Dorchester.

Also, I've recently purchased a similar Power Major – WMO 16 – which I believe was supplied by Oakes Bros. in Hungerford, and registered in November 1960.

I'm having difficulty obtaining a new V5

for this tractor, even though the registration number is still registered with DVLA; it was taxed until 1985. The engine number has an 'S' prefix which, I believe, indicates that it was a factory rebuild. Can anyone confirm that this is the case? This could be a stumbling block if it's not recorded. Other date codes appear to tally with the registration date.

I would very much appreciate any information that anyone can offer that might help me locate the machine.

Kevin Buckland, via email

Emails will be forwarded to Kevin. Ed.

Colour clarification, please

I have several questions that I'd like to ask knowledgeable readers about the tractor featured in the wartime photograph included here. For a start, which Fordson is it, and is it painted in a factory-issue colour scheme?

Also, do you think it's a genuine, colour photograph, or a black and white print that's been colourised? Interestingly, I see that the mainwheel hub is one shade of brown, but the centre 'nut' is a different shade – would a colouriser think of doing that?

I'm also wondering about the orange 'Fordson' lettering; is this how the factory would have issued it? I'm certain that the RAF didn't do that!

I've been aware of this photograph for many years; from long before this annoying practice of colourising photos came on the scene. Back then, Photoshop simply wasn't kitted-out with the toolset needed for the sort of work we see here.



Is this a genuine, colour photograph, or a coloured black and white print? What do you think?

I've spent a lot of time studying the colours in the image, and comparing them with other photographs that I know are genuine. I've studied the inner face of the front wheel, noting the brown soil, and that oil has leached its way up it.

White chalk is visible in places in the background and the bomb colours look real to me, not that silly yellow you often see.

Find my Fordson!

I wonder if any reader might be able to help me track down the whereabouts of a Fordson Standard that I bought as a restoration project back in 1969?

When I'd finished the rebuild, the tractor was shown at the Knowl Hill Steam Rally, in 1971. But then I decided to sell it in 1972, as I needed to buy my girlfriend an engagement ring – we have been married for nearly 50 years!

Sadly, though, I lost track of where my tractor went, and would love to track it down now, and possibly visit it. Its registration number was CRX 879 and I'd be delighted to hear that the machine is still alive and well today.

Peter S Thumwood, via email

Emails will be forwarded to Peter. Ed.

Also, the hangar in the far distance has a subtle green/brown colour on it, which looks authentic. I'd be very interested in the opinions of others.

Also, is the little brass nut item on top of the engine and under the tank (directly below the brass cap) as per the original? A colouriser would have made it green, surely! Incidentally, what's the function of the middle brass cap on top of the tank? There appears to be an overspill that's dripped from it and dried to a beige colour, or is that simply a leak from somewhere under the tank?

Steve Rickards, via email

Emails will be forwarded to Steve. Ed.

My grandfather's Ford 3000

I recently joined the Ford & Fordson Association and I'm asking for your help, if possible. I grew up with Ford tractors on my grandparent's farm near Peterborough, and I'm still a big fan today.

We had a Ford 3000, registration LTL 190G, on the farm, which my grandfather bought in 1968, and it remained there until the mid-1980s. I have lots of great memories of driving that tractor!

After the grain harvest each year, the tractor was placed onto a Standen solo sugar beet harvester, so wheels, mudguards etc were removed. This happened for several years until an extra tractor was bought, then the 3000 stayed on the harvester for good.

Sometime around the mid-1980s, the harvester and tractor were sold, together with the wheels and mudguards and, many times since those days, I've wondered

whether it survived.

I've checked with DVLA and discovered that the most recent change in ownership was in May 2017, so I'm very pleased that the tractor's still around. If you're reading this and happen to have LTL 190G parked in your shed – or know somebody that does – please get in touch. My email address is:

dew.mark@sky.com

Mark Dew, via email

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RAISING EXPECTATIONS

Scottish charity fund-raiser David McLaren recently acquired a 1984 Ford 4110. Bob Weir went to meet them both on home ground, near Stirling

David comes from a farming background and, thanks to his tractor charity runs, has become a bit of a local celebrity. “I was a farmer for 50 years,”

he told me. “I grew cereals and raised cattle and, at one point, had one of the top Aberdeen Angus herds in the district. I decided to retire when I was 65, and the farm is now run by younger

FORD 4110 TECH SPECS	
Made:	1982-1983
Engine:	3-cylinder, liquid-cooled
Bore x stroke:	112x112mm (4.4x4.4in)
Displacement:	201ci (3.3-litres)
Power:	40.3 kW (54 hp)
Rated speed:	2,200rpm
Transmission:	8-speed, synchromesh
Hydraulics:	Live
Rear lift:	1,397kg (3,080lb)
Weight:	4,340-4,715lb
Tyres:	Front: 7.50-15
Rear:	16.9-24

members of the family.” But, although he’d stepped back from farming, David wasn’t prepared to let the grass grow under his feet. “I wanted to raise money for the local hospital



“To make things as light-hearted as possible, I wore a kilt and boots while driving the Dexta”

in Auchterarder, using my old Ford Dexta,” he explained. “The hospital had cared for several family members, and is certainly a worthy cause. I also decided to do some sponsored charity road runs for Cancer Research.”

In 2003, David completed a mammoth run from Land’s End to John O’Groats. The journey took him 10 days and covered 1,051 miles. “I had some good publicity from local newspapers and



ABOVE: David McLaren likes his tractors, and is particularly keen on Ford and Fordson models.

Scottish television,” he recalls. “The event took a lot of planning, and we stayed off main roads to avoid holding up the traffic.”

David realised he would need a lot of help, and so was grateful to friends and family for their support. “My friend, Jim Moar, acted as team back-up, and my late wife also lent a hand,” he said. “We loaded the tractor onto a lorry and drove down to Land’s End. The lorry was also used to tow our caravan, which we used for the overnight stops.

“We stayed at various caravan sites on the trip back north, and many of the site owners waived their fee. To make the journey as light-hearted as possible, I wore a kilt and boots while I was driving the Dexta. The tractor was also pulling a trailer, which was used to carry spares and promote some of our sponsors. A local tyre company had supplied a new set of tractor tyres, which was a big help.”

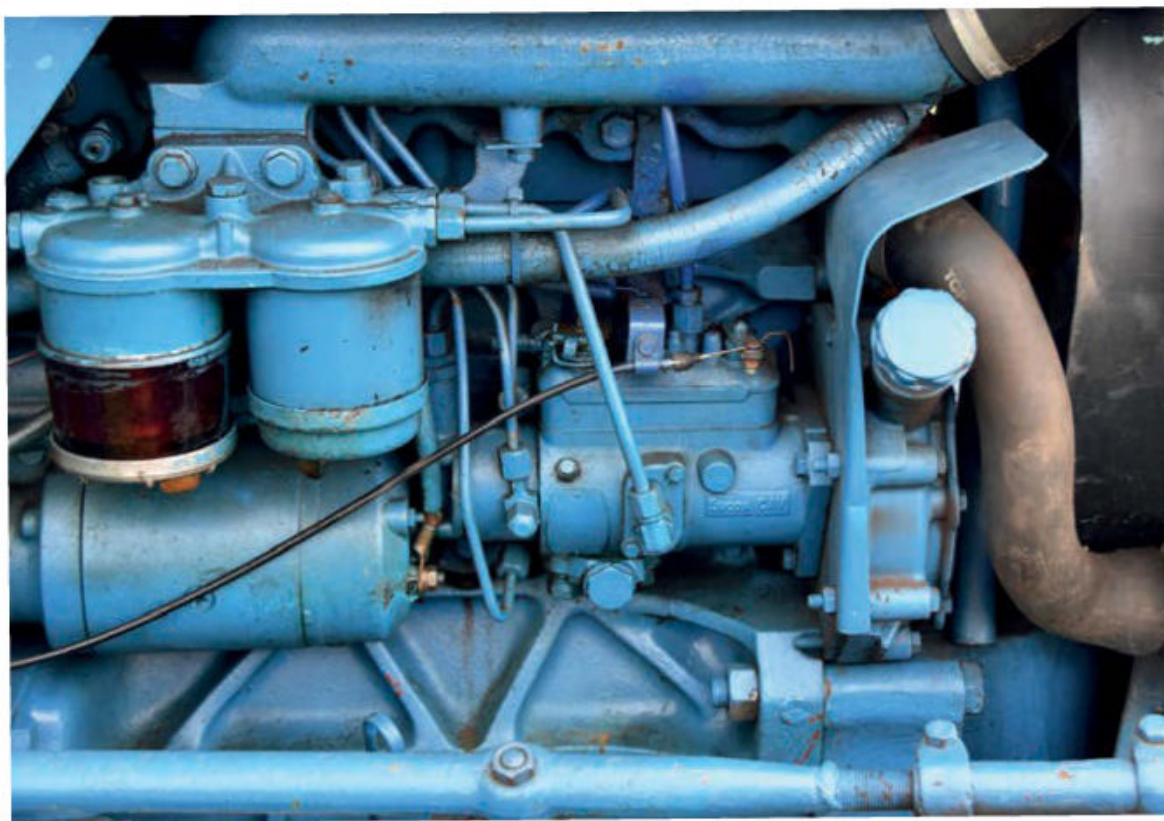
The charity run caught the public’s imagination and raised several thousand pounds. “People were very generous,”

said David, who is a member of the Scottish Vintage Tractor & Engineering Club (SVTEC). “One well-wisher in Shropshire even wrote me out a cheque by the side of the road, as he wasn’t carrying any cash. This was typical of the goodwill shown during the whole journey.”

David continued to take part in local charity runs, including a trip around Scotland’s coastline. “This was my last run, and I did it in memory of my wife who had died of cancer in 2014,” he explained. “We raised money for Cancer Research UK, and the Friends of St Margaret’s Hospital, in Auchterarder.”

These days, David stays closer to home, and is involved with the local Highland Games show. “The Blackford Highland Games have been held since 1870 on the village park, loaned to the community by the landowner,” he explained. “A condition of the loan is that the Highland Games are held there annually, in May. In 2020, we were set to celebrate 150 years of Highland tradition but, unfortunately, the event had to be

LEFT: The Series 10 is becoming increasingly popular with enthusiasts, and prices are on the up. The machines were also considered durable and so still make a good, secondhand buy.



The three-cylinder engine was at the smaller end of the power scale, but made for a good utility tractor.

cancelled because of the pandemic. In a normal year, we welcome visitors from all over the world, and run a full list of events that includes throwing the

hammer, tossing the caber, putting the shot, tug o' war, athletics, track and field events, and Highland dancing, along with trade and refreshment stands."

David has always believed that tractors were made to work, so he kept the Dexta busy for many years. "I used the tractor to cut the grass in the field, which is the venue for the show," he told me. "I'm currently in my eighties, and believe that the key to a long life is to stay active. I believe the same applies to old tractors that would otherwise go to seed."

David has remained loyal to the Ford brand, and also owns a model 4110. "We had a model 4000 back in the days when I was still farming," he recalls. "They were good tractors; both easy to drive and maintain. We also got on well with the local dealers."

"We bought a lot of Ford tractors during this period, including a 5000 and a Super Dexta. The Super Dexta on the farm was unusual as it was one of the first models fitted with dual linkage. This had been announced at the Smithfield Show in 1963, and we were the first customers in the area to be allocated one of these machines."

David recalls that in 2018 he was really looking for a model 4000, but had problems tracking one down. "I kept looking for ages, but they were

BELOW: David's tractor is pulling a turnip harvester. He's a great believer in showing the Series 10 with a working implement, whenever practicable.



“The key to a long life is to stay active. I believe the same applies to old tractors that would otherwise go to seed”

as rare as hen's teeth,” he explained. “In the end, I settled for a 4110, as the machines are similar in many respects. The only differences are at the front of the tractor, and the ‘V’ axle is the same as was used on the 3000.”

According to David, the tractor was first registered in the Republic of Ireland in 1984. “As I recall, the Ford didn't arrive with any paperwork, and it took me several months to get the tractor registered for road use,” he explained. “I was fortunate that the SVTEC helped me out with advice, but I still ended up having to go through NOVA (Notification of Vehicles Arrival) to confirm the numbers and the identity of the tractor.”

When he bought the tractor, it appeared to be in good condition and was fitted with a new cab. “The

FORD SERIES 10 RANGE HISTORY

The Series 10 represented the most sophisticated makeover to Ford's tractor line-up, since the introduction of the 6X range back in 1964. Ford hadn't embarked on such a root-and-branch upgrade to its tractor range since the 6X, and the results took the market by storm. Introduced in September 1981, the new models would eventually include tractors ranging from small compacts, right up to six-cylinder machines. All the existing 7A models were carried over, with the addition of a ‘10’ to the model designation number.

Ford was still a major player in the tractor market during the 1980s, and introduced changes like electronics, improved comfort and the synchromesh gearbox. The blueprint for the new range was the second stage of the 284-tractor improvement programme, which had its origins in 1978, and included the introduction of the first synchromesh gearbox to the Ford tractor line. It was known as ‘SynchroShift’ and consisted of eight forward, and four reverse gears. When the ‘Dual Power’ option was specified, this became a 16 forward, eight reverse transmission.

Although the Series 10 represented a major investment, Ford was conscious of the need not to alienate its customer base, so there were many similarities between the old and new ranges. In one departure from the norm, though, the controls for the transmission for some of the smaller models were positioned under the steering column. This met with mixed reviews, resulting in the gearbox being given the nickname the ‘Rubik's Cube’. Larger models, like the 6710 and 7710, weren't fitted with SynchroShift, and got a conventional, floor-mounted gear selector operating through an H-pattern gate. The system was redesigned in 1983.

The lines of the Series 10 tractors were common to all models, from the smallest up to the largest. Features included the Q cab and bonnet styling complete with a nose that could be lifted to gain access to the air cleaner positioned underneath. The smaller, three-cylinder machines were offered with the latest low-profile (LP) cab made by the Danish company, Sekura, and this was followed by an ‘all-purpose’ (AP) cab in 1984. Square headlamps were fitted into the front radiator grille, giving an attractive front-end look.

Force II variants were introduced in 1985. Changes implemented at this stage included dropping the ‘Rubik's Cube’ controls in favour of a traditional, floor-mounted gear selector. Ford also introduced the Super Q cab on all tractors, except the three-cylinder models. The Force II models were replaced by the Generation III in 1989, and production of the Series 10 ended two years later.



The AP cab is still in good condition and offers excellent visibility.

“I’m a great believer in exhibiting tractors with a contemporary implement, as they look more authentic”

tractor is currently wearing an ‘AP’ cab,” he confirmed. “I’ve also added a 1960 turnip harvester as an accessory. I am a great believer in exhibiting tractors with a contemporary implement, as they look more authentic.”

David had planned to use the 4110 to replace the Dexta for lawn-cutting duties, but realised it was time to rest on his laurels. “The Highland Games committee realised I wasn’t getting any younger,” he explained. “I’m going to be 83 next birthday, and the inevitable question arose regarding who was going to mow the grass in future years. The 4110 is also a big machine, and there was the question of storage. It’s



Raising money for charity is important to David. Here, he is handing over cheques to Cancer Research UK and Friends of St Margaret’s Hospital.

important to keep tractors protected from the weather in Scotland, especially during the long winters where snow is a regular occurrence.”

