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ISSUE 107

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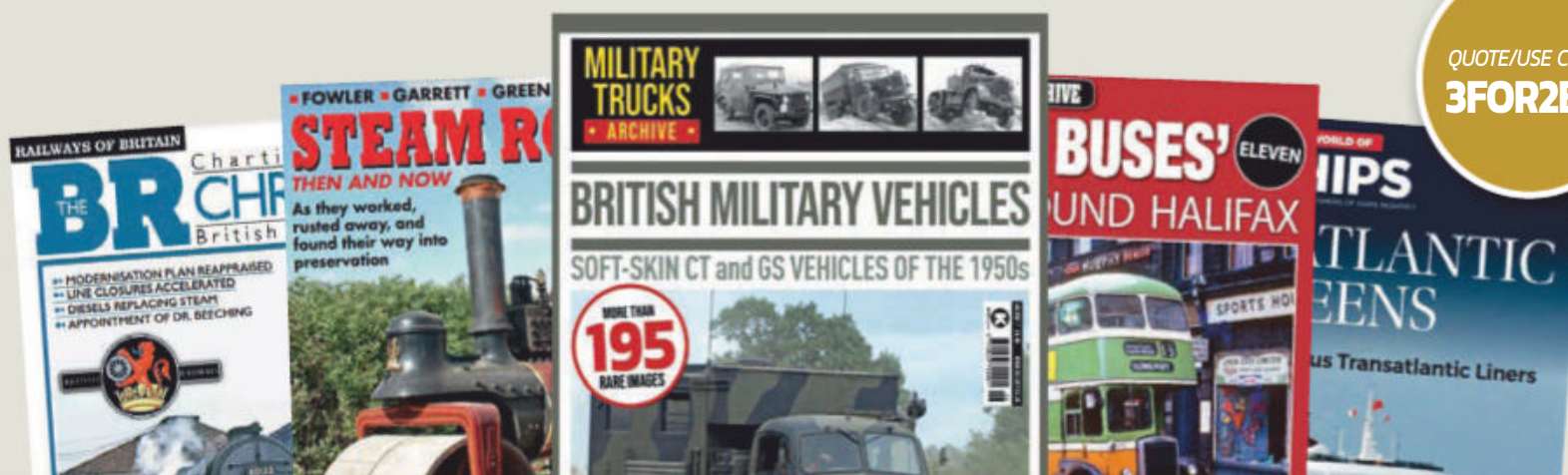
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 The Granary, Downs Court, Yalding Hill, Yalding, Maidstone ME18 6AL

EDITORIAL

Editor: Chris Graham
 Email: fft.ed@kelsey.co.uk
 Sub-editor: Rachel Eady
 Art editor: Phil Silk

ADVERTISEMENT SALES

Talk Media Sales
 Tel: 01732 445325
 Email: tractor.ads@kelsey.co.uk

PRODUCTION

Talk Media Sales
 Ad Production Manager: Nick Bond 01732 445325
 Email: production@talkmediasales.co.uk

MANAGEMENT

Chief Operating Officer: Phil Weeden
 Chief Executive: Steve Wright
 Retail Director: Steve Brown
 Audience Development Manager: Andy Cotton
 Events manager: Kat Chappell
 Print Production Manager: Georgina Harris
 Print Production Controller: Kelly Orriss
 Subscription Marketing Director: Gill Lambert
 Subscription Marketing Manager: Kate Chamberlain

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There was lots to see at this year's excellent Newark Vintage Tractor & Heritage Show (turn to pages 44 and 49 for our reports), plus some more unusual sights, too!



Welcome!

Christmas is a time when many take comfort from the familiarity of time-honoured traditions. It's those little things that link us all to the past and speak so powerfully of family, friendship and of days gone by. Whether it's that battered old angel that always has to top the Christmas tree, the favourite, once-a-year meal treats or the loved ones who gather to play old-fashioned, non-electronic games; the

festive season has a power all of its own.

It's a time of year when, for most, the demands of work can be allowed to slip, blissfully into

the background. The daily pressures of modern life melt away and, for those with the luxury of time off, the period between Christmas and New Year can have an almost magical, time-slowng quality. Normal routines are forgotten, meals happen when they happen and there's time to talk, laugh and recharge.

Such respite should be all the more welcomed after the sort of year we've endured, and provide a time for us all to

reflect on the events that changed our lives over the past 12 months, and those that are yet to come. Never, in my view, has there been a better time to take a moment to be thankful for the things that really matter to us. It's all too easy, given the frustrations and anxieties heaped upon us from every quarter nowadays, to become blinkered and to stop appreciating the fundamentals of life.

So, set aside a moment or two amidst the forthcoming celebrations to toast the good things in life for which we should all be so grateful. You may be enjoying a quiet few minutes

in your favourite chair, tidying your shed or thinking about nothing in particular as you potter along on a Boxing Day road run but, whenever that little, peaceful moment occurs, take a deep breath, smile to yourself and think positive things. You'll feel better for it!

Happy Christmas to you all, and here's to a more positive and – hopefully – normal 2022.

Chris Graham, Editor

“Set aside a moment or two amidst the forthcoming celebrations to toast the good things in life for which we should all be so grateful”

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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BACK ON TRACK



A group photograph taken at the end of a recent Cruckton & District Ploughing & Hedging Society tractor road run.

Like many other old vehicle and agricultural organisations, the Cruckton & District Ploughing & Hedging Society has had its fair share of pandemic-related trials and tribulations to deal with, but the good news is that the society is determined to get itself back on track.

"Our 2020 ploughing match had to be cancelled, but this year's event went ahead on September 18th,"

club member and past president, Ian Millington, explained. The event was held at Kinton Business Park, Kinton, near Shrewsbury, by kind invitation of the Warner and Suckley families. The match included the National Vintage Area Finals for Vintage Trailed, Vintage Hydraulic, Classic & Classic Reversible Ploughing. In addition, we organised a tractor road run early in September."

The Society was established in

1927, with the aim of encouraging and promoting competitions, demonstrations and social events relating to ploughing, hedging and farm management generally. It's always been well supported by local companies, trade stands and sponsorship, and famous visitors include former prime minister, Harold McMillan, who attended the ploughing match in 1958.

Family and heritage are important to club members, as is the on-going future of their old tractors. "Most club members come from the Shropshire area," Ian, who runs his own farm in nearby Frodesley, explained, "and the club has a strong and positive identity. Every make of tractor is welcome, and the more the merrier. Things appear to be moving forward and we are looking forward to a bright future."

You can find out more about the Cruckton & District Ploughing & Hedging Society by visiting its website at: crucktonploughing.org.uk

ANOTHER COUNTY WHOPPER!

The market for County tractors remains as buoyant as ever, as was demonstrated at a recent sale held in Pickering by Mathewson's, the stars of the television series, *Bangers and cash*.

The November 12th auction saw a 1980 County 1474 stub-nose

Looking good, but needing some detailing and a repair on the cab, this County 1474 sold for £122,000.



from Northern Ireland race away to £113,000, although that wasn't sufficient to secure the keys. However, a couple of days later, the same bidder offered £122,000, which was enough to seal the deal.

The tractor wasn't in perfect condition, and there was a small area of rust on the cab, so we think that the price paid was about right. This sale follows the famous example that made £192,000 at the Shrubbs sale, back in the summer.

MALVERN EVENT NEWS

4x4, LAND ROVER & VINTAGE TRACTOR SPARES DAY

Make a date for the Malvern 4x4, Land Rover & Vintage Tractor Spares Day, which takes place on February 27th at the Three Counties Showground, Malvern (WR13 6NW). This busy, well-established event includes club merchandise stands and is a great day out for the enthusiast.

If you're interested in exhibiting, a six-metre, indoor trade stand costs just £40, with those outside starting at £35. For more details, and discounted tickets, visit 4x4sparesday.co.uk or call Mark

Woodward on 01697 451882.

• Also at the Three Counties Showground, it's been confirmed that the Spring Tractor World Show will be taking place on May 21st-22nd. This will replace the traditional February weekend, with all the old favourites using all the halls, plus an extended outdoor display space and – hopefully – warmer May weather!

Highlights will include the HJ Pugh Saturday auction, plenty of tractors and machinery on show, regional and national club stands together with classic commercials, steam engines, stationary engines, garden and horticultural displays, model dioramas



Let's hope the weather is good in February for the Malvern Tractor Spares Day.

and a great variety of trade stands.

For more information visit tractorworldshows.co.uk or call Mark Woodward on 01697 451882.

ROGER DESBOROUGH

Roger Desborough, who sadly died early in November. He will be greatly missed.



We're sad to report that well-known vintage vehicle collector Roger Edward Desborough (75) died on November 3rd. His funeral took place on November 29th at Holy Trinity Church, Blythburgh, in Suffolk, and there were many Ford & Fordson Association members at the service.

Roger was born in Wenhaston, Suffolk, and went to college at Chadacre Agricultural Institute, near Bury St Edmunds. He then went into sugar beet haulage with an old Ford banger, and grew the business to a significant size. Other business interests included beet harvesting and plant contracting.

Later in life Roger had more time to enjoy various hobbies, including a passion for veteran, vintage and classic tractors and cars. He loved his E27N which he rallied widely, and also owned many other Fords and Fordsons, as well as a Matbro Mastiff.

Peter Love said: "It was a pleasure to have Roger and Fran on one of our South African tours, in 2007." He will be sorely missed by the preservation movement, and we all send our condolences to Fran, their daughter, his sister, Anne and two grandchildren, Noa and Max.

FORDSON E27N TO STAR



The Stradsett show is very much the rally season-opener in East Anglia and always attracts a great range of exhibits. The Fordson E27N is to feature in 2022.

If you've never been to the NVTEC Stradsett Park Vintage Rally, which takes place near Downham Market, in Norfolk, then we suggest you put a note in your diary for May 1st-2nd, which is when the 2022 event will be taking place.

This event is always one of the best, early-season rallies, and typically boasts over 900 tractors, classic cars, historic commercials, steamers and stationary engines for visitors to enjoy.

Main features for the 2022 event include Minneapolis-Moline tractors and the Fordson E27N, and the organisers are hoping to attract 100 of the latter at this great, East Anglian event.

For further information about tractor entries, or the show more generally, call Reg Fletcher on 01366 385407, or send an email to him at: rhino1511@yahoo.co.uk

SALE & AUCTION DATES

DECEMBER 20

Online Timed Auction of tractors, vehicles, diggers, farm machinery etc. Stags, www.stags.co.uk

28-29

Online Auction. Mathewsons, mathewsons.co.uk

29

Somerset Vintage & Classic Tractor Show Sale at Bath & West Showground, Shepton Mallet BA4 6QN. HJ Pugh & Co, tel: 01531 631122.

FEBRUARY

14

Cambridge Machinery Sale. Sutton, Ely, Cambs. CB6 2QT. Cheffins, tel: 01353 777767.

MARCH

4-5

Online Auction. Mathewsons, mathewsons.co.uk

14

Cambridge Machinery Sale. Sutton, Ely, Cambs. CB6 2QT. Cheffins, tel: 01353 777767.

26

Farmers Spring Machinery Sale. Adjacent to A17/A52 Bicker Bar roundabout. Will Barker & Co Ltd, tel: 01529 414555.

APRIL

1-2

Online Auction. Mathewsons, mathewsons.co.uk

11

Cambridge Machinery Sale.

Sutton, Ely, Cambs. CB6 2QT. Cheffins, tel: 01353 777767.

16

North Heale Spring Collective of machinery, implements and farmyard sundries. Andrew Lane, tel: 01837 810845.

23

Cambridge Machinery Sale. Sutton, Ely, Cambs. CB6 2QT. Cheffins, tel: 01353 777767.

28

Toy & Transport Auction. Burwash Road, Heathfield, East Sussex TN21 88RA. Watsons Auctioneers, tel: 01435 862132.

30

End of Tenancy Dispersal Sale, Monmouthshire. Gwilymn Richards, tel: 01600 860300.

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PULLING POWER



The Ford 9700 was a big tractor in its day, and a powerful range-topper thanks to its turbocharged six-cylinder and factory-fitted four-wheel-drive.

Chris Graham meets Edwin Palmer and his Ford 9700; a tractor that was a landmark model in its day and still packs a punch 43 years later

Those of you reading this who are old enough to remember 1977 will appreciate just how long ago it truly was. Some momentous events took place that year, including the Queen's Silver Jubilee celebrations, the release of the first Star Wars film, Concord's first commercial flight and the death of Elvis Presley.

It was a significant time for Ford

tractors, too. The company had just launched the important 700 Series; a range of tractors that was to prove significant not only because of their

physical presence and stylish looks, but also because it brought with it the arrival of the first, Ford-produced four-wheel-drive models.

“It's almost impossible to believe that such a modern-looking tractor was toiling in UK fields nearly 45 years ago”



Seeing the photographs of Edwin Palmer’s very original, 1978 9700 4WD model included here, it’s almost impossible to believe that such a modern-looking tractor was toiling in UK fields nearly 45 years ago. That’s getting on for half a century; my, how time flies!

Big and brawny

The 700 Series was the bigger, brawnier replacement for the 600 Series, and launched Ford into a new and successful era in which tractors became more powerful, more comfortable to use



The large, flat-floored cab represented a significant step forward in terms of driver comfort and vehicle usability.

FORD 9700 PARTS PRICES	
Alternator	240
Cab door handle	66.00
Fanbelt	7.20
Cab air filter	33.00
Fuel filter	6.00
Hydraulic filter	16.80
Oil filter	9.60
Fuel lift pump	26.63
Lift pump repair kit	12.00
Fuse box	7.20
Glass windscreen	174.00
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Power steering pump	414.00
Radiator cap	6.00
Starter motor	318.00
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Water pump	72.00

All prices include VAT and are from old20tractorparts.com



The 9700 operated a lower link sensing system, which wasn’t to everyone’s liking; Edwin isn’t a great fan of this set-up.

and a good deal more productive. One of the most noticeable styling cues of the new range was the distinctive, wrap-around radiator grille panel. This fronted a much higher bonnet line, and saw the headlights repositioned back onto the sides of the nosecone. The new models were bigger in virtually every dimension than the 600 Series range they replaced, which looked weedy by comparison.

To cap it all off, the new tractors got a super-luxurious version of Ford’s excellent Q cab, which boasted a completely flat floor and comfortably positioned gear levers set to the right of the driver’s seat. Under the bonnet the range-topping 9700 got a tweaked

version of the six-cylinder, 6.6-litre diesel engine used in the 8000, that was turbocharged and saw power output peak at an impressive 153hp.

The 700 Series models were impressive performers in regular, two-wheel-drive form but, factor in the extra traction delivered by 4WD, and you had a formidable workhorse. But the arrival of Ford’s factory-fitted four-wheel-drive option wasn’t welcomed by all. It triggered the beginning of the end for independent conversion specialists like County and Roadless; companies that had built their businesses on the enhanced performance delivered by the Ford skid unit-based machines they produced.