Fortunately for David and the committee, help was at hand. “The committee received a grant from the National Lottery and Foundation



David has owned his Fordson Dexta for many years, and it’s certainly become a bit of a celebrity during his charity runs. (Pic: David McLaren)



Scotland in 2020, and has now invested in a Kubota ride-on tractor," he explained. "This compact machine only requires limited storage space, so the problem is solved."

As I was taking my leave of David, I asked him what Ford and Fordson tractors have meant to him over the years. "I've always been at home with Ford machinery, and they have given me a lot of satisfaction," he said. "I intend to enjoy the tractors for the foreseeable future, until my doctor tells me it's time to pack them in!" ■

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HARVESTING TURNIPS THE LABOUR-SAVING MECHANICAL WAY

Harvesting turnips has traditionally been a labour-intensive job and, over the years, plenty of effort has been put into the business of making it easier. Scottish implement manufacturers were at the forefront of the development of turnip harvesters, and the MacDonald Brothers, of Portsoy, in Aberdeenshire, led the way in the 1890s. They won the HASS (Highland & Agricultural Society of Scotland) turnip-lifting trial in 1895, and continued to make turnip harvesters into the 1950s.

The 1950s was a big decade for turnip harvester innovation, and other highlights included the Bruce Turnip Lifter and Dresser, invented by James Bruce from Brechin, in Angus. Other standouts featured the 'Linton' turnip topper and tailer by Fleming & Son of West Linton, near Edinburgh. Both machines could be used with tractors.

The Highlands and Islands were also involved, and another harvester was developed by James Smith from Scalloway, in the Shetlands. Reekie Engineering from Arbroath, on the Scottish mainland, also invented the 'Reekie' turnip harvester.

By the 1960s, other Scottish makers had entered the fray, including Boswells and J Bisset & Sons Ltd, both from Blairgowrie, and Forfar Foundry Ltd. Although the concepts were similar, each turnip harvester had its own unique method of topping and tailing the turnips. Some used a rotating knife for topping, while rotating discs were fitted for tailing. Counter-rotating discs were also used, along with flail-type blades.

David outside the entrance to Turnberry Golf Club, on his recent, sponsored run around Scotland.



SUPER DEXTA BRAKES



Ben Phillips provides some practical information about the Fordson Super Dextra's braking system, and how to inspect it

On any vehicle, the brakes are probably the most important, safety-related system, so making sure they work – and work well – is essential. So, if you're planning to use your tractor on the road, it's a good idea to make sure everything on the braking system is up to scratch.

At the moment I'm partway through the restoration of a Fordson Super Dextra so, with the tractor stripped down, I had the perfect opportunity to take a look at the braking system.

Initial checks

The first thing I tend to look at is the condition of the brake pedals, specifically the level of wear they're showing. Assessing this gives me a

useful clue about how heavily the brakes have been used over the years and, thus, the relative severity of the tractor's working life.

On the Super Dextra, the pedals have a diamond pattern cut into the tread, to help provide a bit of grip. In this case, this patterning was slightly worn, mainly in the centre, indicating moderate use. It's quite easy to grind this pattern back into the pedal, and I've seen many done perfectly. Having independent brakes means that there are two pedals with a rod through them both that, when pushed in, means they work together and, when withdrawn, allows them to operate independently. There's a foot peg that also acts as a stop for the pedals,



Twin brake pedals are found on the Fordson Super Dextra, one for each rear wheel. These pedals aren't overly worn.

with the same diamond pattern embossed on it, but this is rarely used so the condition of the pattern is always good.

At the point where the pedals pivot, there's a grease nipple that's commonly overlooked by owners, so I always advise giving this some attention with the grease gun. Failure to do this periodically will hasten



There's a rod that connects the pedals together; pulling it out allows you to use the pedals independently.



The pedals use the footpeg as a stop and, when not being used, they sit nicely against it.



This grease nipple is often overlooked, so the bush wears and then the pedal develops play. The clevis pin underneath either seizes up or also wears.

wear rates in the bushes, shortening their service life. The aforementioned brake rod passes through the gearbox, so there's a seal fitted on either side and, sometimes, these will need to be replaced. As far as I'm concerned, this wasn't a great design as it simply creates another potential oil leak to worry about.

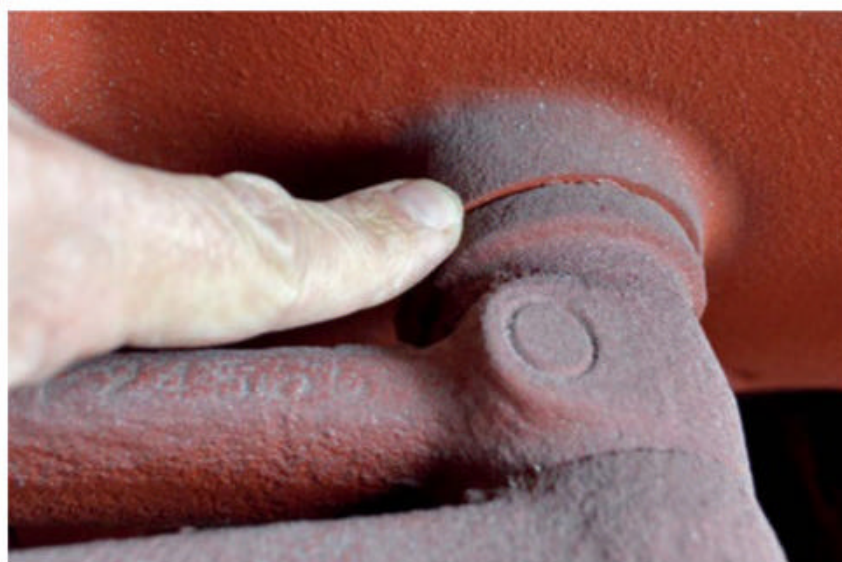
Transfer rod

Just in front of the rear axle, there's a bracket with two arms on either side and a rod connected to it; this transfers the movement on the pedal to the other side of the tractor. Once again, there are grease nipples at either end of this, and these are typically ignored, too. It's worth getting under the tractor safely (when it's standing on all four wheels), to make sure that this mechanism is working freely.

Another worthwhile check to make relates to the small clevis pins found in all the rods associated with the braking system. These often seize up due to neglect, or will have become grooved due to excessive wear. Either way, new ones are readily available at very affordable prices. On the opposite side of the tractor to the pedals, you'll find the handbrake, which is a similar design to the sort of things traditional found on cars.

This one has a rubber grip and a centre button that, when pressed, operates a thin rod that, in turn, works the pawl onto a ratchet that's located on the wings. Unfortunately, this is bolted onto the section on the wing that's most prone to corrosion, so it's common for the ratchet to become loose and for the handbrake to stop working efficiently. The handbrake is connected to the main brake rod and, basically, twists it as it goes into the brake backplate.

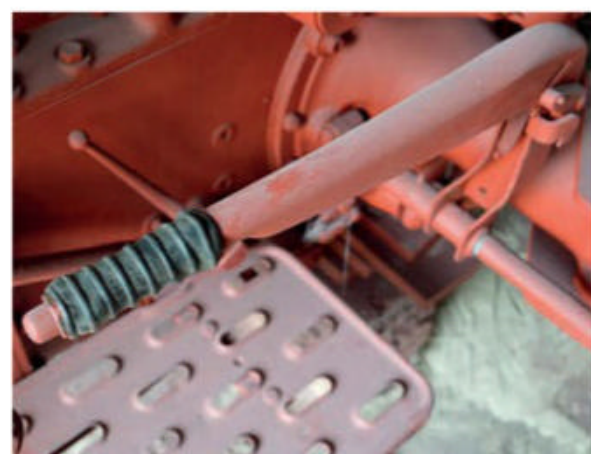
RIGHT: This lever is attached to the main brake rod that goes into the brake drum backplate.



LEFT: Where the rod enters the casting it actually goes through the bottom of the gearbox, so there's a seal on both sides.



Towards the rear, this rod mechanism transfers the left-hand pedal movement to work the brakes on the left side of the tractor.



Just like on most cars, the Fordson Super Dexta has an actual handbrake lever, found on the left-hand side.





On the handbrake, this is part of the ratchet system; a spring and a toothed pawl are operated by the button at the end of the lever.



Most tractors of this age and size have drum brakes, and this is what's fitted to the Super Dexta. Always have a good look around the drum for signs of cracks.



This groove on the backplate is for a screwdriver to fit into, so that the brake shoes can be adjusted. In this case, I'm slackening them off in preparation for removing the drum.



Although the wheels would hold the drum in place, these two countersunk screws are fitted so the drum doesn't drop off when the wheel is removed.



The pawl locates on this catch which, in turn, is attached to the wings. The grooves often wear away with the constant on/off movement, or the catch falls off the wing due to corrosion. New ones are available, though.

Regular checks

As with most tractors of this age, the rear brakes utilise a drum system. I always have a good look at the overall condition of these, and check for any cracks or chips. This one was in great condition. Before removing the drum, you'll have to slacken off the adjuster at the rear in the backplate; a screwdriver fits through the slot and turns the adjuster.

Once these are slackened sufficiently, you can remove the countersunk screws on the front, which are designed to hold the drum in place when the wheels are removed. However, sometimes these

countersunk screws will be found to be seized, in which case a good clout with a hammer and chisel should provide an effective answer.

With the drum removed, you'll be able to have a good look at the brake shoes. In this case, these were just a bit dusty so a quick spray with brake cleaner was all that was required. I even got my callipers out to measure how thick the linings were, and discovered that they were less than a millimetre thinner than new ones! These brake linings are bonded to the shoes, as opposed to the more traditional, rivet-based fixing method, which means that they can be worn down slightly more than



Once the drum was off, I could inspect the shoes which looked to be in good order; just a bit of dust that would be washed off with brake cleaner.



I compared the thickness to a brand-new lining I had in stock; it was only a millimetre thinner, so a replacement wasn't required.

the traditional types.

The shoes are held onto the backplate by special springs, clips and pins that you basically push and twist with a pair of pliers. At the front, there's a pair of heavy-duty springs that, as well as ensuring that the shoes return, also help hold them onto the backplate. There's also a further return spring that should sit right against the adjuster, to stop it from rotating and slackening off the brakes. It's always a good idea to check that this spring has been fitted correctly on tractors that are new to you; I see many cases in which this simple task has been done wrongly. ■

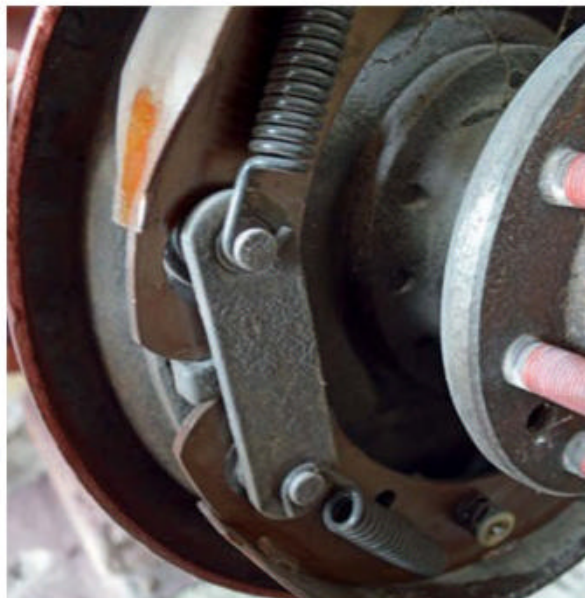


This is what you adjust through the slot with a screwdriver; it's a bit of a crude system, to my mind, but it works.

RIGHT: After checking that everything else was fine, the final inspection was of the inside of the brake drum, where the shoes make contact. As the shoes are bonded into place, rather than being riveted, there was no rivet head-scoring to be seen.



The shoes are held to the backplate by this spring and cup system. To remove them you simply push and twist.



These two springs found at the front are extremely strong, and return the shoe to its resting position after use.



This other return spring at the rear also acts to stop the adjuster from slackening off by itself.





Jonathan Playfoot, from Bodiam, East Sussex, had three tractors on display at the excellent Laughton Autumn Show, which took place on September 11th-12th. Here are two of them in classic, 'little and large' pose; his impressive, 1973 Muir-Hill 121 with good friend, Callum Head, at the controls, and his 1975 Ford 4000, being driven on the day by his partner, Yvonne Willis, with passengers, Isla the Collie and, barely visible, Mia Cullum.



Ford & Fordson Association Round-Up

Association chairman, Pat Pawsey, delivers another essential selection of news and views from in and around the ever-enthusiastic FFA

For those with petrol-powered tractors, the new E10 petrol is now on garage forecourts, delivering an ethanol content increase of 10% compared to the previous, E5 grade. As this significant formulation change has already been covered, those affected should refer to the comprehensive recommendations and advice provided on the Federation of British Vehicle Club's website (fbhvc.co.uk).

In brief, the FBHVC recommends the use of premium grade fuel and preservatives but, contrary to popular opinion, it doesn't recommend draining the system. The FBHVC's reasoning behind this view is as follows:

Ethanol is a good solvent and can remove historic fuel system deposits from fuel tanks and lines, and it's advisable to check fuel filters regularly after the

switch to E10 petrol as they may become blocked or restricted. If your vehicle is to be laid up for an extended period, it's recommended that the E10 petrol be replaced with ethanol-free petrol, which is available from some fuel suppliers. Do not leave fuel systems dry when storing, as this can result in corrosion, together with the shrinking and cracking of elastomers and gaskets as they dry out.



THE PRESIDENT'S THOUGHTS

Welcome to this edition of the magazine, and my first *President's Thoughts* column. I've been honoured to be the president of the Ford & Fordson Association since the very beginning, which means I'm either good enough, or nobody else wants – or has been found for – the job. I'm sticking with the first one until I'm told otherwise!

Recently, I attended the Old Timer Tractor Rally held near Ludlow, in Shropshire. My interest was caught by the fact that the organisers didn't want anything newer than 1945, and nothing modified, either. It was proper vintage only, and there were six First World War models on display.

I have nothing against modified tractors and do find a V8 Perkins in an E27N, or a V12 Jaguar-powered TE-20, of interest. But they do need a class of their own, otherwise, the general public thinks they are vintage restorations. As many of you know, I would put all two-pack paint jobs in the same class, too. Restoration, I think, is about returning a tractor to its original standard. So, if the machine was painted grey or red at a factory in Coventry, or blue or green on a Ford production line, then that's all it needs to be. I suspect differences occurred between suppliers back in the day, but that's my moan over for now, anyway.

There haven't been any visits to club nights for 18 months so, if any of our area reps want to put something together in

their area, talk to me as I have plenty of dates available for a film night with Old Ford tractor films, together with a talk about each one. There's no charge and I travel to most places – I've been as far as Australia for one visit – so most of the UK isn't a problem! All you have to do is ask. My email is: nick@old20.com, or you can call me on: 01332 792698.

These events give everyone a chance to keep in touch and have a chat, and any pub with a function room would, I'm sure, welcome the business, given the way things have been. Locally, we're thinking about tying in a road run from a pub, with a pint and a talk afterwards.

Another interesting project recently involved a magazine talking to my dad, Arthur Battelle, about his times with Ford, Roadless, Farm Tractor Drives and Schindler 4WD conversions. Such a lot of what they talked about I can remember, plus things like sitting in the front of Dad's Thames van at a show while he drove the radio-controlled Dexta around the ring.