Despite its size, the 9700 is a very easy machine to manage and handle. It drives well and all-round visibility is good thanks to plenty of glass and a lofty driving position.

Important decision

But, from the moment Ford decided to produce its own 4WD tractor models, the rug was pulled from beneath the feet of the independents, who were then simply unable to compete with the might of Ford's component purchasing power and production scale. For the 9700's front axle (and that used on the 8700), Ford opted for a German-build ZF unit

that utilised a side-mounted drive shaft. The four-cylinder-engined models lower down the range didn't get the 4WD treatment from Ford in the UK, but other markets were offered the 7700 with a Schindler front axle.

Edwin Palmer bought his 9700 in 2019; it's the largest tractor he's ever owned and it's fair to say he's a big fan. "I bought it at a farm sale," he told me,

"although I'd actually gone to the auction because I was interested in a Ford 7810 Jubilee that was being sold. But I spotted the 9700 tucked away in the corner of one of the sheds and, once I'd confirmed that it was being included in the sale, we stuck a battery on it and got it running. That's when I changed tack completely.

"As it turned out, the 7810 wasn't a particularly good example (rusty cab and badly worn interior), and it sold for about the same as I eventually paid for the 9700, which was £18,500. That was a little more than I was expecting but, all things considered, I think that it was money well spent. I've had several people approach me about buying it

“The arrival of Ford's factory-fitted four-wheel-drive option wasn't welcomed by all”



since but, as things stand, it's not going anywhere!"

What's it like?

The objective of this sort of 'spotlight' feature is to get a practical feel for what a specific tractor is like to own and, in the case of the 9700, Edwin has little but praise for the machine. "Overall, I think it's a very good tractor; well built and designed and, as far as I'm concerned, reliable. Admittedly, I think I was lucky with finding one in this condition. It's a one-farm example and I bought it with just over 7,000 hours on the clock," he explained. "It was obviously well cared for during its working life and didn't get used for any of the mucky, farm jobs.



Instrumentation is rudimentary by modern standards, but it does the job and all still works reliably in this case.

"I was also told that it was always stored under cover, which obviously accounts for its good condition today. There's next to no corrosion to be seen, with the two exceptions being a small strip of rust immediately beneath the bottom windscreen rubber, on the nearside, and some surface corrosion on the inside of the rear wheel rims.

"Finding a good one of these for sale nowadays is difficult," Edwin added. "Although I came across this one purely by chance, I'd known I wanted one for a while, so had been searching the magazine classifieds for a good while. Most that I came across were in very

rough condition, presumably because they'd endured long working lives."

Because the 9700 was both the range-topper and a very accomplished performer, most got worked very hard. Their inherent reliability worked against them as the years passed, with successive owners being tempted into minimal maintenance and servicing simply because the tractor just kept on running. Inevitably, as many fell down the pecking order with time, plenty finished up on livestock farms. Edwin said they are very good 'PTO tractors', so were ideally suited to running slurry machines. Once you reach that stage, of



The turbocharged, 6.6-litre diesel engine will run and run given regular maintenance. It produces 153hp.



Ford opted for a front axle from German manufacturer ZF, powered by a side-mounted driveshaft.

course, the overall condition only tends to go in one direction.

A real pleasure

“So far I’ve found the 9700 to be a real pleasure to run and own,” Edwin continued. The relative simplicity of its engineering is a big factor; it comes from the pre-electronics age, which is a real advantage, as far as I’m concerned. Just about the only electronic systems on it are the lights and the windscreen wiper, so there’s next to nothing to go wrong! I’m not a fan of the complicated, modern electronic management systems used on newer tractors.

“While everything usually works well enough when the machines are brand new, by the time the third or fourth

owners gets hold of them – and once water, dirt and hard work have started to take their toll on wiring, connectors and electronic control units – it becomes a very different story. Niggling, irritating faults can be common and are nearly always time-consuming and expensive to put right. There’s also the fact that relatively minor electronic problems can be sufficient to disable the whole tractor, which, of course, is the last thing that any hard-pressed farmer wants.”

So I asked Edwin if he thought the 9700 had any serious shortcomings,

Rusting along the bottom edge of the windscreen rubber is the only sign of trouble in the cab. This one-farm tractor was always kept under cover.

“Nobody could believe how well the 43-year-old 9700 was pulling against such a modern machine”

and his response was characteristically upbeat. “The only weak point, in my view, relates to the rear linkage control, where bushes and the torsion bar do become worn, leading to excessive play and an increasing loss of implement control. The best way to check for that is simply to wiggle both link arms to see how much play there is at their pivot points – it’s there on mine, but I’m not that bothered as it’s not in regular use. The whole lot can be replaced quite simply, but it’ll cost about £600 in parts to do it.

Other issues?

Elsewhere on the tractor, problems have been few and far between. “I’ve had no issues with the back axle,” Edwin told me, “although I did make a point of changing all the fluids when I bought the tractor. The six-cylinder, turbocharged engine has been excellent so far, and hasn’t missed a beat. It always starts on the button and doesn’t smoke too much. Obviously, there’s a bit when starting from cold, and when the engine’s being worked hard, but they all do that. Once it’s fully up to temperature and operating normally, the exhaust is clear.

“Fundamentally it’s a good engine that’s both reliable and durable. Turbos can fail, of course, but they can on any



application, so I don't believe that's a specific worry on this engine. If you run it considerably, and keep up to date with regular servicing and maintenance – especially oil and filter changes – then I see no reason why the turbo should give any premature trouble.

“Also, lots of people don't pay proper attention to the coolant level, which is a needless and basic mistake to make. Whatever tractor you've got, if you don't manage the basics well, then the engine will never deliver its best over the long term.

“The brakes work very efficiently, considering the size and weight of the tractor, and have never given me any sort of operational problem. The only issue that did occur was a fluid leak resulting from a corroded metal brake pipe. A small hole developed in the section under the brake fluid reservoir, which sits under the bonnet, just in front of the cab. I think the problem had been initiated by some chafeing, which had then promoted the rusting, causing the hole. But it was simple enough to replace that section of pipe, and the problem was cured.”

Access issues

Working room around the engine can be enhanced by removing the pair of side panels, which are bolted into place. However, Edwin leaves these in situ as much as possible, simply to avoid the risk of accidentally chipping the tractor's original paint. Other engine work has included the fitting of a new fuel lift pump (because the original was leaking), and a new starter motor.

“The transmission works very well,



Edwin Palmer has owned his 9700 for about three years; it's the biggest and newest in his Ford and Fordson collection.

too,” he continued. “This is a Dual-Power model, and the system is operated by a floor-mounted pedal in the cab, which still works faultlessly. There haven't been any problems with the ZF front axle, although I did make a point of changing the oil as soon as I got the tractor, using the drain and fill plugs located in the offside front wheel hub centre.”

Edwin added: “As with my other tractors, I'm keen to maintain this one in its working clothes, so have no plans to do any painting. In my view, tractors are working, utility vehicles so the way they look should reflect that. I'm certainly not a fan of shiny, two-pack paint finishes, and none of my tractors will ever get 'tarted-up' in that way!

Maintaining the 9700 in presentable

condition means that I'll never be dissuaded from using it, which is good. I plan to continue taking part in road runs and occasional ploughing. I was at an event recently and, while in the ploughing demonstration field, happened to fall in alongside a modern JCB that was pulling a six-furrow Overum. I was using a seven-furrow Gregoire Besson plough, and there was literally nothing between us. Nobody could believe how well the 43-year-old 9700 was pulling against such a modern machine, or the fact that it was tackling the work with such ease. It was pulling with no apparent effort at all; the engine just sat at 1,800rpm and away we went at a steady 4mph. I think it was a brilliant testament to the quality of this tractor, its engine and overall design.” ■



A GOOD CRAIC!

Willie Carson recalls a beautiful summer's evening spent in the Co Antrim countryside with a fine group of Standard N enthusiasts



Ewan Johnston led the procession along the six-mile route around picturesque Co. Antrim.

Geoffrey Mark explained to me how we came to be standing by a bridge over the Cloughwater River, in Co. Antrim, Northern Ireland, on a beautiful Monday evening back in August.

"I'd been thinking about a wee road run for the local Fordson Standards," he told me. "The idea had been in my head for a couple of years, but I'd never done anything about it until Bertie Johnston asked me to call over to see if I could help him and his grandson

Photographs: Willie and Rebecca Carson



Eugene Kearney evidently blissfully happy to be out on his Standard N on a summer evening; and why wouldn't you be?

Ewan with their 1940s N. It wasn't running too well.

"As it turned out, the mag timing needed some adjustment and, once we'd sorted that out, the conversation came around to the subject of a tractor run. Bertie has a good-sized yard, so it made sense to meet up at his place, then take in a wee run around the square, about five or six miles; plenty long enough given that the tractors would all be well over 70 years old!"

Geoffrey invited the Fordson Standard owners in the area and, on the night, nine tractors assembled in Bertie's yard. George Fulton made a stylish entrance with his N on a trailer, towed behind his pre-war Austin 20, while a Ford Model T and a Morris Cowley arrived to see them off, adding to the occasion.

Ewan led the small procession down the lane and around the narrow roads. The

pace was set to match the tractor with the standard, field-speed gearbox, which caused a problem for Geoffrey's machine. "My Fordson doesn't like to run at part throttle," he told me, "so it soon began to oil the plugs. Eventually, it stopped but, after it had cooled down, I tried it on petrol and it fired up again."

The only interloper among the Standard Ns was John McKibbin's E27N 'Upright Major'. However, halfway along the route, this tractor ground to a halt due to fuel starvation. But it didn't take long for the blockage to be located and dealt with, after which he was on his way once more. Geoffrey summed up these minor inconveniences: "If it all went to plan, sure we'd have nothing to talk about when we're old men!"

Back at the yard, Mrs Johnston was waiting with mugs of tea and some home-baked shortbread; a real treat with which to end a perfect summer evening's craic. ■



George Fulton trailed his Fordson to the start of the run in style, behind his pre-war Austin 20!



John McKibbin's E27N suffered with fuel starvation part-way around the route, but there was plenty of help on hand and it was running again in minutes to finish the run.

WINTER EVENTS

Please check that the event you're thinking of attending is going ahead before planning your day, or travelling to the venue; we're still living in uncertain times. In many cases, you'll have to book your ticket online before travelling. Neither *Ford & Fordson Tractors* magazine, nor Kelsey Publishing, takes any responsibility if the details provided here prove to be incorrect. If you have an upcoming event that you'd like included in this listing, then please email the details to: peterlove@madasafish.com, or call him on 01323 833125.

DECEMBER 2021-APRIL 2022

DECEMBER

26

Six Bells Boxing Day Road Run, starts at Holms Hill Farm, Cross in Hand, Heathfield, East Sussex TN21 ONE, at 10am. A very popular tractor run, over 100 tractors take part, all ages. Festive drinks and mince pies are part of the event. Call: 07860 367420 for details.

26

Larling Angel Road Run, The Angel Inn, Larling, Norwich NR16 2QU. Over 130 tractors take part, starts 10am, breakfast and lunch available from the inn. For further details call: 01953 717963, or email: info@angel.larling.co.uk

26

The Distinguished Gentleman's Eccentric Drivers Club Brunch, Hestridge Airfield, Somerset BA8 OTN. For further details call: 07500 451412.

26

Jolly Thresher Steam & Vehicle Meet in Lymm, Cheshire WA13 ORN. Call 01926 752265 for details.

JANUARY 2022

1

New Year's Day Brooklands Vehicle Meet, Brooklands Museum, Weybridge, Surrey KT13 OSL. Biggest gathering of cars, commercials, buses in the UK on New Year's Day, a great start to the year. Further information: brooklandsmuseum.com

1

New Year's Day Chasewater Special, Chasewater Country Park, Pool Lane, Burntwood, Staffordshire WS8 7NL. Further details, tel: 01543 452623.

2

New Year Autojumble, Whitewebbs Museum, Enfield, London EN2 9HW. 9am-4pm. Further details: office@whitewebbsmuseum.co.uk

9

Croydon Airport Military Aviation & Model Collectors Fair, Hallmark Hotel (former Aerodrome Hotel, next door to Airport House) Purley Way, Croydon, Surrey CR9 4LT. For further details call: 07973 885754.

11-12

LAMA Show – UK's leading agricultural show, NEC, Birmingham, West Midlands B40 1NY

13-16

Inter Classics Maastricht, MECC Maastricht, Netherlands. Further information: interclassicsmaastricht.nl

14

Sussex Steam Engine Club, Members Meeting, Kings Head, East Hoathly BN8 6DR.

28-30

Winter Gala Great Central Railway, Quorn and Woodhouse Station, Woodhouse Road, Quorn, Leicestershire LE12 8AG. Further information tel: 01509 632323.

29-30

Somerset Vintage & Classic



Tractor Show, Royal Bath & West Showground, Shepton Mallet, Somerset BA4 6QN. HJ Pugh Sale on Saturday starts at 10am. Many trade stands and an autojumble. For further details call: 01458 274062.

FEBRUARY

11

Sussex Steam Engine Club, Gerald Whittaker Restoration of a Wallis & Stevens TE, Kings Head, East Hoathly BN8 6DR.

12-13

Festival of British Modelling, Doncaster Exhibition Centre, Doncaster, Yorkshire DN2 6BB. For details call: 01778 391105.

27

Horsham Historics Ardingly Autojumble, South of England Showground, Ardingly, West Sussex RH17 6TL. For details call: 07711 177229.

MARCH

19-20

National Shire Horse Show, Newark Showground, Lincoln Road, Winthorpe, Newark, Notts NG24 2NY.

APRIL

2

Detling Heritage Show & South East Bus Festival, Kent Showground, Detling, Maidstone, Kent ME14 3JF. For details call: 01622 630975.

3

NVTEC East Anglia Spring Charity Road Run, Walpole Highway, Norfolk. Starts 10.30am,

approximately 25 miles of beautiful country lanes and villages. Lunch 12.30pm, The Coach & Horses Inn, Lynn Road, King's Lynn PE34 4RU. For further details call: 01945 881283.

17

Easter Sunday National Vintage Tractor Road Run 2022, Llanilid Farm, Pencoed, Bridge End, Wales CF3 55LA. For further details call: 07866 495064.

23-24

Sandbach Transport Festival, The Commons Car Park, Congleton Road, Sandbach, Cheshire CW11 1AT. For further details call: 01270 766238.

24

FBHVC Charity Drive It Day. Bring your vehicle out and on the road, show everyone that old vehicles are best!

24

Bodle Street Green FBHVC Charity Vehicle Day. Steam, (large and small) cars, tractors, stationary engines, commercials and motor cycles. Road run for tractors in morning, static display and so much more. Right in the middle of Bodle Street Green BN27 4UB. All welcome to this great event. For further details call: 01323 833125.

CANCELLATIONS:

Events can sometimes be changed or cancelled at short notice, so we always advise checking with the organisers before travelling



YOU WRITE...