I also recall the first public showing of the Roadless 115, in about 1968, with no cab and ploughing burnt-stubble land. At the end of that day, Dad, me and a very shiny white/grey tractor were all black and sooty; I don't recall mother's reaction when we got home!

Finally, we have two more shows to visit this year. First will be the British



Nick Battelle with his father, Arthur, a few years ago. Arthur's the good-looking one on the left!

Ploughing Championships at Mindrum, in Northumberland, very close to the Scottish border. It's a good run for us and I'm looking forward to seeing folks there (October 9th-10th). Then, of course, in November we can all meet up at Newark, where we'll have the latest Old 20 shopping bag, so come and get your hands on the 4th version, after which it'll soon be Christmas all over again!

So please continue to stay safe and well, and I look forward to meeting again soon.

Nick Battelle, FFA President

THE OLD TIMER TRACTOR RALLY



The FFA's Model F display at The Old Timer Tractor Rally. From left to right: Nick's 1927 F, Paul's 1922 F, Margaret's 1927 narrow F, John's 1918 F and Julie's 1943 Moto Tug.

This show, which took place on July 31st-August 1st, is a rare treat for those fascinated by early tractors, with only those dating from the very early years to the mid-1900s being displayed; what an impressive turnout of tractors, stationary engines, commercials, cars and motorcycles.

Edward Price and Chris Tranter, the organisers, report that the event went very well, with an increase in gate numbers compared to its first running in 2019. Despite heavy rainfall at night, the sun broke through each day, resulting in an enjoyable weekend for the exhibitors and public. Financially, the organisers can run the event again next year, and have given donations to Macmillan Cancer Support and the local church. Next year's event is scheduled for August 6th-7th.

The FFA's stand was manned by club

stalwarts Derek and Margaret Badham, well known to you all. It was really good to see them and so many friends again after such a long time. The stand exhibits included Nick Bryne's award-winning 1927 Fordson F, Margaret Badham's lovely little narrow F and John Sheppard's 1918 ladder-sided model.

Paul Marsden's 1922 model, fitted with an interesting, opposed twin-cylinder CLM diesel – unfortunately not running – completed the stand's line-up of Fs and, for something completely different, there was Julie Browning's very special Ford Ferguson

Moto Tug. This tractor, based on a Ford 2N, spent its working life on Miramar naval base in California; but then, Julie always manages to 'magic a rabbit out of the hat!'

As with the first rally, it was marvellous to see and hear vehicles running that one normally only sees in photos or on static displays in a museum. They're driven around at this event, providing a non-stop spectacle, which is a real treat. I was particularly taken with Jonathan Boaz's 1935 cabbed Fordson N that had spent its working life toiling in the fens.



A detail shot of Paul Marsden's Industrial F, fitted with a CLM diesel (not running).



Julie Browning's 1943 Ford Moto Tug, in the ring at the Old Timer Tractor Rally.

MARSHAM SHOW



The FFA's award-winning tractor display at The Marsham Show.

This event, held on August 14th-15th, provided the first outing this year for the FFA marquee, and it was so good to meet up with friends and club members after a very quiet 18 months.

Congratulations to Bob Parke for his insistence that the show could go ahead, and for a weekend that provided something for the whole family to enjoy, be it motorbikes, classic cars, commercials, tractors, music and entertainment, plus a huge range of bygone and craft offerings and some excellent food options. The event focuses on raising money for local

charities, many of which had a presence at the show.

From the child's New Holland TM190 to the T5.120 (courtesy of Ernest Doe, North Walsham), the FFA display also included examples of the 2000, Dexta, E27N, 'N', Super Major and Power Major. We were delighted to be awarded 'Best Club Stand', as was Ian Prince for 'Best Implement' for the rear-mounted loader with sack lifting attachment fitted to his Power Major.

Special features at the show included 75 years of the E27N (carried forward

from 2020), and the line-up of this model showcased both diesel and petrol/paraffin-engined examples. Keith's E27N L4 – the only one at the show – was exhibited on the FFA stand. As our Ford Cargo truck was out of action, Keith drove it the 32 miles each way; two-and-a-half hours there and back, through Norwich. He arrived home muttering the usual "I'm not doing that again!", but he always does.

It was a most enjoyable weekend, with new memberships and merchandise sales at an encouraging level.

Jane Broomhall, Secretary/Treasurer

DEVON DESPATCHES

It's so pleasing to report a welcome resumption of some activities down here in the West Country. Yes, we've had a large increase in visitors to our county and Cornwall, but we shouldn't complain as at least their holiday money is being spent here, rather than on some distant shore! However, from what I hear, some of these visitors aren't too nice at times, and that behaviour is most definitely not welcome!

I'm currently canvassing opinions about the possibility of holding winter evening get-togethers at our usual

venue, Whiddon Down village hall. But, as I write, there hasn't been an overwhelming response, which, coupled with a recent spike in Covid cases, may prompt a review of that plan. Watch this space!

Recent weeks have seen the Honiton, Mid-Devon and Okehampton shows but, unfortunately, due to family commitments, I was unable to attend the Honiton event. However, I gather from Edward Underdown that it was a successful show. It was held over two days in early August, with 4,000 tickets

allocated each day.

Despite a damp first day, there were 80 vintage tractors entered but, given that it was wet and muddy underfoot, there was no main ring parade, sadly. However, the second day was much better and Melanie Squires, the NFU's

“ We shouldn't complain as at least their holiday money is being spent here, rather than on some distant shore ”

regional director, was on hand to present the prizes in a very professional and fun manner.

Edward reports that, although it was a lot of hard work, it was certainly worthwhile running the show. It's expected to return to its one-day format next year. Edward's Ford 8100 and 7000 were 4th and 5th in class, while Graham Farmer's Pre-Force 2000 (one of his two lockdown projects!) was 4th in its class. I must also mention John Edwards' Fordson Major with mounted hedge cutter, which provided a very interesting exhibit.

The Mid-Devon Show went ahead on the July 24th, on the grounds of Knightshayes, a National Trust property near Tiverton. The showground was fully booked as far as tractors were concerned, which I thought was really encouraging. The day itself was a tad miserable due to intermittent drizzle but, despite the weather, I understand it was an enjoyable one.

I attended the Okehampton Show and thoroughly enjoyed what was a very successful event. The showground occupies a hillside venue above Okehampton, and benefits from splendid views across to Dartmoor. Yes, it was different, and there were a few gaps among the exhibitors and entries were down in some of the livestock sectors. Nevertheless, the attendance was good and you could detect a really positive buzz around the



Edward Underdown's prize-winning Ford 8100 and 7000 at Okehampton.

place. Evidently, people were very glad to be out and enjoying themselves.

There was a good display of classic cars and tractors, despite the obvious gaps, although there were only a very few motorbikes. An impressive feature of this show is that the main ring parade features all cars and tractors altogether, which makes for a very

exciting and constantly moving visual display that's certainly popular with the spectators.

Anyway, that's all for now so, as I always say, keep well, take care, look after yourselves and your families. Also, please do keep in touch with me at:

andrew@chilverton.co.uk

Andrew Green, FFA rep, Devon

BELOW: George Farmer's Pre-Force 2000, with John Edward's Power Major and hedge cutter behind.





Entrants at the East Dorset Trac Pack’s first show of the year.

SHOW AT THE MOW!

The East Dorset Trac Pack’s first show, called Show at the Mow, took place on Sunday, August 1st, in the field belonging to the Barley Mow pub in Colehill, Wimborne, Dorset.

This event was supported and run by the Ford & Fordson Association,

with many members exhibiting. Although the weather wasn’t kind on the day, many hundreds of visitors arrived between 10am and 2pm. Smiles from the youngsters were in good supply, and most owners were happy to let children climb aboard for

a photo opportunity.

This was a free-entry event for both visitors and exhibitors, and a great time was had by all. So, I must send my thanks to all who exhibited, especially those who, like me, suffered with the rain on the wet drive home! Also, our thanks to our local Friends of Ferguson colleagues who provided the mini marquee, which we were very grateful for during the latter part of the day.

John Maiden, FFA rep, Dorset

A YEAR IN CANADA

As the harvest season proper is gaining momentum here in Alberta, it’s time to reflect on the year’s events – or lack thereof – and to look forward to some semblance of normality down the road.

At the time of my last contribution, back in April, spring was just starting after a very mild winter, with below-average snowfall and a resulting soil moisture deficiency right across Western North America. This situation didn’t improve all summer, unfortunately, with total rainfall here in central Alberta at a fraction of the normal level, resulting in significantly reduced crop yield forecasts.

However, we’re fortunate that farmers can self-insure against such impacts, and also against the ravages of hailstorms, underwritten by both provincial and federal government levels. Record high temperatures across Western Canada and the USA have led to extreme fire hazards, with British Columbia having at least 270 major fires raging with devastating consequences

for forestry, tourism and agriculture.

Additionally, for upwards of the past 30 years, with milder winters, an additional contributor to an increase in

forest fires through western Canada has been Pine Beetle infestations which, over time, decimate pine forests and render wide tracts of forest vulnerable to lightning strikes.

Vintage events have been significantly reduced or cancelled

RIGHT: A Super Major on the sledge, looking very relaxed. Ear defenders appear to be the prime safety requirement!





altogether for most of the summer due to the ongoing Covid pandemic. Surprisingly, the Calgary Stampede was allowed to happen in July, albeit at a much-reduced level. It still included the tractor pull event, but this was limited to fewer than 20 participants, selected by invitation.

Locally, a tractor pull event held in nearby Neerlandia attracted 45 participants, among which were a petrol and a Power Major owned by well known Ford enthusiast, Terry Hanlon. Also taking part was a Ford 800 Series, owned by Ken Connolly from Spruce Grove, Alberta. All three of these tractors have been meticulously restored, and they performed admirably in their weight categories; a real credit to the marque.

Also, this month, I had occasion



Another Canadian ‘puller’ at the wheel of a very tidy-looking Ford 800 – he looks more concerned by the sun!

to attend a vintage tractor and car show in the small community of Mallaig, which is a 2½-hour drive north-east of Edmonton. The village, which has a population of about 200, is best known for its annual cancer support fundraiser, called Haying in the Thirties. The most recent of these events, run in 2019, raised over \$265,000. This year’s vintage show attracted 50 tractors and 75 or so classic cars and pick-up trucks. Unfortunately, there was only one tractor – an 8N – representing the blue oval, although it was very proudly shown by its 89-year-old owner, Clarence Smith. So, come on Ford owners, I’m sure you can do better next time!

A few recent auction sale items caught my eye during the summer, including two Ransomes crawlers. One had a ‘dozer attachment (Serial No. 81852), and sold for \$4,700 (plus 5% buyer’s premium). The other listed with PTO and adjustable hitch (Serial No. 5345) made \$3,800 (plus premium). Another auction I saw sold the following tractors: a Ford 5600, in running condition, off-farm (fair condition), \$7,100; a 1975 Ford 8600 with ‘dozer blade attachment and a separate, quick-attach FEL (rough condition), \$8,300; a Ford 3000 with seized petrol engine (parts

tractor only?), \$1,100. All three of these machines were subject to an additional, 10% buyer’s premium.

Petrol models of the Ford 2000 through to the 5000 range are quite common here particularly as, in 1972 when I first came to Alberta, retail petrol prices were \$0.094/litre (even cheaper for bulk farm orders, I’m sure!). No doubt the easier starting characteristic of petrol, especially during the long, winter months, compared to the diesel-powered alternatives, was a big influencing factor.

Finally – and rather ironically – just as the article on my Ford 8600 appeared in the August/September issue, I encountered a cracked head problem on the tractor. Symptoms of what appeared to be a head gasket issue turned out to be a crack inside No.1 intake valve, which allowed antifreeze to seep outwards when stationary, through the manifold gasket. This required the machining of a used cylinder head, complete with the fitting of new valves and springs after which, thankfully, we were back in business. There was no apparent cause, so maybe it was metal fatigue or porosity, after 12,000 hours.

I’d be interested to hear what others think, and can be emailed at: ianwest@mcsnet.ca
Ian West, FFA rep, Alberta, Canada

“ ... in 1972, when I first came to Alberta, retail petrol prices were \$0.094/litre... ”

PICKERING STEAM RALLY



Paul Hudson is the new FFA area rep in Yorkshire. You can contact him by calling: 07710 757133.

It's been great to attend some events that are starting up again; a perfect case in point being the Pickering Steam Rally, held at Scampston Hall, near Malton, in Yorkshire, on September 4th-5th.

Although billed as a 'steam rally', there were many tractors and farming-type exhibits, plus classic cars, commercials and tractor-pulling classes at this event. Two FFA members travelled all the way from Ayrshire to participate in the tractor pulling competition, and it was very entertaining – especially as dusk descended – to see the glowing exhaust manifolds, and flames leaping from the pipes together with clouds



At Scampston, Russell's NH TS.180 – resplendent in Silver Jubilee colours – highlights developments with the earlier models.

of black smoke. I hitched my Ford 1210 (16hp) tractor to the sledge, only to achieve the shortest pull – 0 inches!

New Holland dealer, Russells, is celebrating 100 years in the agricultural equipment business, and kindly loaned us a T6.180, which had been painted in Silver Jubilee colours. This looked spectacular on the stand, and was flanked by Fordson

N and E27N models, to illustrate the remarkable changes that have taken place in tractor technology since the Second World War.

The club was well supported by members' tractors, with 16 on show. One that we don't often see was a 1947 Ford Ferguson 2N; unusual as it had a step-up conversion fitted, transforming the standard,

Phil's 1210 on the sled – puts us in mind of Frank Sinatra's classic, High Hopes!





Taking a rest at Robin Hood's Bay. Where are the drivers? Well, they're all at the ice cream van, of course!

8mph tractor into one capable of 18mph.

Thanks, and welcome to the 13 new members who joined the FFA at the show, and to all the members and friends who came to say hello, all agreeing how good it was to meet up once again. A local member, Paul Hudson, who was helping man the stand all weekend, has agreed to be the club's representative for that area of Yorkshire. Paul comes from Rillington, near Malton, and can be contacted on 07710 757133. He recently retired from farming, and will be coming to Newark to meet everyone.

Thanks also to the show organisers, Outdoor Shows, for a well laid-out site that was kept litter-free, with clean toilets and sensible marshalling. This event is definitely one to attend next year.

- In the last issue there simply wasn't enough space to include all the photographs from the mammoth, Coast-to-Coast & Back Road Run, so here are some more to whet your appetites for this amazing event.

Phil Gibson, FFA rep, Roving



The Moston gang at Boggle Hole; mind the rocks, everyone!



Wet weather clothing at the ready on the Coast-to-Coast & Back Road Run, as there's rain in the air.

ISLE OF WIGHT TRACTOR RUN

David Lemonius reports that Isle of Wight Classic Tractors will be holding its annual charity road run on December 28th. Contact David Lemonius, Fastnet Cottage, Main Road, Bridgestone, Newport IoW PO30 4AJ, or call him on: 07831 773561, for more information.

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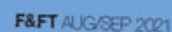
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FORD & Fordson TRACTORS



While modern Valtra and John Deere machines handle much of the work on William Jackson's Northumberland farm, there's still a valued place on the 'fleet' for a faithful but ageing Ford 7810 Force III

The Ford may well be past its prime, but this tractor has now been in use on the farm for over 25 years and, while there may be some rust patches showing here and there, it's as mechanically sound as it ever was.

The 1990, G-registered 7810 Force II is fitted with a Ford New Holland Safety Cab II, and arrived on the farm in 1993, having been bought secondhand. This was around the time that William took over the management of the 830-acre farm from his father.

manly for 'top' work, and was fitted with dual wheels and paired with either a Wider Pressure harrow or a four-metre press with cultivation tines. The 7510 also handled most of the trailer work and fertiliser-spreading, when it was equipped with a three-point linkage-mounted Kuhn Aero spreader.

well-equipped and it offered a little more grunt than the 7610, which was useful."

"It was also better balanced, and had superior traction compared to its Ford predecessor, so it was perfectly able to carry out all the duties that had been handled by the 7610. All-in-all, we never regretted the decision to have a two-wheel-drive tractor, as we considered the machine to have much better maneuverability."

Soon after arriving at the farm, the tractor on the 7610 was replaced, with the 16 983 nine-gearing way to Michelin 60x65x34 solid tires. It also enhanced the tractor's handling and performance noticeably. The machine then delivered steady service over the next few years, until it was replaced as the farm's main tractor by more modern, John Deere equipment.

Too good to go
However, as a 'second string' machine, it proved itself far too valuable to sell, and its overall condition was far too good to even consider scrapping it. So, the 7810 was relegated to more mundane but, nevertheless, essential duties around the

Ford arrives

The Ford joined two, four-wheel-drive Massey Fergusons and a two-wheel-drive Ford 7610. The Masseys were used for ploughing, while the 7610 was reserved

BELOW: The 7810 arrived on the farm in 1993, as a three-year-old, secondhand machine.



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OUT & ABOUT

Peter Love spotlights some of the events that Ford, Fordson, County and Roadless enthusiasts have been enjoying over the past month or two

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

FAMILY TRACTORS STAR AT LONGSTOCK



Gary Rutter had his 'fleet' out, including this genuine Cooper County CD50 conversion with Doe heavy cultivator behind.



The lovely Fordson Standard N with Ransomes cultivator certainly looks very correct with Fisher Humphries front cast wheels and Goodyear tyres.



One of the nicest restored tractors at the show was this Ford Pre-Force 5000 Select-O-Speed, which carries plenty of weights.



Gary Rutter's 1965 County Super-Six with Ransomes TS78 plough.

Held on September 11th-12th, the Longstock Rally occupies a beautiful site in the Test Valley, near Stockbridge, in Hampshire. The rally fields are made available thanks to the Burnfield family, and it was great to see this well-established event on the up, once again. Andy Knight and his new committee are doing a great job!

Visitors enjoyed plenty of tractors, two rows of autojumble, lots of refreshment stands and a good timber section featuring

an Allchin rack bench driven by an E1A Major with Lunchbury winch.

The traditional ploughing field was a great success, as was the 4pm tractor road run on Saturday afternoon.

Mark Osborne, of AT Osborne, was showing a line of fine County machines, with the rarest being a 1979 County 6700-Four (No. 40296), with the lovely, originally Tasker fertiliser-spreader behind. Also to be seen in this area was a superb display of County 1:32-scale models.

Elsewhere on the rally field was an excellent 'Ten Decades of Ford and Fordson Tractors' display, staged with exhibits from the Hartwright, Dyer, Hiscock and Wood collections. The oldest among them was an MoM Fordson, but a restored Ford Pre-Force 5000 Select-O-Speed really caught the eye.

Andy Knight and his hard-working team deserve plenty of credit for this event which, thankfully, was blessed with good weather.

PLOUGHING STARTS IN STYLE

Romney Marsh Ploughing & Cultivations Society chairman, Ben Ashdown, welcomed visitors, competitors and the glorious weather to the Romney Marsh Ploughing Match, held at Charles and Ollie Furnival's Ham Mill Farm, near Hamstreet, on September 5th.

The RMPCS should be congratulated on the excellent event programme, and the variety of local farm machinery dealers in attendance. These included the 'blue' Haynes stand and, beside that, Danny Beshaw's Tyre Services, which sells tyres to fit many Fords and Fordsons.

A good commentary kept everyone informed about the dog show, the sheep shearing, the children's rides and the ploughing. For the purist, this is probably the best ploughing match in Kent now, and always opens the season well.

John Dungey, from Headcorn, took first prize in his class with his 1940 Fordson N and Ransomes Motac plough. However, the overall winner was Chichester's Geoff Burse, with his Ford 6610 four-wheel-drive and Kverneland plough. All-in-all it was an excellent event.



Overall Champion on the day was Geoff Burse from Chichester with his Ford 6610 outfit running a Kverneland two-furrow on the back.



Not far from home was P Batt and his wide-track Roadless 75, with double assistor rams on the back and a much modified Ransomes 111 reversible plough.

73-TRACTOR ROAD RUN

Normally run in May, organisers Mark Wilson and William Harding rescheduled their popular run to take place on September 5th, this year.

The 13-mile run started at New House Farm, Smarden, in Kent, and concluded at Headcorn Aerodrome in time for lunch. The weather was excellent and 73 tractors enjoyed a leisurely meander along carefully chosen C roads.

The event was organised to raise money for the Pilgrims Hospice, in Ashford, in memory of Roy Vidler; a wonderful plant operator. The run hopes to be back to its usual third-Sunday-in-May spot in 2022, so make a note in your diary!



This run usually attracts 170 tractors but, due to the rescheduling and a late harvest, only 73 took part this year, including this E27N conversion boasting the luxury of power steering.



The run attracted a good variety of tractors, including this smart-looking Ford TW-25.

AROUND THE WREKIN

Vintage tractor supremo, Brian Smith, decided to organise a road run to give something back to the charities that helped him through his recent illness.

His sentiments obviously struck a chord as the fundraising efforts generated £6,000, which is being divided equally between the Lingen Davies Cancer Fund and Prostate Cancer research.

After months of preparation, the run took place on August 29th, with tractors by the score descending on Brian's home village of Withington, in Shropshire, for what was the third running of the Around the Wrekin Tractor Run.

The procession of 120 tractors set off at 10am behind Brian, who was leading in his 4x4, paraded through Withington then set



Baston Hill's Reuben Metcalfe tipping his hat on his Fordson Major.

off on the 22-mile tour. There were more than 50 Ford and Fordson tractors taking part in the run, which ran along a mixture of paved roads and off-road sections, before the lunch stop at Wrekin Farm.

By the time the road runners had completed the last leg, more than 50 classic



The well-known Martin Shelley was out on his 1966 Ford Pre-Force 3000.

cars, lorries and stationary engines had gathered to display, and the raffle was drawn. Withington WI ran the refreshments on the field, and the local church provided hot dogs and food, with proceeds going to support the church. It was a very well organised event; well done Brian!

BIGGEST BANK HOLIDAY RALLY!

The Hellingly Festival of Transport, which happened over the late-August Bank Holiday weekend, has been taking place since the 1970s, and is run by the Eastbourne Historic Vehicle Club.

The show covers all aspects of the preservation scene, and featured over 1,500 exhibits over its three days. Not only were there nearly 100 tractors on show, but the working displays, autojumble and trade stands were the largest seen at a rally so far this year.

There were plenty of Fordsons and Fords to enjoy, with Alec Holt's ex-J Thomas (Southern Ltd) original Ford 5000 being one of the stars. It was originally fitted with Bombardier half-tracks and a creeper box.

Congratulations to Eastbourne Historics for pressing on with the show in a year when so many other event organisers opted to cancel.



The early Fordson E27N doesn't carry hydraulics on the backend.



The Holt-owned J Thomas (Southern Ltd) Ford 5000 with creeper gears, which formerly had Bombardier half-tracks.

COUNTYS STAR AT ASTLE PARK



Seen parading in the ring were Nathan Blyth's 1977 Ford 1174 County, followed by his 1969 County 1124 Super-Six pulling a Morewear 10-ton trailer.



Walter Kay's 1962 Fordson Super Dexta looked to be in superb condition.

Ford and Fordson tractors were definitely out in force at the Astle Park Traction Engine Rally at Chelford, in Cheshire, on August 14th-15th. Organised by Outdoor Shows, this rally saw steam, commercials, cars and motorcycles on display, plus a fine display of 'blue' tractors.

Nathan Blyth's 1957 EIA Major caught the eye. The tractor had been found in woods near Poynton, Cheshire, where it had been standing for many years. It was dragged out using a County tractor and its restoration took a year (including an engine rebuild). Nathan's other tractors on display included a 1972 County 754 Super-Four (also fully restored), a 1977 Ford 1174 County, in excellent condition and a fully-restored, 1969 County 1124 Super-Six.

Elsewhere, S Adam's 1959 Power Major was in great condition, as was J Hamilton's 1956 Power Major, fitted with a Perkins T6.372.4 engine that's helped it complete five Coast-to-Coast runs! We also spotted a bright yellow, 1964, ex-BR and Blackpool lifeboat tug Super Major Industrial, restored by Adam and Kevin Yates, of Sandbach.

Among the newer tractors were Alex Kettlewell's Ford 3600, which was helping him to raise money for a local hospice, and Ben Ryder's smart, 1986 Ford 7610 that's fitted with a Cummins 6BT engine.

WELSH PLOUGHING CHAMPIONSHIPS ROAD RUN

With the 61st Welsh National Ploughing & Hedging Championships being held at Llancayo, Usk, Monmouthshire on September 25th, host landowner and chairman of the local organising committee, David Morgan, decided to organise a fund-raising tractor run to aid the championships.

On August 8th, starting from David Morgan's yard, the tractors set off following the River Usk down the valley to Llanbadoc. Country lanes took the procession to Llangybi, then on to Tredunnock and the river crossing at Newbridge. The group then headed north along, through Llantrisant to the lunch stop at Glen Court Farm.

After the break, the tractors toured Wentworth Forest, passed Amazing Alpacas, and crossed the Usk-Chepstow road. They then all headed towards Llangwm and the finish back at Woodside works.

Everyone agreed that it was a brilliant way to raise funds for the ploughing championships.



John Morgan with his Ford 7810 Force III four-wheel-drive, who very much enjoyed the event.

A WET WHITBY WINNER!

The fourth Whitby Traction Engine Rally took place on August 8th-9th, in the shadow of historic Whitby Abbey. Organised by Outdoor Shows, the event attracted large crowds to enjoy steam engines, commercials, classic cars and tractors.

The largest Ford in the show was undoubtedly Jamie Clark's 1983 Ford FW-60, which he's owned since 2016. Philip Ireland's selection of Fordson Ns was varied in both condition and livery, and included an unrestored Irish model



Jamie Clark bought this 1983 Ford FW-60 in 2016; unsurprisingly, it was the largest tractor at the Whitby event.

and a very smart, blue 1936 version.

Visitors enjoyed a good selection of Dextas, including Lewis McBride's 1963 'working clothes' Super Dexta and Alec Grainger's 1958 Dexta, which he's owned



Alec Grainger has owned this 1958 Dexta for 20 years, and keeps it in good, working condition.

for 20 years and still works. We also enjoyed seeing Joe Threapleton's Ford 4000, and many other Ford and Fordson models at what turned out to be a great event, despite the weather.

FORDS AT CROMFORD



Bernard Saunders' 1957 Fordson County Crawler six-cylinder conversion attracted plenty of attention at Cromford.



This smart-looking, 1989 Ford 6610 was another popular Cromford exhibit.

The 2021 Cromford Steam Rally marked the event's 50th anniversary, and took place on July

31st-August 1st, despite torrential rain during the days immediately before it. Among the many stand-out exhibits,

we spotted Jack Heathcote's 1945 E27N petrol/paraffin, which he acquired in 2019. David Watson's 1951 Super Major also caught the eye, as did John Fisher's 1964 New Performance Super Major.

Two notable Super Dextas at the show were Graham Holmes' 1964 model, which he bought in 2004 and restored, and Ben Hawkins' model from the same year, which he bought in 2013 and subsequently restored.

At the newer end of the scale was Barry Leedham's 1965 Ford 4000, which he rescued in 2004 and a very tidy, 1989 Ford 6610 that certainly attracted many admiring glances. Also popular was Bernard Saunders' mid-1950s Fordson County Crawler Z, which he rescued from a shed near East Midlands Airport.

This was a first-class show, so congratulations to all the organisers.

MARTIN'S RUN BOOSTS CANCER FUND

Many Fords and Fordson tractors converged on Newcastle on Clun late in July, for Martin Watkins' tractor run. The event was held in aid of the Lingen Davies Cancer Fund, and started at Garn Farm, by kind permission of the Richards family.

The tractors, led by Dave Edwards, began their tour by climbing Dowke Hill, then followed lanes to Cwm Collo. There was a slight mishap as run regular, Adrian Rickhuss, missed a gear on his Ford 3000 and ran back into fellow Midlander, Ian Botley's very original MF 135!

The tractors followed the Teme Valley towards Felindre, before climbing up to the Anchor. After this the convoy headed towards the Kerry Pole, before following the edge of the Ceri Forest and passing the Riddings and Crossways before turning downhill to the Brookhouse. From here they worked their way down the Folly Brook valley back to Newcastle, and returned to the Garn.

Thanks to all landowners, helpers, supporters and participants for the donations gratefully received, which raised £2,800 for the cancer fund.



Rhys Jones from Knighton was out with his Ford 4000 fitted with AP cab.



Sam Evans enjoyed the run with his fine Super Dexta.

• Thanks to Anne Bates, David Reed and Richard Thorpe, for their contributions to this event section.

SALES CORNER

Our resident auction and sales guru, Peter Love, offers a snapshot of the Ford & Fordson movers and shakers changing hands at recent auctions and sales across the UK

CONDITION KEY

Preservation tractors:

1 - Heap!; 2 - Runs, needs work;
3 - Original; 4 - Older restored;
5 - Restored; 6 - Concours

Working tractors:

7 - Scrap heap!; 8 - Runs, needs work;
9 - Below average;
10 - Average; 11 - Above average;
12 - Like new

FORDS TO STAR AT COLLECTIVE



LEFT: The Ford 2000 is the fastest in the Ford 1000 Series range, which makes it ideal for road runs.

RIGHT: This Roadless Ploughmaster 75 four-wheel-drive is a restored gem.



Preparations are in hand for the final Cheffins Vintage Collective of the year at the company's Cambridge Machinery Sale site in Sutton, Cambs., on October 23rd.

There are already more than 2,000 entries booked in, including many interesting Fords. To whet your appetite, the following are already listed: a Roadless Ploughmaster

75; a Ford 7710; three Ford 7000s; a County Super-6; a Ford 6000 row-crop; a Ford 5000; a Fordson Standard N; an E27N and several E1A New Majors.

THE FRANK WALKER SALE

This sale was held at the late Frank Walker's Rookery Farm, in Kelsall, near Chester, on July 1st. A wide selection of vintage farm equipment was sold, plus a few tractors.

Norton & Brooksbank, of Raskelf, N Yorks was the auctioneer, with Simon Lamb guiding everyone through the lots being sold. The tractors weren't terribly inspiring; a rough Ford 3000 two-wheel-drive was fitted with power steering, but made only £1,050.

But, of those in better condition, the best was an all-original, 1957 Fordson Power Major, which sold for £2,800.

RIGHT: This very original-looking, 1957 Fordson Power Major tractor could have been yours for £2,800.





Despite having rear tyres fitted the wrong way, this E1A sold for £2,400.



The Standard Ns did well considering they're not very fashionable at the moment.