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

Super dexta badge help

I have refurbished a 1964 Super Dexta to the best of my ability. I've fitted many new parts, including a nose cone and mud guards, so it's now far from original. But, to my eyes, it's turned out really well.

But there's still one thing lacking; the metal badge that runs across the top of the nose. Please can anyone help me with sourcing one of these?

The only ones that I've heard about so far were very expensive, in fact, nearly as much as I paid for the whole tractor! So I'd be really grateful to anyone for any assistance in locating one.

Tony Woodgate, via email

We know that the Old 20 Parts Company sells reproduction nose cone badges for the Super Dexta (Part No. 1810064), and believe they cost about £150. You can find out more by calling the company on 01332 792698, or visiting the website at: old20tractorparts.com



Reasonably-priced, genuine 'Super Dexta' nose cone badges are hard to source nowadays, as Tony Woodgate has discovered.

Tractor search

I think that it's a great idea to try and help people locate machines that they used to use. I've been trying to find some old tractors that I used to work with so, hopefully, a mention in the magazine will jog somebody's memory.

When I started work, the farm I went to had a fleet of Fordson Power and Super Majors, as well as a single Ford 5000 Select-O-Speed. The farm also ran a haulage operation that mainly did milk collection work.

I've already looked on the DVLA website to see if any of the machines I remember are still on the road, and one showed up in that search. It's apparently still in the village, but I can't find it. We were located in Stanton

Harcourt, in Oxfordshire.

For the record, the details of the tractors I'd like to track down are as follows: Super Major 21 LJO; Super Major SUD 390 (listed with DVLA); Super Major TBW 764; Ford 5000 Select-O-Speed RUD 608G.

AJ Richards, Witney, Oxon.

Any helpful suggestions submitted will be forwarded. Ed.

Little and large

I enjoyed my recent visit to the Newark Vintage Tractor & Heritage Show, especially as the last time I went – back in 2019 – seems so long ago. It was good to be back!

I don't know if the organisers had changed the entry arrangements this time, but it took me a good half an hour in stop/start queuing traffic to get onto the showground, which I

don't remember from last time. However, maybe it was just the popularity of the show because, once inside, the attendance seemed to be impressive to me.

Anyway, I thought readers might like to see a couple of photographs I took outside at the show, so I've included them with this letter – hopefully there will be room to include them both! Both show contrasts of sorts, with the first illustrating how times have changed. Somebody had parked a Jubilee edition Ford 7810 side-by-side with a state-of-the-art, New Holland T7 315.

With just over 30 years between the two machines, the difference in size is startling. By my reckoning, the big New Holland has about three times the power and weighs over four times as much as the late-1980s Ford; I guess that's progress for you. Goodness knows how the relative prices compare!

The other photograph shows just about the most extreme, little and large comparison



How times have changed! With about 30 years between them, a state-of-the-art New Holland T7 315 contrasts dramatically with a 1989 Ford 7810 Jubilee edition at the Newark Show. Interesting to note which model was catching the eye, though...

I could imagine; a tiny 16hp, Ford 1210 sheltering in the shadow of a towering, 335hp, 14-ton FW-60!

For me, these two photos perfectly sum up the breadth and variety of this amazing hobby. It really does offer something for all tastes and available budgets. Of course suitable storage, well, that's another matter... **Steve Walsh, via email**

Little and large; size differences within the Ford tractor family don't come much more pronounced than this!



Green Fordson?

I am trying to trace a Fordson tractor that my father owned back in the 1940s. I would be so, so grateful if anyone reading this can help with information.

First of all, the tractor was a green Fordson and the last two letters of the registration were 'BI'. I think that it may be in County Armagh, Northern Ireland, or possibly in Co. Monaghan, in the Republic of Ireland. The tractor was first registered to my father, Vincent McCooley.

I am really delighted that the magazine is trying to help people track down old tractors they have owned or used in the past; I think it's a great service to offer.

Finally, on the subject of old equipment, I was wondering if any readers are able to identify the old implement shown in the photographs included here? I'd be very interested to hear what people think.

Don McCooley, Castleblayney, Co Monaghan

Any helpful suggestions submitted will be forwarded. Ed.



Can anyone identify the mystery implement...



... shown in these photos from Don McCooley?

Crawler correction

Just a few lines to say how much I enjoy reading this magazine. I particularly like the 'out and about' section, as I'm unable to get to many events these days.

It was nice to see photographs of our Gary and his tractors in action at the Longstock Rally (*Out & about*, issue 106). I do like to see the big Fords working!

However, I should add in passing that the yellow crawler shown on p46 that Gary was using was not a Cooper County Conversion, as stated, but one of only six of this type built by County at its Fleet factory, in Hampshire, during the early 1960s. These models were only made to special order.

They were powered by a 93hp Ford 590E industrial engine, which had an uprated cooling system and enlarged air intake. The six-cylinder CD50s have a



Gary Rutter on his 1964 County CD50 crawler; one of only six produced by the Hampshire-based conversion specialist.

heavy-duty transmission plus a heavy-duty, three-point hydraulic linkage and drawbar. All this makes the model what's effectively a tracked version of the County Super-Six FWD.

According to County's records, Gary's tractor (Serial No. 363798), was delivered to Bennetts of Baldock, on April 2nd, 1964.

John Rutter, Petersfield, Hants.

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RISTMAS GIFT...

FORD & Fordson TRACTORS

F&T AUG/SEP 2021

FANTASTIC 4000!

The Ford 4000 was one of an initially top-selling tractor that succeeded the late 1960s Ford 1000 series models in 1970, and was a top-selling tractor for Ford.

The Ford Force 4000 was a top-seller for Ford during the late 1960s and, as Chris Graham explains, can represent a great, first tractor option for new buyers today.

Using a tractor is always an exciting thing to do, usually and it's a great first step. But there are several important practical considerations that the new buyer should always bear in mind. It's all too easy to get carried away in the process, to get carried away.

Our subject here could very well be the pick of the bunch for the would-be, first-time classic tractor buyer.

to keep the feet on the ground, and not enthusiasm in check. The possibilities of what you could do with it should stay uppermost in your mind, and you need to be sure about who you want the tractor, where you're going to keep it, how you're going to look after it and what you're going to do with it.

Which model?

Chris's right model is obviously important, on every level. If you're a 'first-time' person, then an older tractor that has a high level of mechanical and electrical reliability might be a good fit. But, if you're new to the tractor world and have limited workshop skills, then something newer – and hopefully be

more reliable and easier to fix with – could well be the better option.

So, when you're looking at a tractor, think carefully before you spend any cash on any machine that's really heavy-duty. It's not at all the end of the world, but it's a good idea to get a tractor that's a bit older, and has a reputation for being reliable and easy to fix.

Chris's right model is obviously important, on every level. If you're a 'first-time' person, then an older tractor that has a high level of mechanical and electrical reliability might be a good fit. But, if you're new to the tractor world and have limited workshop skills, then something newer – and hopefully be

Ford Force 4000 specifications

Product	1968-1975
Production	1968-1975
Engine	4-cyl. 3.5-litre, 55hp
Transmission	4-spd. 12.5:1 gearbox
Clutch	16.5"
Final drive	2.25:1 ratio
Weight	1,200kg
Dimensions	Length 17ft, Width 6ft 6in, Height 6ft 6in
Price	£4,800 (2,750)

BUYING GUIDE

Much of the Ford 4000's attraction today lies in its appealing combination of practicality, reliability, ease of use and of course, reliability.

F&T AUG/SEP 2021

STILL SOLDIERING-ON!

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 III 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.

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 mainly for 'top' work, and was fitted with dual wheels and paired with either a Wilder Pressure harrow or a four-metre press with cultivation tines. The 7610 also handled most of the trailer work and fertiliser-spreading, when it was equipped with a three-point linkage-mounted Kuhn Aero spreader.

The 7610 did have its shortcomings, though, and was unable to handle the heavier equipment on the three-point linkage, so a trade-in for the secondhand 7810 was arranged through Lloyds Ltd, in Kelsy; one of the local Ford dealerships. As William recalled: "Although it had around four year's work under its belt, it was a pretty straight machine, and proved to be a success from day one. We found it reliable, 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 manoeuvrability."

Soon after arriving at the farm, the tyres on the 7810 were replaced, with the 16.9x38 tyres giving way to Michelin 600x34 radials, which enhanced the tractor's handling and performance noticeably. The machine then delivered sterling 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

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

F&T AUG/SEP 2021

SALES CORNER

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

CONDITION KEY

Preservation tractors:
1 - Excellent 2 - Fair, needs work 3 - Original 4 - Older restored 5 - Restored 6 - Complete

Working tractors:
7 - Good 8 - Fair 9 - Needs work 10 - Average 11 - Approx average 12 - Like new

LOOKING AHEAD: This County 1174 sold for £28,000 + VAT.

ROCK SOLID PRICES!

Sales and auctions were the main ingredients of the weekend's trading. At the weekend's trading, the main ingredients of the weekend's trading were the sale of a 1968 Ford 1000 Super Major, which sold for £15,000, and a 1968 Ford 1000 Super Major, which sold for £15,000.

FAMOUS DEXTA SELLS

The ex-Grainland Dell Fordson Dexta didn't feature in the sale, but it was a very successful modern car transporter for years, for a while now it's been running collector's sales too.

NORTHERN IRELAND SELLERS!

The Dexta-based Euro Auctions held a one-day collector's sale of classic and vintage tractors, plant, machinery and commercial vehicles on 1st May, at Castle Park, in County Fermanagh, Northern Ireland.

THE BIG ONE ON THE DAY WAS THIS EX-PETER FURTHMAN SUPER MAJOR, WHICH SOLD FOR £15,000.

THE EX-BERRY SMITH FORD 4800 REMAINS JUST AS IT WAS IN 1970, AND IN EXCELLENT CONDITION. IT WAS SOLD FOR ONLY £12,500, AND HAS MONEY LEFT IN IT.

THE EX-BERRY SMITH FORD 4800 REMAINS JUST AS IT WAS IN 1970, AND IN EXCELLENT CONDITION. IT WAS SOLD FOR ONLY £12,500, AND HAS MONEY LEFT IN IT.

TRACTOR SALES

August/September 2021

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COMPETITIVE SUCCESS!



The two tractors that Darren and I used in this year's British National Ploughing Championships.

Michael Fisher reports from Northumberland, on his experiences at this year's British National Ploughing Championships

The 2021 British National Ploughing Championship took place over the weekend of October 9th-10th, in the stunning Northumberland countryside at Mindrum Mill.

I was competing on Sunday in the Classic Reversible Class with a Ransomes TS81 coupled to my Ford 2600 tractor. My good friend, Darren Easter, was also taking part that day, with his Ford 3000 and Ransomes TS86 combination, in the Ford & Fordson Association Class. Darren and his brother, Tim – both from South Yorkshire – are very well known on the match ploughing circuit.

Local club

Darren, Tim and I are all members of the Barugh & District Ploughing Association (pronounced locally as 'bark!'), and have been ever since we were first recruited

in 2000. Our chairman is multiple world, European and British ploughing champion, John Hill, who Darren cites as his ploughing hero.

I competed in my first ploughing match in 1998; it was at Barugh & District's annual event held at Woolley, near Wakefield. Darren's first match was at a Pennine Tractor Club working weekend, held near Ackworth, for which he used a Ransomes MG6 crawler and TS42 plough.

Saturday at this year's Nationals ended up being wet, and several of the plots were unfortunately troubled with stones that caused a fair amount of problems for the ploughmen. However,

on Sunday the weather was lovely, with glorious sunshine floodlighting Northumberland's wonderfully mountainous landscape to great effect. This was also the day that Darren and I were competing.

All the tractors and ploughs were parked at their allotted numbers in the marshalling yard, ready for the parade to the plots before ploughing was due to start at 10am. Once at the plots, any surplus straw was cleared, poles were erected and final adjustments to the ploughs were made.

A tough challenge

As I began my first run, it quickly became clear that I'd got a challenging plot; I could hear the plough protesting as it battled with the stony ground. It wasn't the best start I've ever made, and the plot didn't get any better; I eventually ended up with a cracked

“On Sunday the weather was lovely, with glorious sunshine floodlighting Northumberland's wonderfully mountainous landscape to great effect”



Darren on his way to victory in the Ford & Fordson Association class. I think it's great that the club puts so much time and effort into organising this class. Long may it continue!



Darren Easter with his trophy for winning the Ford & Fordson Ploughing Championship class at this year's national event.

disc bracket and also pulled the rear frog slightly out of shape, due to the stones. That, in turn, caused my ploughing to be uneven and, sadly, I only finished 5th in the Classic Reversible Class.

Darren, on the other hand, coped a lot better in the Ford & Fordson Association class. Everything fell into place for him; no stones but still a

challenging plot, a decent start, nice middle work and a good finish. So much so that I'm pleased to report that he came 1st in the class! All the committee at Barugh & District are certainly very proud of his achievements and, in all the years he's been ploughing, he feels that this represents his best win. So, it's a hearty 'Well done, Darren', from us all! ■

Photographs: Paul Gregory and Michael Fisher



Michael struggling with the stony ground and a damaged plough.

FOUR OF A KIND!

Chris Graham meets Jonathan Playfoot and his quartet of giant, Muir-Hill tractors

Jonathan Playfoot is living the tractor enthusiast's dream! From boyhood, he had an unquenchable interest in virtually anything that relied on an engine and, such was his love of tractors that he decided that driving one was what he wanted to do for a living. However, his father had other ideas and – quite rightly, as it turned out – encouraged the young Jonathan down an

alternative career path.

He trained as a plasterer and ran a very successful business doing that for 16 years, after which back problems forced a change. It was at this point that he decided to join the family firm, East Sussex-based Playfoot Engineering. The company, which is based in rural Bodiam, specialises in the design and fabrication of just about anything that's made of metal plus onsite maintenance

and welding. So, whether you want structural girders for a new warehouse, the tubular frame for a dining room table or a new alternator bracket for a classic tractor, Jonathan's your man!

A clear passion

Take a stroll around Playfoot Engineering's rambling, multi-level yard and Jonathan's love of all things engine-related soon becomes apparent. Apart from the three Muir-Hills that are impossible to miss, my guided tour also revealed a varied assortment of other tractors, a complex piece of mining

BELOW: Jonathan gets out and about in the 121 as much as he can. This was him, with Yvonne by his side, on the Mad Jack Fuller road run near Brightling, East Sussex, back in the summer.



“I decided to take the plunge, and that’s how I ended up with four of these amazing machines!”

equipment that was in for a service, a bright orange Austin 7, a stack of glass fibre Elva sportscar bodyshells (the Elva factory was in nearby Bexhill) plus more fascinating parts and components at every turn!

So, I was interested to find out how it all started for Jonathan, and what was at the root of his fascination with tractors? “I’ve had a keen interest in tractors of all sorts for as long as I can remember,” he told me, “but, although I worked on farms at various times when I was a child, my family had no direct link with farming.