E1A AND Ns SELL IN CORNWALL

Despite Mother Nature's best efforts to disrupt things, the Edward Buckland Ltd sale, on behalf of Roger and Chris Young, went ahead on August 7th at Boquo Farm near Helston, in Cornwall.

With over 200 people attending on the day, and many viewing online, bidding was brisk for the 450 lots on offer. A Fordson E1A Major with loader sold for £2,400, and a pair Standard Ns went for £2,250 each.

The auctioneers wish to publicly thank Roger and Chris Young for their kind instructions, and the excellent presentation of the lots being sold.

KIVELLS AT LISKEARD



This 1958 Fordson Dexta sold for £3,200 at the recent Kivells sale in Cornwall.

A huge crowd was drawn to Bulland Farm, Common Moor, Liskeard on July 31st, for a Kivells-organised sale on behalf of Ivor Sanders.

The auction got under way with 100 smaller lots, then came the nine tractors, which generated considerable interest, both in the yard and among the online bidders.

The pick of the bunch was a 1958 Fordson Dexta that raced away to £3,200, and a 1966 Ford Pre-Force 3000 that made a decent £3,000.



How about this then? It's a Standard N with an E27N engine and radiator casting, plus Muir-Hill dumper wheels. It sold online for £950.

WATKINS' WRECKS!

If you fancied seeing a field of classic and vintage vehicle wrecks, you should have logged into the online-only Graham Watkins Auctioneers sale, held at Whaley Bridge, in Derbyshire. The late owner tried to create a fine museum of transport, but the local council flatly refused and, after years of wrangling, it all faded into the bushes, literally.

H&H of Cheshire sold the better lots at its Buxton sale in 2020, and Watkins was left to deal with the rusty remnants this summer. The Fordson Standard N 'bitsa' (Muir-Hill wheels plus E27N engine and header tank) made a very optimistic £950.

GEORGE PRICE SALE



A fine original Fordson E1A DKN petrol/paraffin Major sold here for £2,800.

After collecting enthusiastically for many years, George Price decided that enough was enough, and engaged HJ Pugh to sell off his collection on August 11th at Leigh Sinton, near Malvern, Worcs.



Looking good, this Ford Pre-Force 3000 went for £3,750.

There was a raft of Ford tractors to delight buyers, including a beautifully-restored, 1967 Ford Pre-Force, which sold for £4,500, a Pre-Force 3000 that

made £3,750 and a 1926 Fordson F runner that sold for £4,000. There were other Ns available too, which averaged £1,650 a-piece.

FORDS DOMINATE AT CHEFFINS



In excellent condition, this Ford 4630 was showing only 1,514 hours on the clock. A popular lot that sold for £14,000.

Cheffins' Harrogate Vintage Sale took place on August 21st, and really brought out the crowds. As you would expect, the main attractions were the 80 or so tractors that came under the hammer of Bill King and Oliver Godfrey. Most of the machines on offer were either from the Ford or Ferguson/MF stable, although other makes were represented.

The only E27N in the sale dated from 1951 and was fitted with a Perkins P6 engine, high-speed top gear and a Ransomes, two-furrow plough. It sold



This 1974 Roadless Ploughmaster 75 was fitted with its original, T5 engine and was in excellent condition. With 5,770 hours on the clock, it sold for £13,000.

for £8,000. The best price for an E1A was achieved by a restored, 1962 Super Major, which sold for a very good £8,800.

A good-condition, 1962 Roadless Super Major New Performance example made £7,500, while a 1957 Fordson Major Holman Tractair compressor Industrial tractor, made £4,200 – a good price for an Industrial in the present circumstances. A very fine Ford 4630 4WD with just 1,154 hours on the clock, changed hands for £14,000, and that price was equalled by a very tidy, 1988 Ford 6610 4WD fitted with Super Q cab and showing



This County 754 Super-4 4WD still retained its working look, and was fitted with Boughton winch and anchor, plus a front blade. It was showing 5,800 hours and sold for £12,000.

just 5,400 hours on the clock. A Ford 6640 SLE 4WD with 3,800 hours recorded, found a new home for £13,800.

This was followed by a 1974 Roadless Ploughmaster 75, described as an 'older restoration', that looked good and was still fitted with its original, T5 engine. With 5,770 hours recorded, it sold for £13,000. These prices would all have been beaten though, if a very tidy, 1989 Ford 7810 Series II 4WD had actually sold. With just 1,722 hours on the clock, bidding hadn't met the reserve when it stalled at £20,500.

THE £50,000 FORD 5000!

With over 50 classic tractors and an eclectic mix of additional lots, the star of the show at the Euro Auctions 2nd Collectors Sale at Castle Irvine, Northern Ireland, on August 29th, was the amazing Ford Force 5000 with just 10 hours recorded on the clock.

This tractor had been the stuff of legend in classic circles for many years, as it was rumoured to exist somewhere in Northern Ireland. But it remained a mystery until owner, Brian Keys, who runs a successful New Holland dealership in County Tyrone, dusted it off for this sale.

He'd owned the tractor since 1999 but, after being registered between August 1974 and July 1975, the tractor was never put to work. It stood, unused, in a barn near Lincoln and, once Brian had bought it, he continued with its preservation. While there's now a little bit of rust appearing here and there, this unique machine still sold to a UK buyer for £50,000.



This Ford 5000, with just 10 hours on the clock, sold at Castle Irvine for an amazing £50,000!

BUTT FAMILY FORD COLLECTION DOES WELL



LEFT: This 1990 Ford 8630 sold for a very good £10,000, despite some rust in the cab.

BELOW: Looking the business, this County Plowman went on to sell for £3,400.

Auctioneers Symonds & Sampson staged an online sale for the Butt family at Lower Waterhouse, in Devon, on August 31st, at which 27 Ford and Fordson tractors were sold.



The results went as expected although, disappointingly, we noted again the on-going slump in Standard N values.

KIVELLS SELLS 83 FORDS!

Atremendous day was had at Middlecott Farm, Beaworthy, in Devon, on September 4th, when the Kivells machinery team auctioned Phillip Warren's amazing collection of 83 Ford tractors, plus parts and machinery.

Phillip, an avid Ford collector and restorer, started building his collection in 1989, with a Ford 5000 Select-O-Speed bought from a Kivells auction. Now he admits that, since then, his hobby got somewhat out of control!

About 1,200 people attended this much-anticipated, unique sale, which attracted plenty of online bidders, too. Business was brisk and the top price of the day went to an excellent Ford 7810 four-wheel-drive, which made £25,000. A very clean, 1982 Ford 655 digger sold for £12,500, while various Ford 3000, 4000 and 5000 models ranged between £2,000-£5,100. Things ended with a bang when the final lot – a Ford 7000 with Schindler four-wheel-drive front axle – sold for £21,000.

BELOW: The Ford line-up at Phillip Warren's big sale certainly made for an amazing sight.



Welcome to our 'family' price guide that covers County, Fordson, Ford, Muir-Hill, Roadless and Versatile. The prices quoted here are what the various models have sold for at auction or privately over the past few years. The price guide is updated regularly, but if your model is not listed or you have information on sale prices that we have not come across, do get in touch as we would be delighted to hear from you. Please email the editor at: chris.graham@kelsey.co.uk

Price guide key

- BAND 1:** Possibly not running, but in very complete condition known at times as 'ex-farm' condition
- BAND 2:** Will run but needs work done to it
- BAND 3:** In original condition
- BAND 4:** Older restoration, but complete and should run
- BAND 5:** Average restored condition and ready to go
- BAND 6:** Concours. Restored tractors in exceptional condition

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
CHASESIDE							
Fordson N Hi-Lift Shovel	1934-45	£750	£900	£2,200	£2,400	£3,100	NA
Fordson N Super-Lift Crane	1934-45	£800	£850	£2,200	£2,400	£2,100	NA
Fordson N Industrial Shunter	1934-45	£1,200	£2,300	£4,200	£2,500	£3,600	NA
Fordson E27N Hi-Lift Excavator	1946-51	£1,100	£2,100	£2,900	£2,400	NA	£3,800
Fordson E27N P/P Ind Shunter	1946-51	£950	£1,300	£3,200	£2,900	£3,600	NA
Fordson E1A Industrial Shunter	1952-64	£980	£1,100	£2,900	£3,100	£4,300	NA
700-700A	1960-68	£1,100	£2,100	NA	£3,100	NA	NA
COUNTY							
CFT E27N p/p crawler	1948-51	£1,900	£3,600	£6,100	£4,200	£8,100	NA
CFT E27N Perkins P6 crawler	1948-51	£3,700	£6,200	£18,500	£11,200	£16,250	£17,200
Major Z crawler	1951-54	£1,950	£3,400	£6,800	£4,700	£5,900	NA
Major Z Mk II/III/IV crawler	1954-59	£1,900	£3,100	£4,800	£5,600	£5,300	£6,200
Major Ploughman crawler	1957-58	£1,950	£2,900	£4,200	£3,400	£5,100	NA
Major Ploughman P50 crawler	1958-61	£2,700	£2,900	£4,400	£3,400	£5,800	£8,500
Major Ploughman P55 crawler	1961-65	£2,900	£3,100	£10,800	£3,900	£5,900	NA
Major Ploughman 6-cyl crawler	1963-65	£2,200	£4,200	£5,400	£4,500	£5,420	NA
Four-Drive	1954-58	£7,700	£8,100	£15,750	£11,500	£12,900	£14,000
Hi-Drive	1958-62	£2,500	£3,600	£5,200	£7,700	£9,100	NA
County Dexta forestry 4 x4	1964	NA	£9,800	NA	NA	NA	NA
Super-4	1961-65	£4,600	£6,700	£12,600	£13,200	£16,500	£22,000
Super-4 Sea Horse replica orig scrap	1963	NA	NA	NA	£18,000	NA	NA
Super-6	1962-65	£4,800	£8,200	£15,300	£12,500	£18,000	£24,000
654	1964-68	£4,100	£8,230	£15,800	£11,900	£16,800	NA
FC654	1965-68	£6,900	£8,100	£14,700	£10,900	£15,600	NA
954	1965-67	£5,750	£8,900	£14,500	£11,600	£16,200	NA
1004	1966-75	£5,900	£7,500	£15,200	£12,100	£15,700	£26,300
854T	1967-68	£5,200	£9,300	£16,300	£12,900	£14,800	NA
FC1004	1967-77	£7,800	£10,600	£13,000	£12,500	£16,200	NA
1124	1967-72	£5,900	£10,200	£19,500	£14,900	£18,700	£21,800
1124 drainage machine	1967-72	NA	£9,300	NA	NA	NA	NA
754	1968-75	£6,600	£9,500	£14,2000	£11,950	£14,950	NA
FC754	1968-75	£6,200	£9,400	£14,200	£11,950	£14,800	NA
4000-Four	1968-75	£6,100	£8,400	£14,400	£9,800	£14,200	£16,200
IHC 614	1966-68	NA	£12,500	£16,200	£14,500	£18,000	NA
IHC 634	1969-72	£11,900	£15,500	£17,300	£21,000	£25,500	NA
1164	1971-77	£5,200	£11,400	£21,300	£16,600	£18,800	£24,500
944	1971-75	£5,800	£9,950	£12,400	£14,000	£17,200	NA
1254	1972-75	£6,850	£7,200	£17,200	£12,750	£19,200	NA
1454	1972-78	£8,900	£12,800	£19,200	£15,950	£18,500	NA
764	1975-78	£5,800	£7,640	£12,100	£7,800	£9,550	NA
964	1975-77	£5,300	£7,100	£14,100	£12,500	£12,600	NA
4600-Four	1975-81	£5,600	£9,300	£13,400	£11,400	£15,100	NA
6600-Four	1975-81	£6,900	£8,600	£12,900	£11,200	£19,400	NA
7600-Four	1975-81	£7,100	£12,800	£18,500	£12,100	£26,500	NA
1174	1977-79	£8,100	£12,200	£24,000	£18,900	£23,000	£24,250
6700-Four	1978-81	£6,600	£10,700	£18,500	£14,100	£18,900	NA
7700-Four	1978-81	£5,900	£14,100	£21,400	£15,200	£27,800	NA
FC1174	1978-80	£5,800	£9,100	£17,200	£15,500	£17,900	NA
774	1978-90	£7,200	£17,000	£28,000	£25,800	£31,000	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
974	1978-90	£6,300	£16,300	£24,000	£17,800	£28,200	NA
1184 TW	1979-90	£26,000	£45,000	£58,000	£50,800	£56,500	£62,100
1464 TW	1978-87	£16,900	£28,100	£55,000	£38,800	£41,800	NA
1474 Short nose	1979-83	£28,000	£48,000	£194,000	£82,000	£94,000	NA
1474 Long nose	1979-83	£34,000	£45,200	£180,000	£125,000	£165,000	NA
County Ford 8100 2WD	1978-80	NA	£7,000	£11,400	£8,200	£10,600	NA
County Ford 8200 4WD	1980-82	NA	£8,800	£17,200	£10,700	£14,200	NA
FC1184 TW	1981-87	NA	NA	£12,400	NA	NA	NA
1884	1980-87	£58,000	£98,000	£210,000	£135,000	£170,000	NA
6610-F	1981-83	£7,400	£12,500	£26,000	£19,600	£21,800	NA
7610-E	1981-83	£7,400	£12,500	£29,000	£21,100	£26,200	NA
County Benson 1184-TW	1990	NA	NA	£51,000	NA	NA	£77,000
County Benson 1184	1994	NA	NA	£69,000	NA	NA	NA
DOE							
Dual Drive	1958-59	NA	£42,000	£58,000	£51,000	£52,000	NA
Triple D (Super Major)	1960-63	£22,000	£38,800	£54,000	£48,000	£57,000	NA
Triple D (NP Super Major)	1963-64	£29,000	£41,000	£52,000	£51,000	£58,000	NA
Triple D NP (Half)	1963-64	NA	£11,000	NA	NA	NA	NA
Triple D (Half)	1960-63	NA	£10,800	NA	NA	NA	NA
Doe 130	1965-68	£31,000	£50,500	£72,000	£51,000	£65,000	NA
Doe 130 (Front half)	1965-69	£14,000	NA	NA	NA	NA	NA
Doe 150	1968-69	£28,000	£45,000	£65,000	£62,000	£64,000	NA
D5100	1971-72	NA	£8,900	£18,000	NA	NA	NA
Replica Doe Triple D	1960-64	NA	NA	NA	£44,000	£26,000	NA
Doe Triple D trans b/end	1963	NA	£8,200	NA	NA	NA	NA
Doe Triple D frame	1962	NA	£11,000	NA	NA	NA	NA
Doe Triple D rear half & front bed w/trans	1963	£21,000	NA	NA	NA	NA	NA
Replica Doe 130	1965-68	NA	NA	NA	NA	£23,000	NA
Replica Doe Triple 150		N/A	N/A	N/A	N/A	£56,000	N/A
FORDSON/FORD							
F MoM & USA market	1917-18	N/A	£8,000	£23,200	£14,600	£19,400	NA
F USA	1918-23	£1,400	£2,700	£8,200	£16,950	£9,400	NA
F Irish	1919-23	£1,800	£3,900	£15,400	£5,700	£9,800	NA
F Irish	1923-28	£1,800	£4,000	£10,900	£6,900	£9,100	NA
F USA	1922-26	£1,450	£2,100	£7,500	£3,800	£8,300	NA
N Irish transition	1928-32	£1,900	£4,100	£9,900	£8,500	£12,600	NA
F Trackson F (high sprocket)	1922-28	£3,200	£4,900	£6,300	£6,200	£9,200	NA
F Trackson D (equal sprocket)	1923-28	£3,200	£5,200	£7,100	NA	£7,900	NA
F Hadfield-Penfield Rigid Rail X	1922-28	£5,500	£6,800	£10,500	NA	NA	NA
Model T Eros Farm Conversion	1915-26	NA	£5,900	NA	£9,200	NA	NA
Model T Moxan Farm Conversion	1924-31	£3,600	NA	NA	NA	NA	NA
Model T Doodlebug	1912-26	NA	£3,900	NA	£6,200	NA	NA
Model T Road Roller (British made)	1918-26	NA	NA	NA	£2,750	£4,200	NA
F-N Perkins P6 conv	1924-45	NA	£4,600	NA	£6,800	£12,200	NA
N Perkins L4 conv	1928-45	NA	£4,100	NA	£7,600	£7,800	NA
N Perkins 270 conv	1928-45	NA	£4,300	NA	£4,100	£5,800	NA
N with French SLM2-eng	1934-39	£1,800	NA	£5,100	£4,400	£5,300	NA
N with Perkins Leopard Mk1/2	1937-45	NA	NA	NA	£14,200	NA	NA
N Water-washer blue	1933-37	£950	£1,800	£4,600	£2,200	£3,800	£4,900
N Orange	1937-40	£750	£1,450	£3,700	£2,900	£4,200	£4,400



MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
N Green	1940-42	£600	£1,150	£3,800	£1,620	£2,100	£4,700
N Utility Green	1943-45	£690	£1,300	£4,700	£1,800	£3,200	£4,300
N Rowcrop (All-round)	1936-45	£2,300	£3,100	£7,600	£4,900	£6,700	NA
N Narrow Hop Garden Kent conv	1933-45	£1,200	£2,800	£4,800	£3,800	£5,400	NA
N Industrial various	1933-45	£1,000	£2,100	£5,500	£2,900	£4,100	NA
F/N Gallion Road Roller	1922-34	NA	NA	£5,200	NA	NA	NA
F Gallion Road Grader	1922-28	NA	NA	£4,900	NA	NA	NA
N Greens Road Roller	1940-44	£1,200	£2,400	£3,800	£2,800	NA	NA
N A/B PT4 Road Roller	1940-44	£1,200	£1,900	£3,800	£1,900	NA	NA
N RAF Industrial	1938-45	£1,400	£2,600	£7,600	£4,100	£5,900	NA
Fordson N Dungle Dozer	1943-46	NA	NA	NA	£13,200	NA	NA
9N Ford Ferguson	1939-42	£1,000	£2,100	£3,800	£2,900	£5,100	£6,200
2N Ford Ferguson	1942-47	£950	£4,800	£3,700	£2,400	£5,300	NA
2N Ford Ferguson Perkins P3 conv	1942-47	NA	NA	NA	£3,800	£6,000	NA
2N Ford Ferguson Funk Flathead-6 conv	1942-47	£2,800	£3,000	NA	£10,200	£4,800	NA
2N Ford Ferguson Funk V-8 conv	1942-47	£4,900	£8,200	NA	£15,100	£22,500	NA
2N Ford Ferguson Tug	1943-45	NA	NA	NA	NA	£6,700	NA
8N Ford Ferguson	1947-52	£1,300	£1,750	£3,200	£2,100	£6,400	£7,200
8N Ford Ferguson V-8 conv	1947-52	£3,200	£5,700	NA	£8,400	£11,600	NA
Jubilee	1952-54	£1,800	£2,100	£4,200	£3,200	£6,340	NA
6-900	1954-57	£1,600	£2,400	£4,100	£3,100	£3,900	NA
E27N petrol-paraffin	1945	£950	£1,100	£4,250	£2,700	£2,500	£4,200
E27N petrol-paraffin	1946-48	£750	£1,100	£3,900	£1,800	£2,900	£3,500
E27N Industrial p/p	1945-52	£1,100	£1,900	£4,200	£2,600	£3,200	NA
E27N p/p low gear	1946-52	£350	£900	£2,100	£2,100	£3,100	£3,900
E27N p/p high gear	1949-52	£950	£1,100	£4,600	£2,400	£3,400	£4,100
E27N Perkins P6	1948-52	£3,900	£6,800	£10,500	£13,000	£14,200	£17,600
E27N Perkins L4	1945-52	NA	£6,800	£7,200	£5,900	£8,600	NA
E27N Hopgarden-Narrow p/p	1946-52	£2,900	£3,400	£4,750	£5,900	£6,800	NA
E27N p/p rowcrop Bettinson conv	1946-52	NA	NA	£6,900	£4,800	NA	NA
Major E1A petrol	1951-58	£900	£1,550	£4,100	£3,100	£3,900	NA
Major E1A p/p	1951-58	£1,050	£1,700	£11,200	£3,300	£4,100	NA
Major E1A diesel	1951-57	£950	£1,750	£5,500	£3,600	£4,400	£7,900
Major E1A diesel Industrial	1951-57	£820	£1,650	£4,200	£2,900	£4,100	NA
Major KFD 52in narrow	1952-54	£2,400	£3,800	£7,700	£6,100	£8,720	NA
Major KFD 58in narrow	1954-60	£1,900	£2,800	£5,100	£4,900	£7,700	NA
Major KFD 68in narrow	1952-64	£1,800	£2,800	£5,800	£4,300	£6,900	£12,500
Major E1A Mk2 Live-drive	1957-58	£850	£1,750	£4,250	£3,400	£6,600	NA
Power Major	1958-60	£980	£1,800	£4,100	£4,200	£4,800	£6,800
Power Major Industrial	1958-60	£970	£1,900	£4,500	£3,600	£4,900	£6,900
Power/Super Major Hydrostatic	1958-65	NA	NA	£4,500	NA	NA	NA
Super Major	1960-62	£980	£1,800	£12,650	£3,600	£5,100	£10,100
Super Major Industrial	1960-62	£1,600	£2,300	£5,500	£4,100	£5,500	NA
New Performance Major	1963-64	£1,600	£3,200	£7,900	£4,600	£7,100	£9,400
New Performance Major Industrial	1963-65	£2,100	£2,900	£5,900	£5,400	£6,100	NA
NP Indust Aveling/B grader	1962-64	NA	£3,500	NA	£4,500	NA	NA
Major 6-cyl conversion	1952-64	£2,000	£3,600	£4,500	£4,400	£5,600	NA
Dexta	1958-60	£900	£1,600	£5,200	£2,600	£5,800	£7,300
Dexta	1960-62	£850	£1,675	£5,400	£2,400	£5,100	£6,900
Dexta Special old-style export	1962-64	£920	£1,700	£5,200	£2,600	£4,100	£6,400
Super Dexta	1962-63	£950	£2,000	£4,900	£2,800	£5,200	£6,100
Dexta petrol (older style)	1958-64	£950	£1,900	£2,900	£3,100	£3,400	£4,100
Super Dexta New Performance	1963-64	£1,150	£2,600	£4,200	£5,600	£5,800	NA
Super Dexta NP petrol	1963-64	£1,400	£2,100	£3,300	NA	£4,900	NA
Super Dexta Hi Clear	1963-64	NA	£1,800	NA	NA	NA	NA
Dexta vineyard-narrow	1959-62	£950	£1,950	£5,100	£3,400	£5,100	NA
6-901 range USA	1957-62	£1,600	£1,900	£3,400	£3,200	£5,800	NA
Pre Force 2000 petrol	1964-68	NA	£2,900	£3,700	NA	£5,900	NA
Pre-Force 2000	1965-68	£1,700	£2,200	£4,200	£3,900	£5,800	£7,420
Pre-Force 2000 4x4	1965-68	NA	£4,700	£5,450	NA	£7,300	NA
Pre-Force 3000	1965-68	£1,700	£2,900	£4,500	£3,900	£7,500	NA
Pre-Force 3000 petrol	1964-68	NA	£2,800	£4,100	NA	NA	NA
Pre-Force 3000 Select-O-Speed	1965-68	£1,250	£3,200	£5,800	£4,300	£6,100	NA
Pre-Force 3000 vineyard	1965-68	£1,100	£1,800	NA	£3,200	NA	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
Pre-Force 4000	1965-68	£1,600	£2,950	£4,650	£3,900	£6,900	£8,200
Pre-Force 4000 Select-O-Speed	1965-68	£1,850	£2,940	£4,900	£3,100	£6,200	NA
Pre-Force 5000	1965-68	£3,450	£4,600	£12,900	£8,200	£12,650	£17,700
Pre-Force 5000 4 x 4 M/European conv	1965-68	£3,400	£4,600	£9,550	NA	£11,200	NA
Pre-Force 5000 Select-O-Speed	1965-68	£3,400	£4,850	£6,200	£5,600	£7,400	NA
Pre-Force 5000 Automowerpylon/w	1967	NA	£3,400	NA	NA	NA	NA
Pre-Force 5000 petrol	1964-68	NA	£3,700	£5,950	NA	NA	NA
Pre-Force 5000 Industrial	1961-65	NA	NA	£5,600	NA	NA	NA
Shibaura 1000	1973-5	NA	£3,100	£4,000	£3,150	£6,200	£7,900
Force 2000	1968-75	£1,520	£3,100	£8,600	£4,900	£7,800	£9,750
Force 2000 petrol	1968-72	£1,200	£2,700	NA	£4,200	NA	NA
Force 2000 vineyard-narrow	1968-75	NA	£2,800	£3,900	£5,200	NA	NA
Force 2000 4x4	1968-75	NA	NA	£6,100	NA	£6,200	NA
Force 3000	1968-75	£1,200	£2,800	£5,100	£3,600	£6,600	£9,600
Force 3000 petrol	1968 -75	NA	£2,900	£3,400	NA	NA	NA
Force 3000 vineyard-narrow	1968-75	£1,500	£2,100	£3,500	NA	NA	NA
Force 3000 4x4	1968-75	NA	£4,100	£6,200	£5,100	£9,900	NA
Force 3000 Bombardier Tracks		NA	£4,600	NA	NA	NA	NA
Force 4000 Select-O-Speed	1968-75	£1,950	£2,900	£5,600	£3,600	£6,250	NA
Force 4000	1968-75	£1,900	£3,600	£7,900	£5,700	£6,250	NA
Force 4000 4 x 4	1968-75	NA	NA	£8,800	NA	NA	NA
Force 4000 petrol	1968-75	NA	£2,900	£4,400	NA	NA	NA
Force 5000 Select-O-Speed	1968-75	£3,700	£3,900	£7,500	£6,600	£7,400	NA
Force 5000	1968-74	£4,100	£8,400	£50,000	£11,400	£19,900	£24,200
Force 5000 DP (DPA pump)	1975	£3,850	£5,400	£17,400	£9,800	£13,200	£17,400
Force 5000 4 x 4 M/European conv	1968-75	£3,900	£5,950	£8,800	NA	NA	NA
Ford 5000 Cotil Crane	1968-75	NA	£4,100	NA	NA	£6,700	NA
Force 5000 Rowcrop Select-O-Speed	1968-75	NA	£3,600	£6,600	NA	NA	NA
Force 5000 Industrial	1968-75	NA	£4,700	NA	NA	NA	NA
Force 5000 petrol	1968-75	NA	NA	£6,800	NA	NA	NA
Force 7000	1971-75	£6,600	£11,800	£32,500	£14,900	£19,700	£26,000
Force 7000 4x4	1971-75	NA	NA	£18,000	NA	NA	NA
Force 3055 narrow French	1968-74	£1,500	£3,100	£4,500	NA	NA	NA
8000	1968-72	£3,900	£6,700	£12,450	£7,450	£12,400	NA
9000	1969-72	£4,100	£4,900	£13,600	£7,900	£13,500	NA
8600	1972-79	£3,600	£6,100	£14,100	£7,500	£14,900	NA
9600	1972-79	£3,780	£6,600	£15,700	£9,800	£15,750	NA
2600	1975-81	£2,100	£2,700	£7,800	£3,400	£7,600	NA
3600	1975-81	£2,400	£3,600	£9,200	£3,850	£7,900	NA
3600 narrow	1975-81	£2,100	£2,900	£3,475	£3,900	£5,250	NA
4100	1975-81	£1,750	£2,300	£5,400	£3,600	£6,850	NA
4600	1975-81	£2,150	£3,900	£7,200	£6,800	£9,600	NA
5600	1975-81	£3,900	£5,600	£14,750	£12,750	£15,900	£18,720
6600-6700 2WD	1975-80	£4,400	£6,800	£14,300	£10,900	£12,700	£15,200
6600 4WD	1975-80	£5,900	£7,950	£16,600	£11,400	£18,500	NA
7600 & 7700 2WD	1975-81	£4,700	£7,300	£16,900	£10,100	£17,800	NA
7600 4WD	1975-81	NA	£7,900	£16,200	£9,100	£16,400	NA
8100 2WD	1977-81	NA	£7,000	£9,800	£7,100	£11,750	NA
FW-30	1979-84	£6,900	£10,900	£24,000	£17,300	£24,200	NA
FW-60	1979-84	£6,400	£14,000	£23,000	£15,600	£26,200	NA
FW-30 New style	1984-87	NA	NA	£22,000	NA	NA	NA
FW-60 New style	1984-87	NA	£15,400	£27,000	£28,000	£29,500	NA
TW-10	1979-83	£5,800	£7,900	£16,400	£9,300	£18,950	NA
TW-10 4WD	1979-83	£5,950	£8,100	£18,800	£14,100	£16,950	NA
TW-20	1979-83	£5,900	£6,800	£11,600	£6,600	£10,300	NA
TW-20 4WD	1979-83	£5,200	£9,900	£18,700	£13,700	£16,250	£19,300
TW-30	1979-83	£5,900	£10,900	£24,400	£18,500	£21,100	£27,000
TW-30 4WD	1979-83	£6,800	£13,400	£29,400	£17,700	£21,200	£35,000
8200 4WD	1980-82	NA	£8,600	£17,200	£12,900	£14,750	NA
TW-5	1983-85	£5,900	£4,500	£12,750	£7,720	£12,600	NA
TW-15	1983-85	£6,600	£12,100	£9,100	£9,400	£12,300	NA
TW-15 4WD	1983-85	£7,950	£7,400	£13,700	£9,275	£15,700	NA
TW-25	1983-85	£6,650	£9,100	£12,500	£12,700	£15,200	NA
TW-25 4WD	1983-85	£7,900	£8,250	£18,500	£12,300	£17,200	NA



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MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
TW-35	1983-85	£5,800	£7,900	£16,780	£13,800	£16,800	NA
TW-35 4WD	1983-85	£7,750	£14,200	£32,500	£18,400	£27,850	£35,600
2610	1981-85	£3,950	£6,800	£8,400	NA	£9,400	NA
2910 4WD	1981-85	£4,900	£5,200	£9,900	NA	£10,200	NA
3610	1981-85	£4,100	£4,600	£8,900	NA	£9,100	NA
3910 4WD	1981-85	NA	£6,200	£10,600	£8,600	£10,400	NA
4110	1981-85	£3,900	£4,400	£10,400	£6,700	£7,900	£8,700
4610 4WD	1981-85	£4,100	£4,900	£10,900	£8,200	£10,950	NA
5610	1981-85	£4,400	£6,800	£12,900	£10,400	£12,600	NA
5610 4WD	1983-85	£5,800	£9,900	£16,900	£12,100	£15,300	NA
6610	1981-85	£5,700	£8,400	£14,900	£11,200	£14,200	NA
6610 4WD	1983-85	£7,800	£16,250	£17,200	£13,200	£18,950	NA
7610	1981-85	£5,900	£7,400	£14,800	£12,100	£16,200	NA
7610 4WD	1983-85	£6,900	£12,900	£21,800	£17,900	£26,200	NA
7710	1981-85	£6,800	£7,100	£18,400	£16,700	£19,100	NA
7710 4WD	1983-85	£6,900	£7,900	£24,100	£18,100	£24,500	NA
7910	1984-85	£7,900	£12,500	£17,200	£14,100	£19,200	NA
7910 4WD	1984-85	£8,900	£14,800	£26,200	£16,100	£28,200	NA
8210	1982-85	£8,600	£9,100	£14,200	£16,800	£20,200	NA
8210 4WD	1982-85	£8,900	£9,900	£21,000	£16,950	£24,250	NA
TW-10 Force II/III	1985-90	£6,100	£8,100	£14,200	£12,100	£16,750	NA
TW-10 Force II/III 4WD	1985-90	£6,900	£12,700	£20,400	£17,500	£22,400	NA
TW-25 Force II/III	1985-90	£6,400	£11,750	£17,700	£16,100	£19,200	NA
TW-25 Force II/III 4WD	1985-90	£7,200	£14,200	£28,000	£18,600	£24,700	£36,400
TW-35 Force II/III	1985-90	£7,100	£8,900	£28,400	£22,900	£27,200	NA
TW-35 Force II/III 4WD	1985-90	£8,400	£16,900	£32,000	£22,100	£27,000	£39,200
2610 Force II	1985-89	£4,900	£6,400	£9,400	£8,200	£9,100	NA
2910 Force II 4WD	1985-89	£6,570	£7,700	£9,300	NA	£10,100	NA
3610 Force II	1985-89	£6,100	£6,900	£8,900	£6,900	£9,800	NA
3610 Force II 4WD	1985-89	£6,400	£8,900	£11,950	£8,900	£10,400	NA
334 Industrial	1985-89	NA	£3,600	£5,200	£5,400	NA	NA
3910 Force II	1985-89	£5,700	£6,900	£10,800	£7,900	£9,500	NA
4110 Force II	1985-91	£4,900	£5,500	£10,300	£6,800	£8,900	NA
4610 Force II	1985-89	£4,800	£6,400	£12,200	£8,100	£9,200	NA
4610 Force II 4WD	1985-89	£5,900	£7,200	£12,900	£9,800	£12,750	NA
5610 Force II	1985-89	£4,600	£7,100	£14,750	£9,100	£11,150	NA
5610 Force II 4WD	1985-89	£5,600	£8,700	£17,900	£12,750	£14,650	£17,800
6610 Force II	1985-89	£5,900	£9,100	£18,400	£15,600	£18,100	£21,200
6710 Force II 4WD	1985-89	£6,400	£9,400	£24,200	£16,600	£19,400	NA
7810 Force II 4WD	1985-89	£7,900	£11,300	£27,800	£16,400	£25,600	NA
7910 Force II	1988-89	£7,150	£11,500	£19,500	£18,500	£23,500	NA
7910 Force II 4WD	1988-89	£8,200	£12,200	£28,000	£22,400	£26,400	NA
8210 Force II	1985-89	£6,900	£10,900	£21,800	£16,200	£19,200	NA
8210 Force II 4WD	1985-89	£7,100	£10,600	£22,600	£16,900	£24,800	NA
2910 Force III	1989-91	£4,900	£7,600	£10,800	£9,900	£10,700	NA
3610 Force III	1989-91	£5,100	£5,400	£11,900	£9,400	£10,100	NA
3910 Force III 4WD	1989-91	£5,100	£6,900	£12,500	£9,600	£10,800	NA
4110 Force III	1989-91	£4,900	£5,800	£11,300	£9,200	£10,600	NA
4610 Force III	1989-91	£4,700	£5,600	£10,800	£8,400	£9,100	NA
4610 Force III 4WD	1989-91	£4,900	£8,200	£16,400	£10,200	£14,700	£18,900
5610 Force III	1989-91	£5,000	£7,100	£13,900	£8,400	£12,700	NA
5610 Force III 4WD	1989-91	£5,500	£9,400	£18,500	£14,400	£18,400	NA
7610 Force III	1989-91	£6,100	£8,900	£16,700	£14,100	£17,700	NA
7610 Force III 4WD	1989-91	£6,900	£9,100	£18,400	£14,500	£17,200	NA
6410 Force III	1989-91	£5,900	£8,400	£14,200	£10,400	£14,700	£16,800
6410 Force III 4WD	1989-91	£6,100	£9,700	£18,500	£12,900	£16,100	NA
6810 Force III	1989-91	£5,600	£9,300	£22,500	£13,400	£19,500	NA
6810 Force III 4WD	1989-91	£5,900	£10,800	£27,700	£16,600	£19,200	£26,300
7810 Force III 4WD	1989-91	£6,900	£12,900	£26,200	£17,100	£23,500	£29,200
7810 Silver Jubilee Force III 4WD	1989	£12,900	£23,800	£42,000	£32,200	£44,700	£49,200
7810 Silver Jubilee Force III 2WD	1989	£12,500	£21,000	NA	£23,700	NA	NA
8530 4WD	1989-94	NA	NA	£22,000	NA	NA	NA
8630 4WD	1989-94	NA	£19,200	£24,500	NA	NA	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
8730 4WD	1989-94	NA	NA	£23,750	NA	NA	NA
8830 4WD	1989-94	NA	NA	£27,000	£21,000	£29,000	NA
ROADLESS							
Fordson Irish & N crawler	1930-39	£3,900	£5,300	£9,600	£9,800	£11,200	NA
Fordson N crawler	1939-45	£5,700	£6,800	£14,500	£8,500	£10,900	NA
Fordson N RAF crawler t/winch	1939-45	£5,750	£7,900	£15,500	£7,800	£10,700	NA
Fordson E27N wheeled	1945-51	NA	NA	NA	NA	NA	£16,000
Fordson E27N DG4 h-track p/p	1945-52	£4,100	£6,100	£8,200	£6,400	£8,400	NA
Fordson E27N DG4 h-track P6	1948-52	£4,900	£5,800	£9,100	£7,200	£11,800	£12,200
Fordson E27N Hi-clear p/p	1951	£6,200	£4,900	£8,200	£7,100	£8,600	NA
Fordson E27N E Full-track p/p	1950-52	£4,400	£16,000	£19,000	£12,800	£15,000	NA
Fordson E1A Major Half-track	1953-62	£3,600	£4,200	£11,400	£7,100	£9,200	NA
Fordson E1A Major J17 crawler	1953-64	£2,800	£3,800	£4,400	£4,600	£6,200	NA
Fordson E1A Major 'V' rowcrop	1955-64	£2,900	£3,600	£6,300	£4,100	£4,800	NA
Fordson Power Major H-track	1958-60	NA	£4,100	NA	NA	NA	NA
Power-Super-NP Major	1956-64	£3,800	£7,500	£11,900	£8,000	£14,200	£18,000
Dexta	1960-64	£4,900	£7,300	£14,100	£8,400	£10,800	NA
Super Dexta	1963-64	£5,900	£7,000	£14,500	£10,800	£12,200	NA
Ploughmaster 6/4	1962-64	£6,200	£27,000	£18,200	£16,000	£18,800	NA
IHC B-450	1963-70	£6,600	£12,200	£15,000	£13,200	£17,000	NA
IHC B-614	1966-68	£6,800	£8,400	£18,400	NA	£16,000	£20,000
IHC 634	1969-72	NA	£8,900	£18,000	£15,500	£18,200	NA
IHC 444	1973-75	NA	£10,500	NA	NA	£14,500	NA
Ploughmaster 65	1964-68	£5,900	£11,500	£14,000	£8,900	£12,700	£16,400
Ploughmaster 90	1965-66	£7,400	£8,500	£16,500	£9,300	£13,200	£17,200
Ploughmaster 46	1966-72	£6,800	£8,000	£14,000	£9,900	£15,100	NA
Ploughmaster 75	1968-75	£5,200	£7,900	£14,500	£10,500	£17,000	NA
Ploughmaster 80	1968	NA	NA	£20,000	NA	NA	NA
Ploughmaster 95	1966-74	£7,900	£12,900	£22,000	£14,600	£19,500	NA
115	1968-75	£6,900	£7,600	£13,800	£10,600	£12,500	NA
115 High Clearance	1969-76	£6,900	£7,900	£16,100	£9,700	£10,900	NA
115 Long Wheelbase	1972	NA	£5,800	NA	NA	NA	NA
120	1971-83	£7,900	£17,000	£32,000	£26,900	£31,000	NA
94T	1971-75	£6,800	£9,800	£18,800	£9,800	£32,200	£34,900
105	1974-76	£5,300	£9,200	£16,000	£9,870	£15,200	NA
Ploughmaster 78	1975-83	£5,500	£8,600	£18,000	£9,800	£19,800	£30,200
98	1975-82	£9,650	£12,600	£24,000	£18,700	£24,600	NA
118	1976-82	£10,400	£12,900	£22,000	£18,200	£24,900	£32,400
780 & S	1979-81	£9,500	£11,500	£26,000	£22,600	£33,000	£36,200
980 & S	1979-83	£12,900	£15,000	£27,200	£19,000	£26,000	£34,200
116 Jewelltrac	1983-84	NA	£19,000	NA	NA	NA	NA
VERSATILE							
D-100 - G-100 diesel & petrol	1966-67	NA	£3,900	NA	£5,400	NA	NA
D-118	1968-70	NA	£4,450	£4,000	NA	NA	NA
145	1968-71	£4,700	£4,950	NA	£6,300	£9,100	NA
700 Series 1	1974-76	NA	£9,900	NA	NA	NA	NA
MUIR-HILL							
Fordson F Industrial Shunter	1924-8	NA	£2,100	NA	£3,600	£4,500	NA
Fordson N Industrial Shunter	1928-45	£1,400	£1,900	£3,200	£2,500	£3,400	NA
Fordson N Dumper various sizes	1931-38	£1,200	£2,200	£2,800	£1,900	£3,500	NA
Fordson N Dumper various sizes	1939-45	£850	£1,800	£3,500	£3,900	£4,300	NA
Fordson N Crane	1934-45	£750	£1,200	£2,900	£1,900	£2,900	NA
Fordson E27N Dumper 10RB	1946-52	£1,000	£1,600	£2,400	£2,100	£2,800	NA
Fordson E27N Shunter P6	1946-52	£1,600	£2,400	£4,500	£3,900	£4,800	NA
Fordson E27N Shovel p/p	1946-52	£900	£1,400	£2,900	£1,800	£2,900	NA
Fordson E1A 2WL Loader	1953-63	£900	£1,700	£2,100	NA	NA	NA
Fordson E1A Shunter	1953-61	£1,600	£1,900	£3,900	£2,600	£4,100	NA
101 Mk 1/2&3	1966-72	£5,900	£7,900	£12,100	£10,300	£11,500	£14,700
110 P 6354	1968-75	£6,800	£8,800	£24,600	£14,400	£14,900	NA
111 Mk3	1972-82	£6,400	£9,900	£22,000	£14,200	£18,100	NA
121 Series 1-2 & 3	1972-82	£6,800	£11,100	£21,000	£10,900	£21,100	£33,000
141	1978-82	£6,600	£12,800	£26,900	£27,500	£35,900	NA
161	1969-75	£9,200	£12,900	£28,100	£19,400	£36,400	NA
171	1975-82	£9,700	£12,400	£34,000	£21,00	£39,170	NA



CLASSIFIED COUPON FREE ADS!

UP TO 30 WORDS (trade excepted)

TRADE: 25p per word, minimum charge £5 per advert, per insertion. Send cheque or PO.

We regret ads cannot be taken via telephone and invoices cannot be issued.

Advertisers can include a photo FREE of charge, photos cannot be returned, images will only kept on file for up to 6 months.

Complete the coupon below and post to:

Free Ads, Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL.

Email: **tractors@kelseyclassifieds.co.uk**

For **AD QUERIES** call: **0906 802 0279**

CONDITIONS OF ACCEPTANCE

- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please call: 01732 445325.
- Each advert can be no more than 30 words. Kelsey Media reserves the right to edit down adverts that exceed this word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of six months.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.
- Kelsey Media's customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.
- By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
- No other correspondence can be entered into.
- Kelsey Media uses a multi-layered Privacy Notice giving you brief details about how we would like to use your personal information. For full details please visit www.kelsey.co.uk or call 01959 543524. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about other products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email data.controller@kelsey.co.uk or 01959 543524.



CLASSIFIED COUPON FREE ADS!

UP TO 30 WORDS (trade excepted)

IMPORTANT: Please read and complete all parts on the form. Please write clearly, we cannot accept responsibility for errors due to bad handwriting. PLEASE NOTE: We reserve the right to return incomplete forms or ads not paid for.

Please place my ad under the following heading: TRADE ☐ or PRIVATE ☐ WANTED ☐ or FOR SALE ☐

Tick ONE box: FORD ☐ FORDSON ☐ COUNTY ☐ MUIR-HILL ☐ NEW HOLLAND ☐ ROADLESS ☐ WHITLOCK ☐ PARTS ☐ SERVICES ☐

Cost of Insertion: £.....

Description:

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Post this coupon to: **Classified Dept, Ford & Fordson Tractor, PO Box 13, Cudham, Westerham TN16 3WT.** Email: **tractors@kelseyclassifieds.co.uk**

For **AD QUERIES** call: **0906 802 0279**

(Calls cost 61p per minute plus network extras, 10am-4pm. Calls from mobiles and some networks may be considerably higher). Service provided by Kelsey Media Ltd.

THIS PART MUST BE COMPLETED

NAME:

ADDRESS:

.....

.....COUNTY:

POSTCODE:

TEL No:

I enclose my cheque/PO for £.....(payable to Kelsey Media Ltd)

OR I wish to pay by  ☐  ☐  ☐  ☐

Card No:...../...../...../.....

Expiry Date:...../..... Switch Card Issue No:.....

Signature:.....

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TRACTOR & MACHNERY

FORD 2000 DEXTA



£3,500. Petrol, runs well, rare model, in good working order. Please call 07778 525037, South East. (T)

109678

FORD 3000



£5,000. Starts instantly and runs brilliantly. Full engine rebuild by previous owner, everything works as it should. Has a rear spool. Shed stored under blankets. Please call 07702 333087, South West.

106937

FORD 3000



1966, £5,900. Pre-Force. In excellent mechanical condition. New tyres all round. Professionally re-painted in 2018 with many new parts and little use since. Please call 01237 451655, South West.

107488

FORD 3000



£4,250. Tidy, goes well. M Reg, new front tyres. Please call 07831 347400, South West. (T)

109747

FORD 3600



£2,500. All mechanics ok, starts and drives well, needs tidying up. Please call 07821184799, South East. (T)

110557

FORD 4000



£5,000. Ford 4000 runs, drives, hydraulics, PTO work. Old and tired, for restoration. Please call 07821184799, South West. (T)

110558

FORD FORCE 4000



£4,850. A late Ford Force 4000 conveniently fitted with a later Ford Safety Cab. This workhorse starts, runs and drives very well. The tinwork is largely sound with the exception of the wings and footplates, which are still functional, but would benefit from repair in time. Please call 07966881985, South West. (T)

109177

FORD 4000



POA. tidy working tractor 01747828272, South West.