Jonathan Playfoot and his 1973 Muir-Hill 121 proudly wearing its working clothes.

Early experience

“I got my first tractor back in the late 1980s, and it was a Zetor Crystal 8011. I had a lot of experience with these Czech-built machines – especially the Crystal – when I was younger, so have retained a soft spot for them ever since. The Muir-Hills didn’t arrive until 2014 and, to be honest, my association with these machines all started from a chance encounter.

“I didn’t have a specific interest in the make, but was obviously aware of the brand. I knew they were big, powerful machines, which made them appealing. We do some machining work for a local farmer called John Lister, over in Staplecross, and I’ve known him for many years. It was while visiting him one day, that he happened to show me a pair of his Muir-Hill tractors; a 1971 101 and a 1973 121.

“They were tucked away in a shed, and I remember being struck by the sheer scale of them both; they certainly made a big impression on me. What’s

more, I also spotted another couple of 121s parked out in the yard – 1975 and 1976 Series 2 models – one of which was still being regularly used for grass topping on the farm.

“As I left, I mentioned to John that if ever he thought he might want to sell either of them, I’d be very interested in buying one. That’s a remark that I often trot out to people if I spot something interesting during a site visit and, to be honest, I didn’t think much more about it after that.”

Incoming call

“Then, two weeks later, I got a call from John who wanted to know if I was serious about buying a Muir-Hill and when, on the spur of the moment I told him that I was, he invited me back to pick the one I wanted. Both models were very much in their working clothes, but were complete and standard, although the 101 had been fitted with a reduction ‘box at some point during its working life – I think it had been used for



This 1975 Muir-Hill 121 has been fitted with a 180hp DAF truck engine at some point in the past. It's not currently roadworthy.

specialist drainage work, or pulling out tree stumps on the farm.

"After some thought, I opted for the 121, only because it was slightly newer and more my era. Then John explained that both machines had been driven into the shed 25 years earlier, parked and then not touched since. However, he promised that he'd be able to get the 121 running for me before he delivered it, which was good enough for me. Normally, with a 'barn find', it falls on the buyer to get the engine running (if possible) and then arrange to transport it off the site. In this case, though, John was happy to tackle this for me, and then deliver the tractor to me as part of the deal, which was brilliant.

"Then, a week or so later, I heard from John again, with the news that the 121 was running and movable, but that he had another question for me. He'd had a word with his son and now wanted to know if I'd like to buy the 101 as well? Well, my immediate reaction was that I shouldn't even have committed to the 121, let alone be considering another

one on top! So, I told John that it was time for a consultation with Yvonne.

"Fortunately, Yvonne fully appreciates my fascination with mechanical things. In fact, she's just as enthusiastic about driving and using old tractors as I am, and it didn't take us long to decide that owning 'his and her's Muir-Hills would be fun. So, we said 'yes to the 101, as well!'"

Five weeks later there was another call from John. "This time he wanted to know if I fancied taking the other two 121s off his hands," Jonathan explained. "My instinctive reaction was to say no, but I also knew how irritating it is to miss an opportunity then spend the years afterwards ruing that decision. So, I decided to take the plunge, and that's how I ended up with four of these amazing machines!

RIGHT: Yvonne and Jonathan with their 'his and her's' Muir-Hills. The 101 (on the left) is the one Yvonne loves to drive...



“It was great to have them all with me, and to know that all four had been used on the same, East Sussex farm”

Delivery day!

John was as good as his word and delivered the 1973 121 and the 101 to Jonathan's yard on the back of a low-loader. Both were able to start and reverse off the trailer under their own steam, although the brakes certainly weren't up to much, which made things interesting. He then went and picked up the second, two-tractor load; the 1975 121 now called *Daffny* because of its 180hp Daf lorry engine and very wide, terra tyres, and the 1976 121. We even had to cut a tree down along our drive so that *Daffny* would fit through.

“The two latest models arrived with a whole host of spare parts, including several wheels and many front weights, and, once everything was unloaded, even my extensive yard was starting to look a bit crowded! But it was great to have them all with me, and to know that



... and work, whenever she gets the opportunity.

all four had been used on the same, East Sussex farm for many years.

All that took place nearly seven years ago, so I was interested to find out

more about what had happened to the Muir-Hill quartet since. It turns out there have been a few developments. “All four run,” Jonathan told me, “but only two of them are currently road-legal – the 1973 121 that I use regularly at shows and on local road runs, and the cabless 1971 101 that's Yvonne's tractor, which she calls *Russell*.”

“However, we had a problem with the engine fitted in the 1976 121, which developed a problem with its fuel lift pump. Yvonne was driving it and, unbeknown to her, the pump failed and dumped a load of diesel into the sump. This got circulated around the engine and caused some quite serious internal damage before she realised what was happening. That tractor is awaiting an engine rebuild, although it still runs and can be moved about the yard, if needs be.

“That happened a week before our local Rural Pastimes show in 2014, at which the tractor was scheduled to make an appearance. So, we spent our evenings for the following five days working late into the night to bring the roadworthy 1973 121 up to scratch, so that it could take the 1976 121's place at the show. This involved fitting another radiator plus brake slave and master cylinders, and swapping some wheels around.

“The 1973 121 had to be fitted with a replacement, low-hours, Ford 2715 engine, which I got out of a generator. Yvonne's 101 is currently in bits because one of the shafts in the reduction box



has worn its splines. We were alerted to this by the noise it was making and, once stripped, the wear-related damage was clear to see – the cast, female part of the spline has simply been stripped of its teeth.

“The main gearbox will be rebuilt and, because the tractor is already in four pieces, I’m going to take the opportunity of cleaning, prepping and then painting it. We’re also getting the 1975 180hp 121 ready for our local, Boxing Day tractor run, with the work needed centring on the radiator, brakes, lights and tyres.

General thoughts

Although Jonathan stumbled upon his four Muir-Hills by chance, he was well aware of the Manchester then Gloucester-based manufacturer, and has a particular childhood memory of the

BELOW: Unfortunately, the 101 is in bits at the moment while a problem with a stripped reduction box shaft spline is dealt with. A gearbox rebuild is also on the cards for this one, followed by a repaint, Jonathan hopes.

“I see little point in restoring them to a condition that’s better than they ever were when new”

big, yellow machines. “I can remember a local driver – Tom Thomas – who helped out at Southover Contractors when I was growing up. That company ran a couple of Muir-Hills and a County and, although I never got the chance to drive any of them, I do recall taking photographs of the 121s as they worked.” Clearly, then, the Muir-Hill seeds were sown in Jonathan’s brain at an early age!

Now, with the benefit of plenty of Muir-Hill ownership experience, Jonathan is well placed to comment on the marque, generally. “The way the market is at the moment, there’s no doubt that County tractors are at the top of the desirability tree,” he told me. “They’re just incredibly sought-after at the moment and prices have gone through the roof.

“However, I consider that, in pure engineering terms, the Muir-Hill is a superior machine. It’s my impression that a lot more thought was put into the design of models like the 101 and 121, than was the case with County

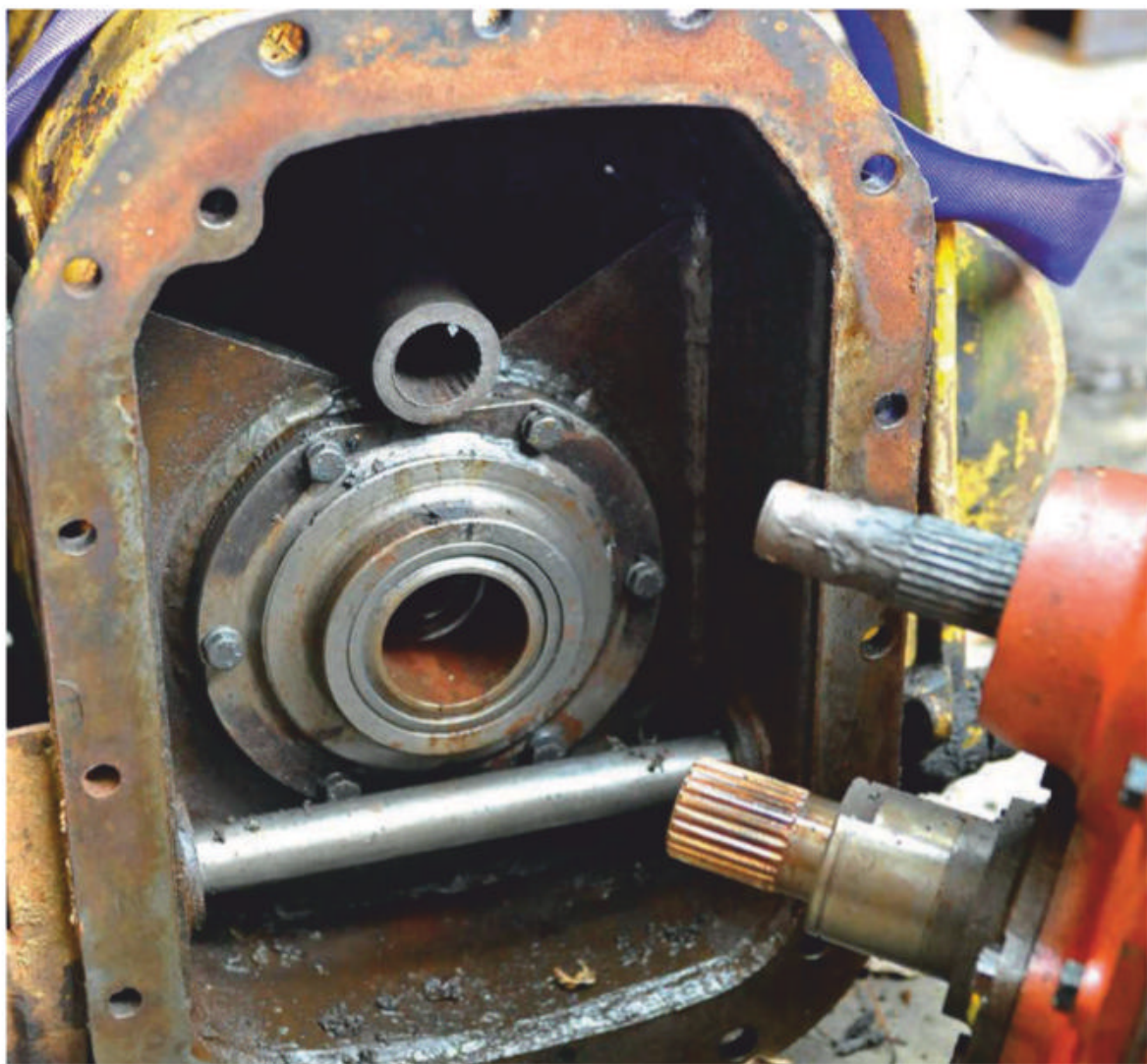
equivalents. For example, the Muir-Hill’s drop box, which allows for a center drive to the front axle, delivers a genuine, practical advantage. A Muir-Hill’s turning circle is much tighter than that offered by the County alternative, and I think that that additional maneuverability is a really useful benefit out in the real world.”

Marketing triumph

“Nevertheless, for whatever reason, County grabbed the high ground in marketing terms, built a strong reputation and has been top of the tree ever since. It’s now regarded as the Rolls-Royce of the four-wheel-drive conversions, and that position seems to be set in stone. I’m sure that the close link with Ford did much to help establish a good image early on, even though Muir-Hill used Ford skid units, as well.

“I’m not sure how many Muir-Hills were made altogether, but know that production began in 1966, with the 101 model. The 121 followed a few years





You can just see here, where the upper shaft locates, how the splines in the 101's reduction box have been worn away.

later, and was upgraded to the Series 3 in about 1976. There was also the 110/111 model, which was powered by a Perkins diesel engine. The company introduced the 161 in 1969 and 171 in 1975, which were powered by Perkins V8s but, by this stage, I don't think that the tractors were built around Ford skid units. Although the V8 models certainly delivered a lot of horsepower, they were a bit of a 'bitsa' in terms of the components used.

"A decent number of Muir-Hills were built, but nothing approaching the number that left the County factory in Fleet. However, the name lives on as the company was bought by Lloyd Loaders – I think in the 1990s – and, although no tractors are produced anymore, the company does still sell Muir-Hill parts from its base in Halifax. What's more, we now make some parts for them to sell, as we have the skills and machinery here to batch-produce components in limited numbers."

Original appearance

I find it refreshing that Jonathan isn't obsessed with bringing his tractors back to Concours-like condition. In fact, he's more than happy to drive and use them in their working clothes. "I have no problem with taking them to shows and events in their unrestored condition," he

explained, "as I think that their current appearance reflects what they are; tractors that are about 50 years old and that have worked hard during that time.

"While I'm sure that I'll eventually get around to smartening them up, I certainly won't be undertaking nut and bolt-type, two-pack paint restorations. Tractors are utility vehicles that were designed to do a job of work in a tough environment, and I see little point in restoring them to a condition that's better than they ever were when new.

"When the lockdown hit last year, I thought that it would provide an ideal opportunity to really crack on with some renovation work on the Muir-Hills, so rushed out and bought all the primer, undercoat and Muir-Hill yellow topcoat that I would need to paint them. As it turned out, though, I'd furloughed several members of staff and, because the orders then started flooding in, I found myself busier than ever, and had no time to do anything with the tractors!

"However, I'm determined to make progress with them, and have all the work needed mapped out in my mind. We have a CNC plasma cutting machine in the workshop, so creating the panels I'll need to restore the cabs isn't a problem. It's simply a case of finding the spare time needed to get things moving. The trouble is, I've got plenty of other tractor-related projects on the go so, as always, it's a matter of juggling priorities. In the meantime, I'm delighted that I bought all four of these brilliant machines when I had the chance and am convinced that I did the right thing." ■



All the cabs on Jonathan's Muir-Hills are in need of serious work. Fortunately, his company possesses a CNC plasma cutting machine, which should make short work of cutting out the panel sections needed to replace the corroded areas.

SUPER DEXTA ENGINE SWAP!



One solution to a tired old Dexta motor is to replace it with a 'short engine', which consists of a new block that's supplied with a new crankshaft, pistons, liners and bearings all already fitted.

Is your Super Dexta suffering with a tired or damaged engine? Ben Philips offers hints and tips on rectifying the problem with a new, 'short engine'

Sand-blasting is a brilliant technique for highlighting problems. Surfaces are stripped bare to reveal whatever defects are present, but were previously hidden from view by layers of paint and grime. When I had Tony Chambers' Fordson Super Dexta sand-blasted before I painted it, I had a look at the Perkins engine block. Being familiar with these blocks, I know where they crack and, sure enough, I could see one.

The crack wasn't very wide or long, but it had probably been caused

by the action of frost. I concluded this because the damage was close to a water jacket and, in addition, the cylinder head was obviously new (it was still painted in black).

If there's only one thing you do after reading this article, it should be to go and check the antifreeze concentration in your tractor's cooling system. Testers can be bought easily and cheaply, and anyone can dip a radiator.

Typical block damage

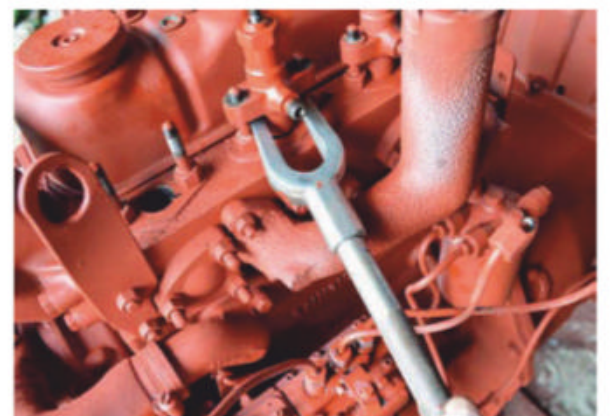
Normally, cracks of this sort run horizontally, somewhere behind



After this Fordson Super Dexta had been sand-blasted, this vertical crack was clear for all to see. Given its proximity to a water jacket, it had obviously been caused by coolant freezing.



Now, even though the block was to be replaced, the whole lot had been coated in red oxide. Here I'm beginning to remove the injector pipes.



Injectors often need some gentle persuasion before they can be removed; I find a ball-joint separator is ideal for this stage.

the injector pump but, in this case, the one I found was vertical. As it wasn't long since the tractor had been sand-blasted, and the engine still had some water in the block, moisture was still weeping from the crack. Obviously, having a crack in an engine is never good news, and there are a few options to choose between when it comes to putting it right.

After talking through what I'd found

with Tony, he told me that he needed a day or so to decide what to do. So, in the meantime I sprayed the whole lot in red oxide then waited for further instructions. When I heard back, he'd decided to buy a new 'short' engine, consisting of a new block, with a new crankshaft, pistons, liners and bearings all fitted.

There were quite a few items that needed to be carried over from the old engine so, while I was waiting for the new engine to arrive, I began stripping the components I needed off the original unit. The first job was to remove the injectors that, together with the Simms injector pump, were to be sent for overhaul at Dieselec, in Ditton Priors. Whichever engine I'm rebuilding, I always make a point of getting these important, fuel-delivery components professionally overhauled by a specialist that I know I can trust.

The injectors often need a gentle prise to encourage them out, and I find that either a flat-headed screwdriver or, as in this case, a ball-joint separator, generally prove ideal at this stage. Various oil and fuel pipes needed to be removed from the old engine; the one that runs up from the block and into the back of the cylinder head (just above the starter motor) mustn't be overlooked.

A look inside

Removing the rocker cover gave me the first opportunity to look inside the old engine and, as far as I could tell, the top end looked OK. Yes, it was certainly black with oil but, as previously mentioned, the cylinder head was newer than the block. Tony confirmed to me that it had been replaced due to the engine being frost-damaged and, obviously, the block had been caught at the same time. There are four nuts that hold the rocker shaft in place, and there's an important oil pipe union at the rear that needs to be saved and transferred to the new engine.

I got an even better view of the engine's internals once I'd lifted off the cylinder head and, sure enough, it was clear that a thorough overhaul was very much needed. I could see that the bores were quite badly glazed and, although I've seen worse, these weren't great. Knowing that the new engine had the pistons and crank already fitted, I didn't have to spend time removing

RIGHT: Once the cylinder head had been removed, it became clearly obvious that the engine needed a rebuild; the bores were heavily glazed.



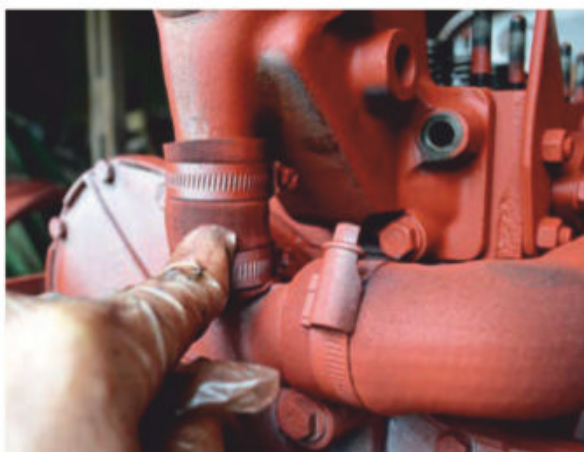
This Perkins-derived engine features a couple of 'hidden' oil pipes that are easy to overlook; this one by the inlet manifold is one of them.



With the rocker cover removed, I could begin extracting the rocker shaft, by first undoing these four nuts.



LEFT: Before trying to lift the rocker shaft clear, I remembered to remove this oil feed union; it's the other end of the 'hidden' pipe that I mentioned earlier.



This hose will almost certainly restrict the cylinder head as it's lifted clear, so it's best to remove it first.



Knowing that the engine needed to be removed, I first stripped off most of what I could from the block, starting with this oil filter.





With the timing case cover removed I marked everything with different coloured dots, to make it all easier to put it back together afterwards.

the old components, so my attention turned to the bottom of the engine.

The sumps on these engines are solidly made and relatively heavy, so using a jack to lower it clear is always a sensible move. Sitting below the



As it's positioned so low down, the oil pump was vulnerable so needed to be removed next. This intermediate gear was removed to reveal the mounting bolts.



Behind the timing case there is a collection of bolts that hold the injector pump in place. These, too, were covered in oil and grime.



This tab washer secures the centre intermediate gear in place; I'd always recommend ordering a new one.

top level of the sump is the oil pump and, although I wasn't going to need the old pump, I did require the two pipes that connect to it. One of these is fitted with a round gauze that sits deep in the sump to draw oil out, while the other one runs from the pump to carry the oil into the engine block. I like to extract both of these before I remove the engine, so there's no risk of either getting damaged – they are vulnerable without the sump in place.

Moving to the front

At the front of the engine, the timing case was another component that would be needed on the new motor so, although the gears already have scribe marks around the edge, I like to add my own marks to be doubly safe. I use dabs of different coloured paint, which ensures easy and speedy reassembly. The biggest centre gear now had three different coloured dots

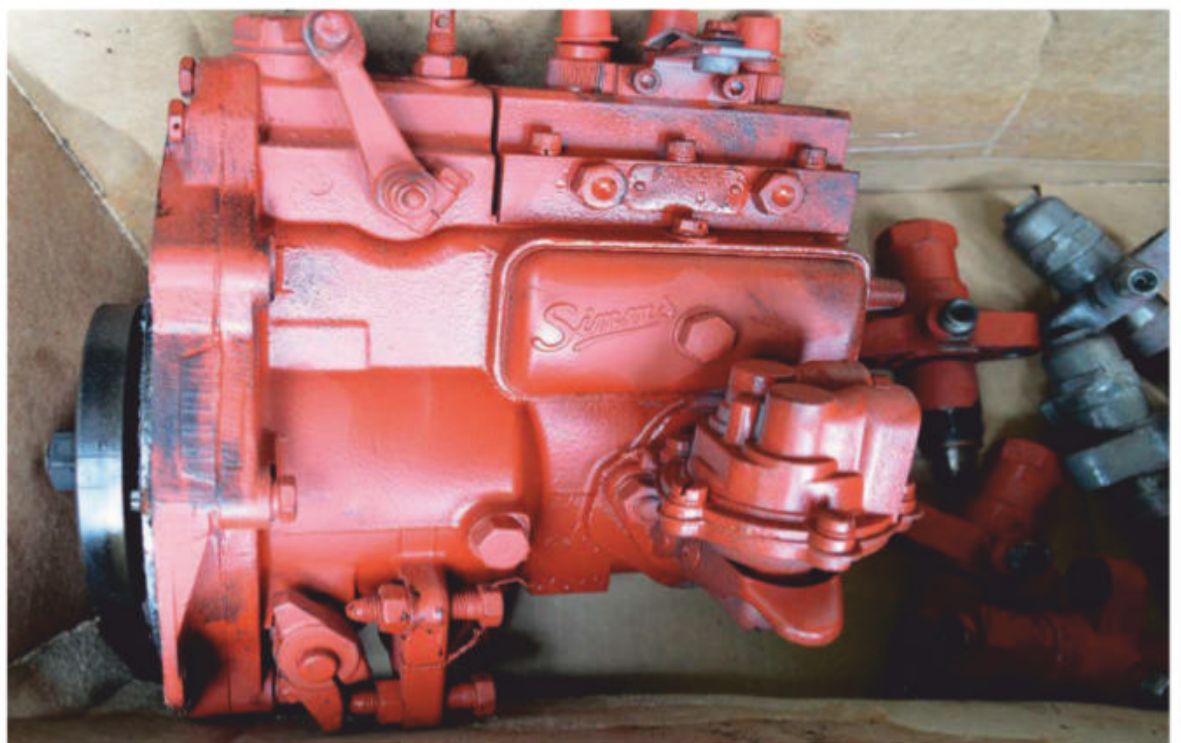


With all the gears out of the timing case, the bolts at the rear needed to be removed. The whole lot was extremely oily and dirty, as you can see.

spaced around its circumference, corresponding to the crank at the bottom, the diesel pump on the right and the camshaft at the top. This centre gear has a tab washer and a centre bolt that need to be undone before the gear can be slid off its boss.

Removing all the gears revealed the collection of bolts that secure the timing case to the block. As you can imagine, these are always pretty oily, so a decent clean-up is necessary. By this stage, with most of the components I needed already removed, the engine block was starting to look rather small, and it was time to remove the block from the tractor.

Having a decent engine crane is essential for this job, but I'd also recommend the use of an engine leveller. This is a clever piece of kit that ensures that the engine is safely balanced before the main lift begins, and the engine starts being prised



The injectors and pump were packaged up and sent to Dieselec, in Ditton Priors, for professional overhaul. I always make a point of doing this for every engine I rebuild.



Once I'd craned the engine off the rest of the tractor, I could see the clutch assembly, which, judging by the condition of the toggle adjustment screws, was in need of a replacement.

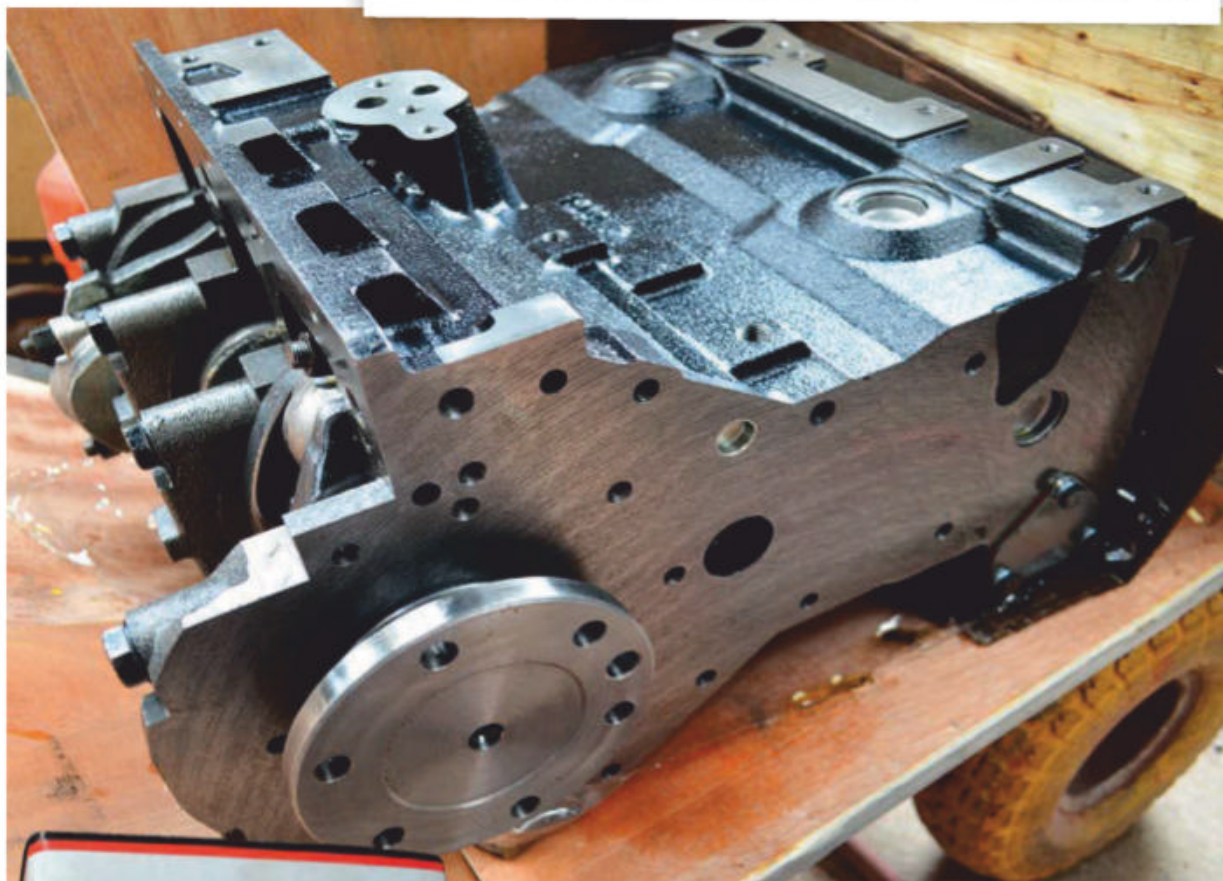
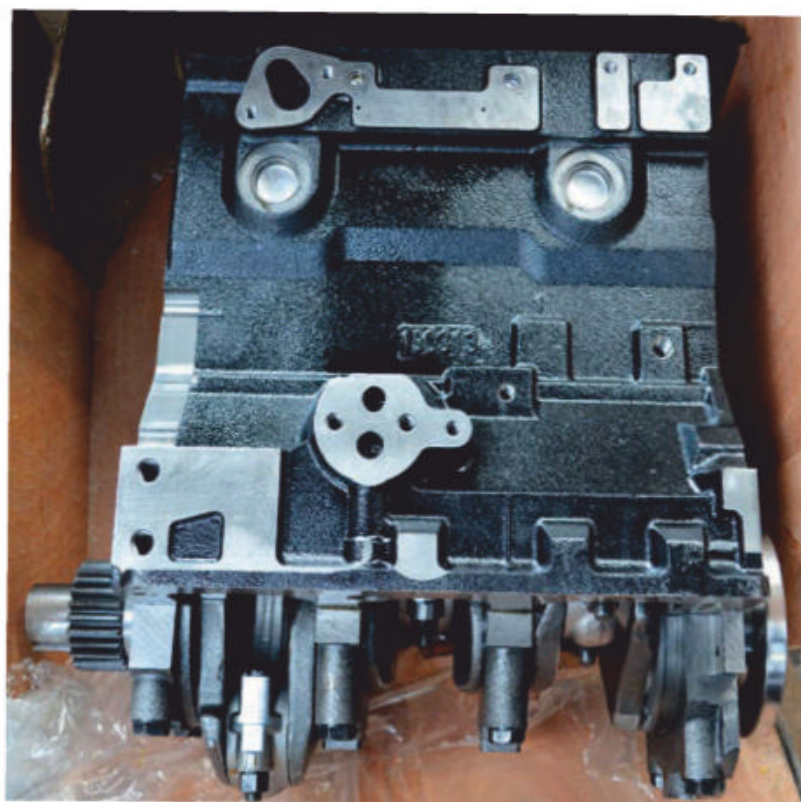
off the input shaft. With the unit free, balanced and suspended by the crane in mid-air, it could be lowered safely down onto a pallet, and the clutch assembly was revealed. Judging by wear levels showing on the toggle adjustment bolts, a new one was going to be another welcomed addition.