FORD 4000 PRE-FORCE



£4,950. Very original, starts and runs very well. Tinwork is in a beautifully original condition with perfect wings, bonnet and nose cone. Please call 07966881985, South West. (T)

109174

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 4000 PRE-FORCE

£4950. A lovely genuine example, with excellent tin work, runs and drives very well, good tyres all round. Call Matt 07966 881985.

FORD 5095



POA. 4WD, very good runner. info@pietvershelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

110620

FORD 5610



1985, £8,500. 2WD. New mudguards, new battery and starter motor. Please call 01606 592639, West Midlands.

108459

FORD ROADLESS 65



POA. Cast front wheels, early tractor, safety start on main gear lever, 7-speed, needs restoration. Please call 01606 592639, West Midlands.

109771

FORD 8630



1994, £26,000. Dual power, two wheel drive. Very good original condition. Please call 01606 592639, West Midlands.

109773

FORD FERGUSON



1946, £2,800. Excellent original condition new tyres. Please call 07536 975561, South West.

110198

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

FORD TW20



POA. Ex farm. Good and tidy. Please call 01747 828272, South West.

109216

FORDSON MAJOR



POA. Ex petrol/TV0. Engine change, now runs solely on propane gas. New nose cone, radiator, mud guards, etc. Viewing more than welcome. This is an excellent tractor. Please call 07729 614845, South East.

109666

FORDSON POWER MAJOR



£2,650. Complete with front loader. Very good condition, good working order. Please call 07778 525037, South East. (T)

109679

FORDSON MAJOR

£1,200. Diesel. Runner for restoration. Please call 07778 525037, South East. (T)

109682

FORDSON SUPER MAJOR ROADLESS



POA. Two owners from new. Still on original Goodyear tyres. V5, no VAT. Please call 07774 041235, Scotland.

108592

FORDSON SUPER MAJOR



£3,300. Good condition, all works. Good starter, has only been used for haymaking in recent years. No longer needed. Please call 01248 852621, Wales.

106732

ORDSON DIESEL MAJOR



£3,650. A very nice example of an earlier Diesel Major, fitted with a very useful Mill Loader. It starts easily and runs well with good oil pressure. The hydraulics are in working order and the tractor drives well. The tinwork is in good shape throughout. A super little tractor ready for work or play. Comes with current V5 document. This tractor is fitted with the earlier 'rod through the block' throttle linkage. Please call 07966881985, South West. (T)

109168

FORDSON MAJOR DIESEL



1953, £5,000. With V5 runs drives great. Diesel original engine. Fully refurbished injection pump. Please call 07977 596211, North West.

110193

FORDSON E27N



1949, £4,600. Full electrics, hydraulics and gen top link. Belt pulley, PTO, V5, as new tyres, rebuilt mag and water pump, good rad. Excellent starter and runner. Please call 01732 850797, South East.

110601

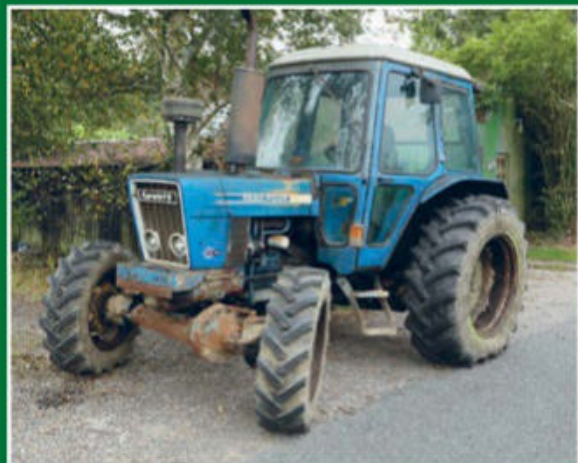
FORDSON E27N



£2,600. Petrol paraffin. Complete with Hesford winch. Please call 01606 592639, West Midlands.

109770

SALE *Highlight* COUNTY 7600-FOUR



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



FORDSON DEXTA



1958, POA. Good starter and runners, tyres and bodywork in good condition, needs some minor attention. Includes spare exhaust, parts for steering and front axle. Please call 01625 420497, West Midlands.

109850

FORDSON NP SUPER DEXTA



£3,500. Fitted with Lambourn safety cab, re-rubbered windows. Live drive clutch completely re-wired. New king pins, bushes, wheel bearings and track rod ends. Tidy little tractor, good starter and runner. Please call 01848 330855, Scotland.

109876

FORDSON SUPER DEXTA



1961, £3,500. Serial number 717772. Refurbished and fully working. Stored under cover. Inc dust cover. Also available at extra cost: Harrow, cultivator, subsoiler attachments. Please call 07854 170538, South East.

110097

FORDSON SUPER MAJOR



£6,999. With Cab, older restoration, road legal, good tyres, a nice old tractor. Please call 01249 740377, South West.

109144

FORDSON SUPER MAJOR



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

103887

FORDSON POWER MAJOR WHITLOCK DIGGER



POA. Whitlock digger based on a Power Major. In good running order with good tyres, recent new clutch and with a V5. Just minus its boom and dipper arm. Please call 07836 598208, South East.

110103

ORDSON FORDSON N



1941, £2,200. Reconditioned magneto, new carburettor parts, good tyres. Starts well. Cambridgeshire. £2,200 ono. Please call 07847 619757, East of England.

106940

FORDSON N



1945, £3,300. April 1945 lec/ loddon vapouriser, original reg and logbook, excellent working order, many new parts and tyres fitted. Tin work sound and untouched. Please call 07930 272250, Yorkshire and the Humber.

110192

FORDSON POWER MAJOR



£2,000. Runner, complete. Please call 01733 241857, East of England.

110462

FORDSON POWER MAJOR



£2,650. Complete with front loader. Very good condition, good working order. Please call 07778 525037, South East. (T)

110564

PARTS AND ACCESSORIES

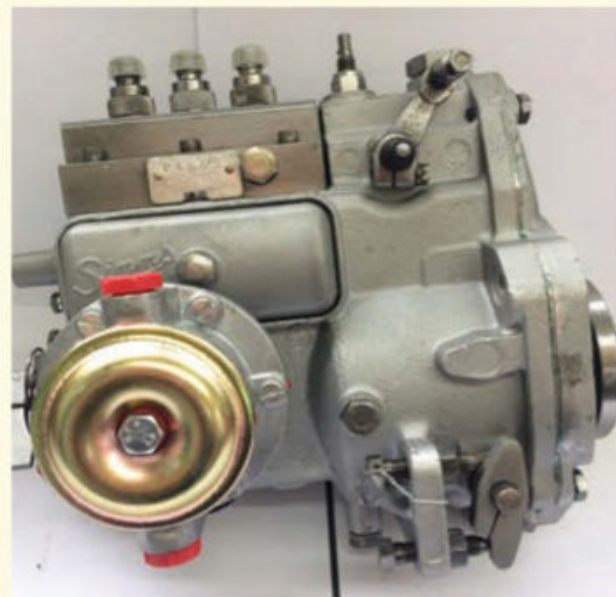
FORD 7000 TYPE LIFT ARM LATCHES



£24. Identical to original. Please call 07811 907317, West Midlands.

106920

FORD 300 INJECTION PUMP



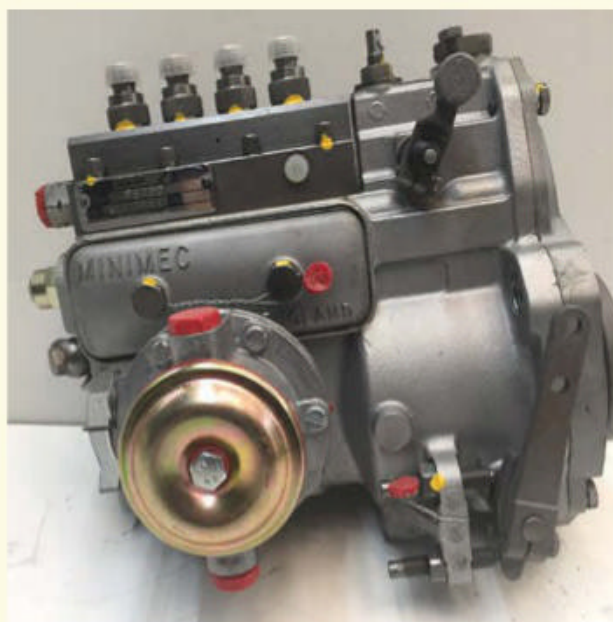
£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

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 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 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 SKID UNIT AND PARTS.



£1,500. pick up for 2000/3000. rear tyres, grasss wheels. Please call 01652656572, East of England.

106517

FORDSON MAJOR STEEL CAB

POA. Fordson Major steel cab. Please call 01981 500674, West Midlands.

108020

FORDSON MAJOR ROLL BAR

POA. Please call 01981 500674, West Midlands.

108021

FORDSON TOWING HITCH

POA. Standard Fordson towing hitch. Please call 01981 500674, West Midlands.

108022

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 01375 404271, East of England.

106339

FORDSON FRONT AND REAR STEEL/LUGGED WHEELS



Offers. Very good condition, single lug missing. Please call 07764 352643, Yorkshire and the Humber.

108081

FORDSON E27N CLUTCH RELEASE BEARING CARRIER



£20. NOS fordson E27n clutch release bearing carrier, solid brass or bronze. £20 plus postage, Chris 07472261561. , South West.

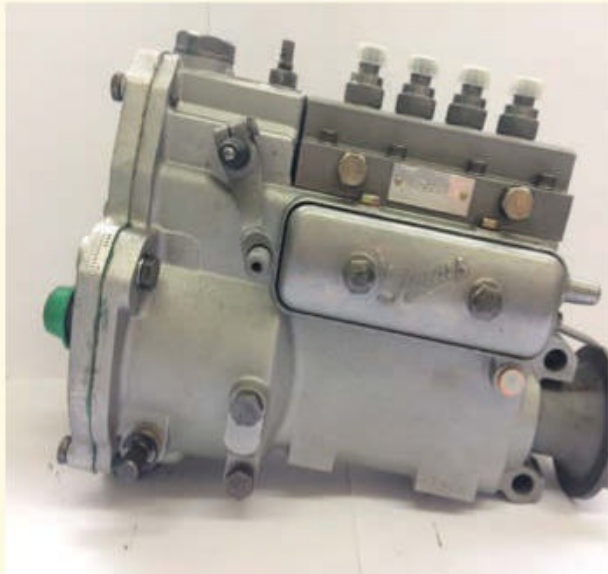
107560

FORDSON SUPER DEXTA HYDRAULIC TOP COVER



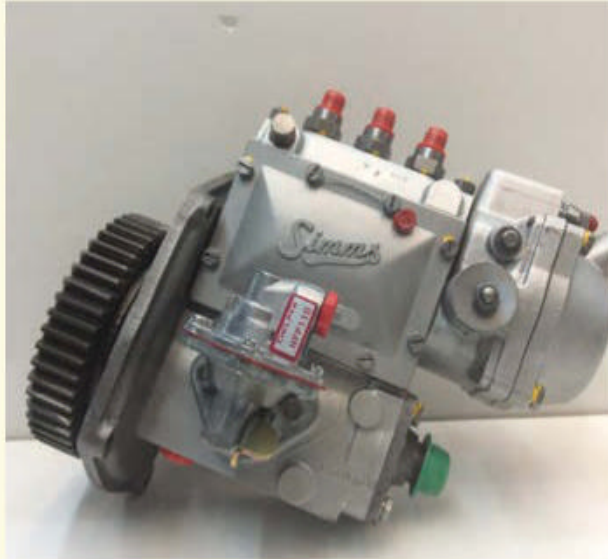
£270. Cross shaft & bushes good. Buyer to collect. Please call 01889 500303 Staffs (T).

FORD SUPER MAJOR INJECTION PUMP



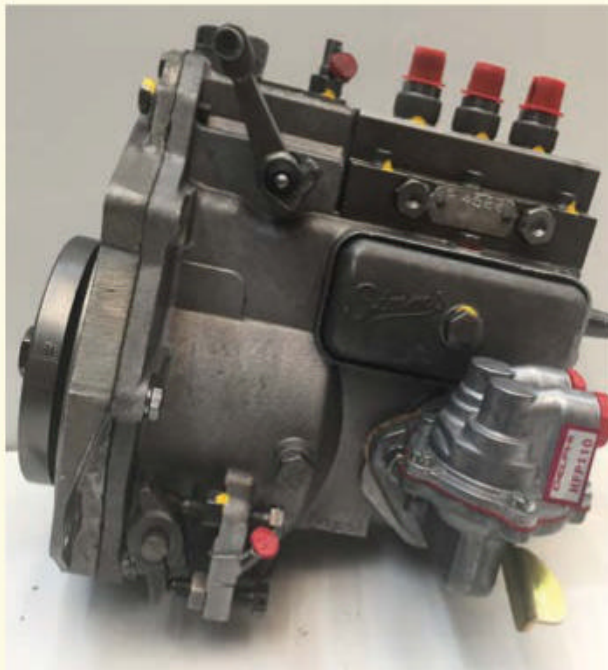
£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

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 MUDGUARDS



£240. New mudguards. Please call 01747 828272, South West.

106705

FORDSON STERRING WHEEL

POA. ORIGINAL Steering wheel for 1958 Fordson Dexta. Please call 01733 244456, South East.

105985

FORDSON SINGLE CLUTCH PP



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

104233

FORD WHEELS



£120. I was told that these came off a smaller Ford Four wheel drive tractor, tyre size 250/80R16. Please call 01666 504150, South West.

109601

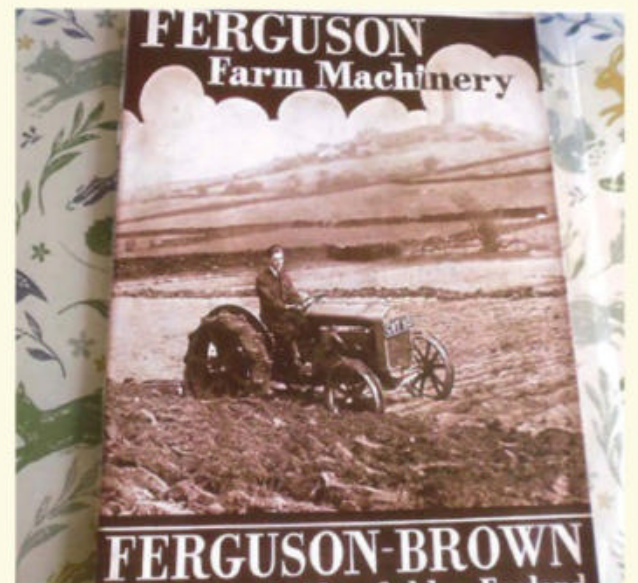
FORD TURF TYRES



£240. Complete set of turf tyres to fit Ford 1210 compact tractor. Please call 01666 504150, South West.

109602

FORD 4000/5000 OPERATORS MANUAL



£25. Good condition. Please call 01994232893, Wales.

106636

FORDSON E27N BACK AXEL GEAR BOX

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