By this stage the new, short motor had arrived, which was well packaged and could be built up fairly comprehensively before being hoisted back into its new home. When buying one of these short motors, you'll also need a new cylinder head stud kit, plus a few more items to make reassembly as easy as possible. In this case, these included a rear crank seal and housing, an oil pressure sensor, some oil pipe union right-angles and a crankshaft key.

Having sourced these extra components, I was ready to crack-on with the rebuild, which the photo sequence here illustrates. ■

RIGHT: After some discussions with tractor owner, Tony Chambers, it was decided that buying and fitting a 'short motor' would be the easiest way forward, given the crack damage to the original block.

BELOW: The 'short motor' is supplied fitted with crankshaft, bearings, liners and pistons. All the rest, though, needed to be swapped across from the old engine.



When ordering a new block, a new cylinder head stud kits needs to be purchased as well.

A collection of other new bits and bobs was also required, including a rear crank oil seal, oil pressure sensor, some oil unions and a crank shaft key.



Edwin Palmer's complete original, 1978 Ford 9700 has only just over 7,000 hours on the clock, and spent its entire working life doing 'clean jobs' on the same farm. It was an extremely lucky find, especially given that Edwin spotted it by chance while at a sale where he was intending to buy something completely different.



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Ford & Fordson Association Round-Up

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

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TRACTOR BUYER BEWARE!

Buying a tractor is usually fairly straightforward, as long as you know what to look for or, if you don't, you take a pal with you who does. The decision of whether to buy or walk away usually boils down to, condition, asking price and, to use an old auctioneer's expression, 'If it fills the eye'. But not in every case.

Registering a tractor that has a number plate but no V5C, should be reasonably painless. First, look on the DVLA website to see if there's a record for it and, if you find one, complete a V62 form and submit it with £25. Simple?

Apparently not for the owner of a very nice looking 4610, who took this route; but it didn't end well. Caveat emptor, that well-known Latin phrase meaning 'Let the buyer beware', suddenly took on a very sinister twist. Produced below are three extracts from the DVLA's response to his application:

- According to our records, an insurance company has notified us that it's been 'accident damaged', and classed as either category A or B. This means that the vehicle is only suitable for scrap or spare parts. It must not be driven on the road again.
- The vehicle should have gone to an Authorised Treatment Facility (AFT) and been destroyed, not sold to you.
- You should take the vehicle to your nearest AFT for them to destroy it legitimately.

The prime reason for legislation regarding insurance 'write-offs' is to keep unroadworthy vehicles off the road, by preventing what the press often described as 'cut and shut' repairs re-entering service. However, one may question if this should be rigorously applied to tractors. The owner subsequently discovered that the tractor had been fire-damaged but, as it both looked and drove well, he wondered if he could legitimise its use, despite the DVLA's letter?

I contacted Ian Edmunds, DVLA liaison manager for the FBHVC, for some guidance and, as usual, received a quick and very comprehensive reply, the bones of which were that short of the insurance company concerned being prepared to revise its assessment – which he thought unlikely – there was little chance of the DVLA changing its position. I passed this on to the owner and, I think that the whole episode should provide a salutary lesson to us all.



A tractor that officially no longer exists; any tractor buyer's worst nightmare!

CAMBRIDGESHIRE ROAD RUN



Josh King's Power Major, still in its working clothes and on its home patch, driven by Tim Knights.

The Cambridgeshire Vintage Tractor Club's Charity Road Run took place on July 11th, taking in 13 villages on its 33-mile tour around South Cambs.

Leaving the start 10.30am sharp, with the village of Caldecott 10 mins away, I arrived leading the pack of 112 tractors, and was met by a sea of people lining the pavements all the way through. This gave our street collectors a challenge from the word go, and this remained the case in all the villages we travelled through.

I must include a special mention here of Barrington village, which has the second-largest green in England. I estimate that there were close to 700 people waiting for our convoy to arrive; there was a

carnival atmosphere, with many of the spectators enjoying picnics on the village green.

As a result, I decided to make an unscheduled stop in Barrington, so that the enthusiastic crowd could get closer to the tractors. As a result, we arrived late at our lunch stop, where everybody enjoyed their picnics. After the refreshment break, we continued to the top of Croydon Hill (the highest point in South Cambs.), then took a three-mile off-road section to the villages of Longstowe and Bourn, arriving at the finish just before 4pm.

Our nominated charity this year

was Addenbrookes Charitable Trust and, for those of you who don't know, Addenbrookes Hospital is the largest in East Anglia, and the trust provides equipment that the NHS is unable to supply. The result of the run was beyond the club's wildest dreams, with a total of £6,100 being collected.

So thanks to everybody who made the generous donations, and to all the drivers who took part. Happily, Fordsons were well represented, with a good mix of models on display.

Ray Parcell

“ As a result, I decided to make an unscheduled stop in Barrington, so that the enthusiastic crowd could get closer to the tractors. ”

DUTCH PLOUGHING MATCH



Class winner Jans Stevens’ Power Major pulling a Rumpstad TW30 plough.

The Dutch Ploughing Match was held on September 11th at Nieuwe Pekela, in the north of the Netherlands, and included the first Ford & Fordson team competition to be held for two years. There were 23 participants in four different classes and everyone enjoyed a great atmosphere, although the weather was a bit less kind. The competition results are included in the table here.

Jans Stevens, FFA rep, Netherlands

TRAILED PLOUGH CLASS	
1st Menno De Graaf	Fordson F and Ransomes plough
2nd Roel Mennega	Fordson Dexta with Dreesman plough
THREE-FURROW CLASS	
1st Jurrie Potze	Fordson Major 4WD with Dreesman plough
2nd Foppe Drent	Ford 3055 with Lien plough
3rd Jarich Hibma	Fordson Major with FR Ransomes plough
NORMAL CLASS	
1st Co Looyenstein	Fordson Dexta with Ransomes TS59 plough
2nd Roelof Moed	Fordson Dexta with Platex plough
3rd Rienko Coburg	Fordson Dexta with Dreesman plough
PARALLEL PLOUGHING CLASS	
1st Markus Wenning	Ford 5000 SOS with Krone plough
2nd Cor Dam	Ford 3000 with Goudland plough
REVERSIBLE PLOUGH CLASS	
1st Jans Stevens	Power Major with Rumpstad TW30 plough
2nd Jaap Dam	Ford 4000 with Kverneland plough



The Three-Furrow Class winner Jurrie Potze’s Selene Super Major and Dreesman plough.

KENT HERITAGE SHOW

The Kent Heritage Show took place at the Kent County Showground, Detling, on October 10th. After an early start, Ernie and I arrived at the showground at seven o'clock. A stewards meeting started the day and, as we arrived back at the stand, the sun was just appearing over the trees. Throughout the day, Bob Baseby and his brother, Paul, helped on the stand and with escorting tractors into place.

There was an excellent turnout of members' machines, including Peter Mitchem's 1958 Dexta. He also brought his tea tent; most people know him as 'teapot Pete' for this very reason!

James Chandler's 1969 four-wheel-drive Ford 5000, Tim Fitches' 1964 Super Major, Luke Burgess' 1957 Power Major, Oliver Collier's 1964 Super Major and an early Dexta belonging to Dave Driver were other highlights on the stand. We were also joined by Ken Bailey and his Ford 2000,



Early morning set-up at the Kent Heritage Show.

plus the Princes' Pool Ferry Power Major.
I thank you all for your support and

for helping to bring our stand to life
Rodney Gibson, FFA committee member

A fine line of members' tractors at the Kent Heritage Show.





Ian Harvey was this year's National Ploughing Championships host; this year was the first time that the host has competed!



FFA Champion ploughman Darren Easter, with his Ford 2000.

BRITISH PLOUGHING CHAMPIONSHIPS

The 70th British Ploughing Championships, held over the weekend of October 9th-10th, took place at Mindrum Mill, which is nestled in a bowl surrounded by the picturesque hills of Northumberland and the borders of Scotland.

The event was hosted by farmer Ian Harvey and his family and, despite rain the previous weekend, I could drive on the land with van and caravan as it was well-drained soil. The trade stand area was well set-out in

an oval, with Horse and High Cut ploughing surrounded by a good and very varied selection of trade stands.

We had a large area for the FFA's stand, which was just as well as members were joining us all weekend with their tractors and ploughs. Consequently, our range of exhibits was very interesting, and ranged from a couple of Countys owned by our host and club member, Ian Harvey, to Roy Cowgill's Ford 5610 narrow. Incidentally, Roy was a

great help on the club stand, which was much appreciated.

In addition, local member, Peter Park, drove his unusual yellow Major Industrial to the display, while Billy Marley brought two very interesting tractors; a County 1474 and a reverse-drive, articulated Ford Versatile 276, which certainly attracted a lot of interest.

The Nairn family, from Kelso, supported us very well, with brothers Thomas and Robert bringing along an E27N with hydraulic plough plus a diesel conversion Fordson N with trailed plough; both were scheduled to compete in Sunday's FFA Class. This was good to see as we desperately need to encourage youngsters into our sport.

But what really surprised me was the distances that some members – and

Thomas Nairn with his E27N Major and mounted plough at the Nationals.



members of the public – had travelled; coming from Sussex, Somerset, all over Scotland and even the Shetland Isles. Obviously, we've all been shut up at home for far too long!

The serious ploughing started a few fields away from our stand on Saturday, and there were plenty of trailers offering spectators a free ride to where the action was taking place. After lunch, and just as the ploughmen were coming to the end of their plots, the heavens opened, which made finishing off a very sticky business!

Sunday was bright and dry, with ploughing taking place all around us as well as on a hillside. So, those of us on the stand enjoyed a great view of an ever-changing patchwork of yellow stubble and freshly-turned soil.

Our club match attracted eight entrants

but, on Saturday morning, I was informed of the sad death of member Geoffrey Dibb, who would also have been ploughing in our class. So our sincere condolences go out to his family.

Our ploughmen were certainly up to the task of performing well at an important, national competition, and there were some close scores at the end.

What a grand sight it was to see the Nairn brothers ploughing with vintage equipment. Although they weren't placed on this occasion, their time will come. Our champion this year was Darren Easter with 266 points, and you can read more about his success in the feature that starts on p22 of this issue. Second place went to Peter Gilson, with 238 points, while John Lewis finished third, with

236. It was a very close competition.

Special thanks must go to FFA member Peter Park, who kindly offered to Steward our class, to all the new members who joined our club, and to various people who helped over the weekend. However, the biggest thanks of all should go to Ian Harvey; it's a massive commitment to make land available for this event, and he's now left with 200 acres of rigs and furrows to deal with! Interestingly, I discovered from the Society of Ploughmen that Ian was the first host to plough at a championship.

Anyway, roll-on next year's event, when the championships come a bit nearer to me as they're being held at Chatsworth Park on October 8th-9th!

Phil Gibson, FFA roving rep



An interesting selection of tractors at the Nationals, with the Versatile nearest the camera.

UPDATE FROM CANADA

I always look forward to Ian's contributions, and know many of you do, too. I was particularly interested in the crop insurance aspects he mentioned last time as, for the average UK arable farmer that option – at a sensible cost – has never been available here, to the best of my knowledge. On the other hand, we don't suffer from the weather extremes that Canadian farmers like Ian have to deal with. Anyway, here's some more fascinating insight from Ian.

Yes, in a year of turmoil weather-wise, we're fortunate to have the government's backing in a limited form through our Crop Insurance programme. Essentially, it's based on an individual farmer's production history, which is individually indexed over a minimum of seven years. Thereafter, one can elect coverage from 60 to 80%

of your established yield histories.

During one's phase-in period, up to the seven-year benchmark, Township Area averages are used, with an increasing emphasis on the producer's production numbers as the years pass. To all intents and purposes, the programme is self-policing in that premium discounts or penalties apply based on claims history.

With today's land, machinery and building costs, all financial institutions demand that farmers are enrolled to protect their (banks!) interests. The main insurer here is partly subsidised by both our provincial and federal governments, as I mentioned previously. More seasoned producers sometimes opt for private insurers, but coverage through this avenue is limited to hailstorms without a production shortfall otherwise.

During the years between 2009 and

2014, I worked as a crop insurance assessor in addition to running the farm, which I thoroughly enjoyed; apart from the final year when an increasing emphasis was placed on modern technology with a diminishing level of good, old-fashioned common sense approach (sound familiar?). I'm sure I'm right in saying that, here in Canada, we're certainly nowhere close to the European level of agricultural subsidies, or what's offered in the USA, for that matter. I know at one point several years ago, some 80% of the total EU budget was directed towards agriculture which, over time, may have been reduced. Here, our token government support is for a limited amount of last-resort lending, plus some insurance programmes – that's as far as it goes in Canada. Anyway, just another tit-bit for your interest!

Ian West, FFA Canadian rep

THE NEWARK SHOW



An E27N P6 that's different from the rest; this one has a 'Darlington' solid-axle drive, and is owned by Arthur Musk.

The Newark Vintage Tractor & Heritage Show returned to the calendar on November 13th-14th and, this time, I was liaising with the showground and directing the FFA's contribution.

What a spectacular weekend it was to be back at the Newark show, with visitors and exhibitors from all around the UK in attendance. Our club was asked to exhibit in the Feature Marquee, with the carry-over of the E27N anniversary, the Ford and Fordson derivatives as well as the 50 years of the Ford 7000 celebration.

Our members certainly did the club proud with the variety of machines they provided; everything from beautifully original, 'working clothes' exhibits all the way to pristine, Concours d'elegance



Little and large, old and new or the sublime to the ridiculous; call it what you will, it looks great!

examples. The model range on show was amazing, with everything from a 1933 Fordson N to a New Holland T7 guaranteeing something for everyone's interest. Outside the marquee, there was a tiny Ford 1210 parked next to a massive Ford FW60 (complete with a 10-furrow reversible plough).

An 'industrial section' included a New Holland Tele Handler, Fordson Major cranes and winches, a Whitlock digger and a rare, 1940 Muir-Hill dumper. Commercials were represented by a restored Ford D Series lorry, a Ford

Cargo living van and two very rare County 4WD Transit conversions. One member even turned up with a trailer that had been converted to a people carrier for road runs, with proper, coach-type seats and seat belts, opening sides and a paint job that matched the Dexta towing it!

Looking back on both days, I think I can safely say that we've never been so busy. At times we struggled to keep the hot water flowing for the refreshments. Up to four people were needed at times to staff the merchandise stand, and the

A splendid area welcomes visitors outside the Feature Marquee at Newark.



membership table was also extremely busy, with many renewals taken and 41 new members joining the club.

I always enjoy taking time to look closely at other people's tractors, just to see what unusual and interesting details I can spot. A few things that caught my eye this time included the power steering set-up on David Thomas's E27N, with the oil pump being driven by the dynamo; not original, but it certainly looked it.

I also noticed that Arthur Musk had an extra lever on the left of his E27N's rear axle casing, which turned out to be the Darlington 'diff lock engagement lever; a very rare attachment. John Haywood had carried out a few modifications to his E27N, including the fitting of a Ford Powerstar engine plus different parts from, I thought, 58 other machines! But a very professional job, nonetheless.

If you drive a double-clutch Dexta, the pedal operation can be awkward to operate but, on Paul Thundercliffe's example, he's made and fitted a much more driver-friendly pedal arrangement.

The yellow, Fordson Major crane tractor had been built by old Ford dealer, Friskneys of Lincolnshire, for duties around its yard. New Holland dealer, Burdens, had supported us with a New Holland T4, a T6, a T7 and a Tele Handler; all of which certainly illustrated how far tractors have progressed. Incidentally, the enormous FW60 mentioned earlier isn't



The neatest power steering pump that Phil Gibson's ever seen fitted to an E27N P6, owned by David Thomas.



Congratulations to member Peter Bainbridge, for winning the Derivatives Cup at Newark with his fine County 754.

just a show tractor, but gets regularly used – what a job cleaning and greasing it after work must be! It was also good to see six of the iconic Ford 7000s at the show, some of which were still working machines.

Congratulations must go to Peter Bainbridge, who brought his restored yellow Ford 3000 Highway and his County 754, and won a trophy for the Best Derivative, with the latter. I apologise to those of



Materials handling has changed a lot over the past 70 years!

you that haven't had a direct mention or photograph included, but many thanks for supporting your club.

PAT PAWSEY'S NEWARK THOUGHTS

This year's Newark was a very different show. There were far fewer traders' stalls of all types, and large areas of green to be seen in the centre; space that's normally covered by exhibits was left exposed. Saturday's auction, and the Sort Out held on Sunday, were on the hard standing where the Features Marquee usually sits; that had been moved to alongside the road that runs between the blue and red gates. However, the George Stevenson and other permanent buildings were much as usual.

One has to wonder if this is the new 'normality', and I was surprised by the level of pessimism expressed by the 'prophets of doom'. Of course, there are many unanswered questions. Will the missing traders reappear or have many gone for good? What effect are the increased fuel costs having? Is the understandable nervousness about Covid just a temporary blip, or here to stay? All will be revealed next year but, ever the optimist, I agree with the majority who think that life will adapt and continue, as it always does; perhaps a bit differently, but there's nothing new in that.

For the first time at this show – and certainly, from where I was standing – all movement and talking ceased during the two-minute silence at 11am on Sunday morning; which was a refreshing mark of respect, and as it should be.

The Ford & Fordson Association enjoyed an excellent show with 57 members joining, (41 for the first time) and very good merchandise sales: the tea and coffee stall was busy throughout the show, too.

The Annual General Meeting that should have taken place at Spring Tractor World was held on Saturday evening, after the show closed. Reports and accounts for 2021 will be posted on the website for approval at the next AGM. The meeting decided that, as it's only six months away, the next AGM will be held in 2023. Spring Tractor World will be later in 2022, on May 21st-22nd and mostly outside; more details later.

HAPPY CHRISTMAS!

Finally, here's wishing you all a very Happy Christmas and New Year. I expect that the usual road runs will resume soon; David Lemonius' Isle of Wight run won't be the only one, so do keep an eye on your local club and area representative for information. Above all, take care and stay safe.

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

6,000+ AT WEALD OF KENT

The Weald of Kent Ploughing Match is by far the biggest of its sort in the South East and, this year, it took place at David Gwilliam's Honey Farm, in Pluckley, Kent (September 18th).

Although the weather was brilliant, competitors complained about the very hard soil compaction, although this match has seen much worse conditions in the years since it started, in 1946.

Besides the ploughing, visitors also enjoyed a gymkhana, French Market, country sports, trade stands, steam and horse ploughing and a vehicle parade.

WKPMMA chairman, Seth Nesfield, deserves plenty of praise for his organisational skills in these difficult times. Lesley Mannington, the WKPMMA president, judged the Best Trade Stand competition, which went to deserved winner, Europlant Rentals Ltd.



Essex contractor/implement manufacturer Michael Moore was in great form at Pluckley, with his home-created Dexta combination.

An impressive 50 ploughmen took to the field, but it was John Dungey who topped the chart with his Fordson Standard N Ransomes outfit. The oldest competitor on the day was 81-year-old Ralph Stevens, from Horsmonden.

In the vintage plough class, Austin

West beat his brother with his Fordson Standard N Ransomes and RSLD 9, despite suffering with plug trouble. This class also saw Essex's Michael Moore taking third with his Doe Dexta and well modified four-furrow Ransomes plough. All-in-all, it was a great match!

Here's Oliver West at the Weald of Kent event. He was crowned the South East Vintage Trailed Ploughing Champion this season, despite hassle with his Standard on three occasions.



55TH ANNUAL MATCH



Adrian Cooper with his Power Major in the classic plough class at the Pevensey match.



The best place to see a Standard Fordson N at work is at a good ploughing match, like this one at Pevensey.

The 55th annual ploughing match took place at Preisthaves Farm, Pevensey, in East Sussex (September 25th) and proved as popular as usual.

Staged on good land that was ideal for ploughing, visitors enjoyed seeing 40 good ploughmen at work. Although Fordsons typically dominate this event, it was certainly a John Deere day in the modern and old classes, with Trevor Lavender and Simon Tingley coming out on top. Thankfully, though, Fordson competitors didn't go empty handed, taking some of the awards.

LEOMINSTER CLASSICS

Always a popular event on the calendar, this year's Vintage Working Day organised by the Leominster Vintage Club (September 12th) featured many classic Ford and County tractors.

The day was dry and warm, which encouraged many tractors out that are rarely seen. One thing to note about this club is that it manages to attract lots of younger owners, which is great news both for it, and the future of the hobby.



This restored County 1174 with cultivator behind was really going for it at Leominster.
(Pic: Chris Rowberry)



Two of the various Countys – an 1124 and an 1174 – seen working hard at the Leominster event. (Pic: Chris Rowberry)

TRACTOR DAY AT BREDGAR



A local Fordson Dexta was kept busy hauling people around at the Bredgar & Wormshill Light Railway's popular Tractor Day.



Chris Beddow with his lovely, 1936 Fordson water-washer; the oldest tractor at the BWR Tractor Day.

The Bredgar & Wormshill Light Railway, near Sittingbourne, in Kent, held its annual Tractor Day on September 5th, and the event attracted the largest ever crowd seen on the site.

Sadly, the founder of the railway – Bill Best – died earlier in the year, which threw the future of the extensive, 2ft gauge railway and on-site tractor

collection, into doubt.

Fortunately, Bill's son, Bill Best junior, is fighting hard to keep the track down and running, and is currently crowd-funding £400,000 to assist with his plans.

The railway is open on the first Sunday of the month, from May to October, and features different themes each month.

Find out more by visiting: bwlr.co.uk

Tractor Day attracted over 2,000

visitors, and there were plenty of interesting Ford and Fordson machines (especially Ns) on display, organised by the Ford & Fordson Association. In addition, families were given rides around the site behind either a Fordson Dexta or a Garrett 7hp traction engine, the latter driven by Yalding's Brian Hope, who had been brought in to fix the engine before the event.

GREAT BALLS CROSS EVENT!

It's been going for many decades now, through thick and thin and in aid of Macmillan Nurses, for which it's raised many thousands of pounds over the years. This year's Macmillan Vintage Rally, at Balls Cross in West Sussex (September 4th-5th) was another great success.

With so many events having been cancelled earlier in the season, this rally meant even more than usual to local Sussex and Surrey collectors, and they attended in their droves.

Besides the 70 tractors and crawlers on display, visitors enjoyed seeing masses of stationary engines together with smaller displays of classic cars and commercial vehicles. There were also trade stands and a decent autojumble at this most 'homely' of events.

The show highlight for us was Peter Mellish's threshing demonstration, in which he was threshing the crop he'd harvested just a week before the show. We were also impressed by the fine lineup of various Fordsons from the John Baker and Rod Tyler collection. Also, we must mention Steve Court who was there with his family and the Jones timber kit County 774.

Not far from the threshing section were Steve and Andy Mullis, from Horsham, with an outstanding agricultural display that included Steve's superb living van replica. The brothers had 'roaded' this – and everything else on their stand – to the event behind their immaculate-looking Fordson E1A Diesel.



The early Fordson Diesel Major with plenty of weights holding it down at the rear, was spotted at the excellent Macmillan Vintage Rally, at Balls Cross.



This award-winning County 1164 looked an absolute delight at Newark.



The top award-winner at the Newark Vintage Tractor & Heritage Show was Dan Bartle's Fordson 500 1938 Standard N.

NEWARK IS BACK!

It was good to be back at the Newark Vintage Tractor & Heritage Show (November 13th-14th) which, as always, was organised by the Newark & Nottinghamshire Agricultural Society.

There was a new, bright and fresh look to this show since we were here last in 2019; we all knew it would not be quite as big as in previous years owing the covid situation, but the final product was just excellent.

Gone was the line of 'dreaded' feature marquees, which were not very welcoming, and uninspiring, damp and normally very cold. In their place was the sale area on the Saturday and on Sunday the tractor autojumble. It worked so much better with just one feature marquee where Ford and Fordson, David Brown and The Ferguson Club were placed inside, with a fine Fordson-related display outside, with lots of work by James Hardstaff and others making it a very attractive area to visit.



This now Scottish-based, original-style Ford 7000 went on to take the 7000 award at the Newark show.

The George Stephenson Exhibition Hall featured the 25th anniversary of the Fordson 500, which was a great event at which 1,002 Ford and Fordson tractors gathered, back in 1996, in Newark. That, unsurprisingly, was the greatest number of these tractors ever seen together in preservation times.

The winners in the Fordson 500 section were the green-painted, 1938, Dan Bartle, steel-wheeled N, with patched block, plus Michael Hart's 1956 Fordson Diesel E1A Major; both presented in working style.

However, the outstanding tractor in the hall for me (although I don't think it attended the Fordson 500), was spotted on the NVTEC Notts Group's stand, looking magnificent. It came from great Fordson collector, Paul Marsden, from Derbyshire, and was a 1938 Standard N and period trailer. The tractor had come

via Scotland and, out of the 25 people I unofficially polled about their favourite machine, it beat the rest by far.

Other winners in the building included Dan Stephenson's 1973 County 1164 (the JHM Automotive Concours D'Elegance winner) and Fraser Reid's 1969 Ford Force 5000 Salene-axled machine (Best under 25-year-old prize).

Unfortunately, the Browns sale didn't really excite me overall, although one lot – a Fordson E1A Major – did catch my eye. The story goes that after the manager at JT Friskney of Horncastle had refused a staff request for a new mobile crane, they went ahead and built one in-house. They converted a worn out E1A into a crane that went on to clock up 404 hours in that role. This was the machine being sold here and, by the look of it, it was still in its works condition. It went on to sell for a very good £3,000.

There was some great machinery to be found in the Feature Marque,



It was great to see such a fine Ford & Fordson Association stand at the show, with some very interesting models on display.



Another Newark winner was Mrs Yates with a lovely 1960 Power Major that won the 'Best 75 Years Fordson E27N' award.

which was rather dark in places. The winners here included David Yates' 1948 Fordson E27N for '75 Years of Fordson E27N', Ciaran Dreelan's 1975 Ford 7000 for '50 Years of Ford 7000', and Peter Bainbridge's 1968 County 754, which won the Yarwood-Hardstaff 'Best Fordson Derivative' cup. The Ford & Fordson Association's stand did excellent business, selling plenty of merchandise, including bookazines and 2022 calendars, and adding plenty of new members.

There were other interesting Ford and Fordson tractors to be seen dotted around the sight, but not many of the later classics, which was a shame.



One of the most photographed tractors in the Fordson 500 celebration was this ex-RAF Standard N, which belonged to the late John Simpson.

Nevertheless, I was very impressed with the show overall, and thought it provided a fitting end to the 2021 event season.

RIGHT: This Roadless New Performance Super Major, with Duncan cab, was another of the gems on show at Newark.



James Hardstaffs' famous 1955 Roadless J17, with its County counterpart in the background.

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 DOMINATE AT CHEFFINS COLLECTIVE

Cheffins offered just over 180 tractors at its final 'Vintage Collective' of 2021, which took place on October 23rd at Sutton, in Cambridgeshire. The weather was dry and reasonably warm and nearly half of the tractors being sold came from the 'blue' family.

All the County stock did well, as you would expect these days, and two of the lots had been imported from the USA. The 1977 County 4600-Four didn't excite buyers in the flesh as much as it had in the catalogue; it didn't have a cab or roll bar (as it should, officially) and this was reflected in its final selling price of £7,200.

Other notable Countys to sell included a 1965 County Super-Six (import) in original style that made £17,000 (+ VAT), a 1964 Super-Six (imported and in bits) which sold for £6,800 and a 1981 FC 100FC in restoration condition that moved on for £4,800.

Among the Fords being offered, some of the 10 Series machines really performed well, the nicest of which was a 1984 2910 two-wheel-drive with



129 County Super-6 was a UK import and went on to change hands at £17,000 + VAT.

LP cab. Originally supplied by Curtis & Horn, it was in lovely, original condition, and made £9,000 (+ VAT). But the best price was paid for a 1986 Ford 6610 two-wheel-drive Series II, with Super Q

cab and only 991 hours on the clock. It looked as though some respray work had been undertaken and this machine sold for a thumping £22,500 (+ VAT).

Other Ford highlights included a



The top Ford was this 1986 Ford 6610 two-wheel-drive with less than 1,000 hours on the clock. It sold for £22,000 + VAT.



This 1990 Ford 7810 III four-wheel drive G408COY went on to sell for £16,200 + VAT.



This rowcrop Ford 1964 Commander 6000 with Select-O-Speed, but lift seized sold for £3,800.



This lovely, 1955 Fordson Diesel Major, with early Duncan cab, sold for £6,600.



This was a real jewel! A Lambourn-cabbed Fordson E27N, sold with a Ransomes three-furrow plough, reached £8,000, but that wasn't enough to see it change hands.



This 1972 Ford 4000 could have been yours for £7,500.

couple of record sale prices achieved for a 1984 2910 2WD LP Curtis & Horn, which made £9,000 (+ VAT), a 1986 Ford 6610 2WD Series II with Super Q cab and only 991 hours on the clock, that sold for £22,500 (+

VAT), plus a decent-looking, 1991 Ford 8210 Series III 4WD with Super Q cab and 3,819 hours (Danish import) on which the hammer fell at £15,500 (+ VAT).

There was a decent selection of Fordsons sold on the day, with the favourite for many being the 1955 Diesel Major with its wooden Duncan cab. This tractor, in good, original condition, sold for £6,600. Driven away with lots of blue smoke billowing from its Perkins P6 engine, was a 1949 E27N Major that went for £7,500, while a Lambourn-cabbed version of the same model, complete with a Ransomes Robin plough failed to sell after the bidding stalled at £8,000. It was a similar story for a very original E1A Major petrol/paraffin, for which the highest bid was an unsuccessful £5,000.

The star of the show for Roadless



Ford 2000 HDX620N went on to sell at £8,200, the fastest type of tractor in the 1000 series.

enthusiasts was a very carefully restored, 1963 6/4, that had been new to JG Phillips of Wiltshire and spent much of its working life in forestry work. This tractor which, for some reason, carries a 1968 registration,



ABOVE: This Super Dexta sold for £4,200.

LEFT: The hammer fell on this original-looking Fordson E27N, with rather smoky Perkins P6 engine, at £7,500.



The 'big one' on the day was this Roadless 6/4, which changed hands for £40,000.



This Roadless Ploughmaster 75 had looked rather better in the catalogue than it did in real life. Nevertheless, it sold for £10,800.

sold for a record-breaking £40,000, despite its polished injection pipes and CAV pump, which weren't to everyone's taste. The restoration was obviously very fastidious and perhaps over the top for some.

Other Roadless notables in the sale included a part-restored, 1969 Ploughmaster 75 that made £10,800, a 1971 Ploughmaster 95 that moved on for £15,000 and a 1979 980 4WD that sold for £18,500.

The online aspect of this sale, which concluded on October 25th, saw some stunning, original implements being offered. I particularly liked the Fordson Dexta Ransomes-Ford 1012 two-furrow mounted hydraulic discs, that sold for £3,400. There was also a two-furrow reversible from the same family – a 1016 model with YL183 boards – that had last been used at the 2008 National Ploughing Championships, which made £4,100.

Other Ransomes sellers included a three-furrow for £480, a TS91 five-furrow for £850, a Ransomes-Ford Robin 1013 with YL183 bodies for £850 and a five-furrow for £850.



This 1979 Roadless 980, that was sold via Collings Bros of Abbotsley Ltd, went on to raise £18,500 at this sale.



This Roadless 95 got moved on for £15,000.



Said to be the first one made, this Ransomes-Ford 1016 with YL183 bodies, sold for £4,100.



Looking OK, this Muir-Hill 121 changed hands for £8,500 + VAT.

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

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	£22,800	£28,500
944	1971-75	£5,800	£12,950	£24,400	£17,100	£27,200	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	£18,900	£15,200	£19,400	NA
7600-Four	1975-81	£7,100	£12,800	£18,500	£18,100	£26,500	NA
1174	1977-79	£8,100	£12,200	£27,000	£18,900	£24,000	£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



Price guide key

BAND 1:

BAND 2:

BAND 3:

BAND 4:

BAND 5:

BAND 6:

Possibly not running, but in very complete condition known at times as 'ex-farm' condition

Will run but needs work done to it

In original condition

Older restoration, but complete and should run

Average restored condition and ready to go

Concours. Restored tractors in exceptional condition

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
774	1978-90	£7,200	£17,000	£28,000	£25,800	£31,000	NA
974	1978-90	£6,300	£16,300	£24,000	£17,800	£28,200	NA
1184 TW	1979-90	£26,000	£45,000	£66,000	£55,800	£64,500	£72,100
1464 TW	1978-87	£16,900	£28,100	£55,000	£38,800	£61,800	NA
1474 Short nose	1979-83	£28,000	£48,000	£192,000	£122,000	£132,000	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	£9,200	£14,600	NA
County Ford 8200 4WD	1980-82	NA	£8,800	£17,200	£10,700	£18,200	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	£16,100	£16,950	£9,400	NA
F Irish	1919-23	£1,800	£3,900	£15,400	£5,700	£14,800	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	£16,600	NA
F Trackson F (high sprocket)	1922-28	£3,200	£4,900	£8,300	£9,200	£11,200	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

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
N Orange	1937-40	£750	£1,450	£3,700	£2,900	£4,200	£4,400
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	£6,200	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	£6,700	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	£1,700	£4,250	£2,700	£2,500	£4,200
E27N petrol-paraffin	1946-48	£750	£1,700	£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	£3,800	£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	£4,800	£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	£2,000	£5,200	£2,600	£5,800	£7,300
Dexta	1960-62	£850	£1,975	£5,400	£2,400	£5,600	£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	£2,100	£4,900	£2,800	£5,700	£6,900
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	£6,500	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

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
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
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	£21,000	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





MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
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
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

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
8530 4WD	1989-94	NA	NA	£22,000	NA	NA	NA
8630 4WD	1989-94	NA	£19,200	£24,500	NA	NA	NA
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 f/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 5095



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

110620

FORD 1210



£6,300. Compact Ford 1210 tractor with loader and home made back box. Good working order. Please call 01608 730261, South East.

110980

FORD 234 HI WAYS



1982, £4,950. Overhauled, re-sprayed. All new tyres, battery, lights, seat, brakes and wiper arms. Good cab. Only done mowing, plough and road runs. A nice little tractor. Please call 01732 822353, South East.

110987

FORD 3000



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

111121

FORD 6810



1990, £15,500. 2WD. Super Q. Tidy, ex farm. Please call 01606 592639, West Midlands.

111128

FORD 5610



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

111129

FORD 3000



£5,995. First time starter. Runs very well. Good all round condition. Perfect wings, bonnet and nose cone. Only had light use and has been stored under cover. Please call 07968 322616, North East.

111149

FORD FERGUSON



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

110198

BEWARE SCAMMERS!

We value your advertising in **Ford & Fordson** and want to remind you be aware of scammers.

Scammers are clever and can often seem genuine so please remember :

- Kelsey will **never** contact you to upsell your free advert to a paid for one.
- Do not share any financial or personal information with people you do not know.
- Kelsey are not responsible for any transactions between seller and buyer.

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 FERGUSON 9N



£3650. Nice example of this early tractor. Straight tinwork. Runs & drives well. Contact Matt on 07966881985. Devon.

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 2000 DEXTA



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

110563

FORDSON POWER MAJOR



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

110564

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



£2950. Nice early example. Varley Hydraulic Lift, PTO, Low speed gearbox. Starts easily runs well. Contact Matt on 07966881985. Devon.

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.

111157

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 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

FORDSON POWER MAJOR



POA. Early restoration. Please call 01747 828272, South West.

111176

FORDSON SUPER MAJOR



POA. With loader, ready for work. Please call 01747 828272, South West.

111184

FORDSON MODEL N



POA. Early restoration. Please call 01747 828272, South West.

111185

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 MAJOR DIESEL



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

110193

SALE *Highlight* COUNTY 7600-FOUR



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



FORDSON POWER MAJOR



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

110462

FORDSON MAJOR COUNTY CRAWLER



£3,500. Runs and drives. Please call 07919 693332, East Midlands.

111465

FORDSON STANDARD



£4,795. Petrol TVO, low speed, new tyres, restored, runs well, no VAT. Please call 01249 740377, South West. (T)

111811

PARTS AND ACCESSORIES

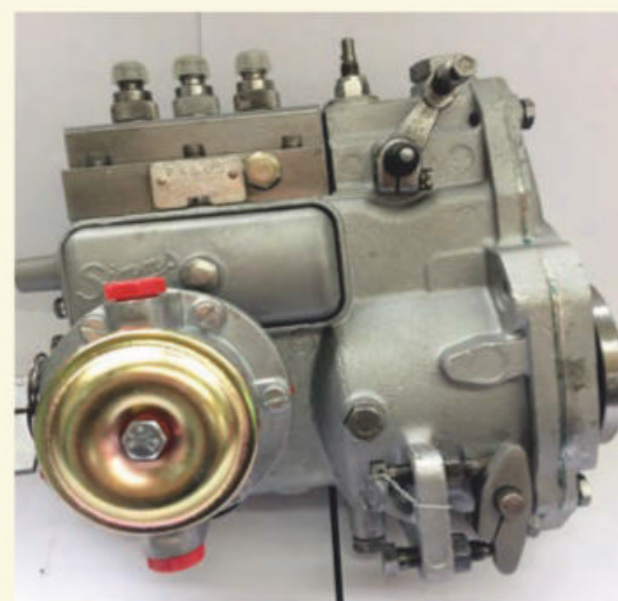
FORD 7000 TYPE LIFT ARM LATCHES



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

106920

FORD 300 INJECTION PUMP



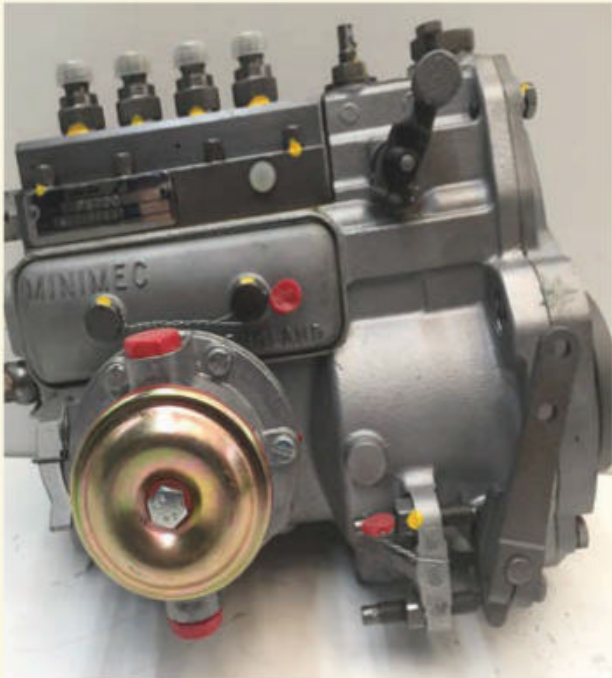
£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORD 5000 INJECTION PUMP



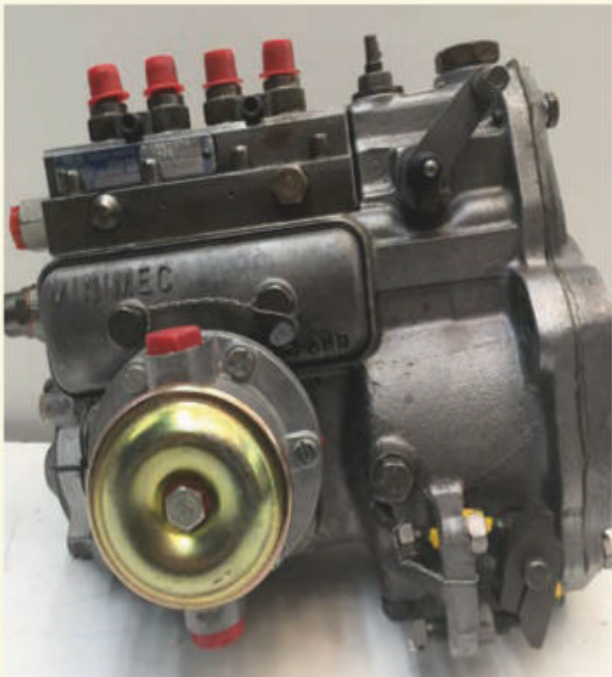
£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

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 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

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).

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.

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FORDSON TOWING HITCH

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

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FORDSON DEXTA PTO



£85. Flat belt pulley to fit Fordson Dexta. In very good condition. Please call 07802 662497, East Midlands.

110966

FORDSON MAJOR E27N CARBURETTOR



£70. In good condition, all complete. Please call 01386 793831 , West Midlands.

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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.

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FORDSON FRONT AND REAR STEEL/LUGGED WHEELS



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

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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.

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FORDSON E27N BACK AXEL GEAR BOX

£200. High gear. Please call 01986 788389, East of England.

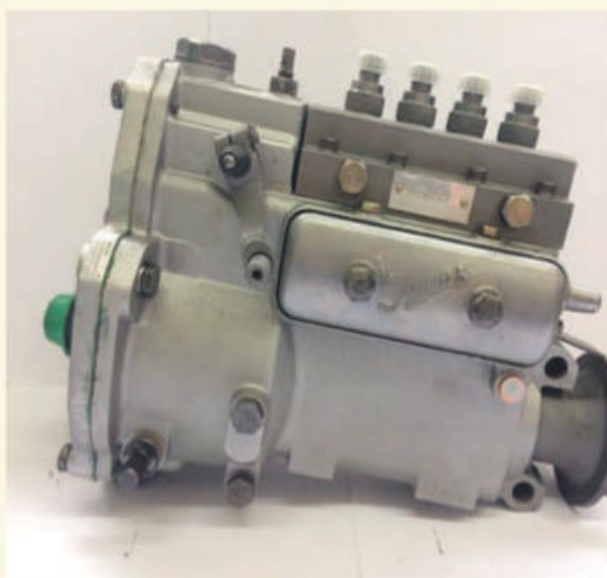
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FORDSON SUPER DEXTA HYDRAULIC TOP COVER



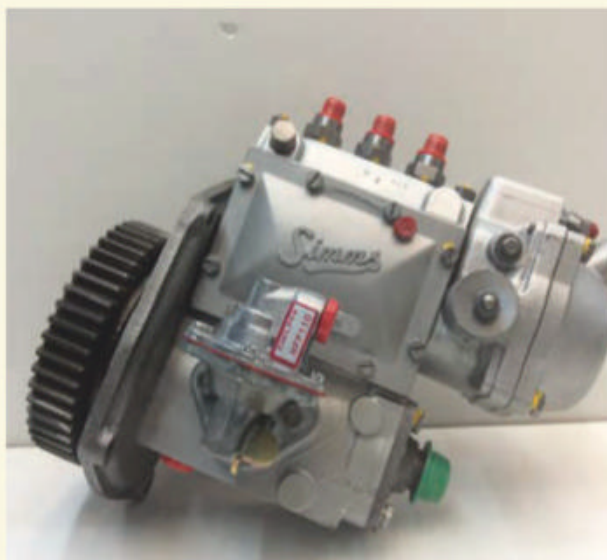
£270. Cross shaft & bushes good. Buyer to collect. Please call 01889 500303 Staffs (T).

FORD SUPER MAJOR INJECTION PUMP



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

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£65. Universal hobbies Fordson Major, blue-grey, 1/16 scale, model movable front steering, ideal for somebody's collection. New condition. Please call 07934 085291, North West.

111600

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.

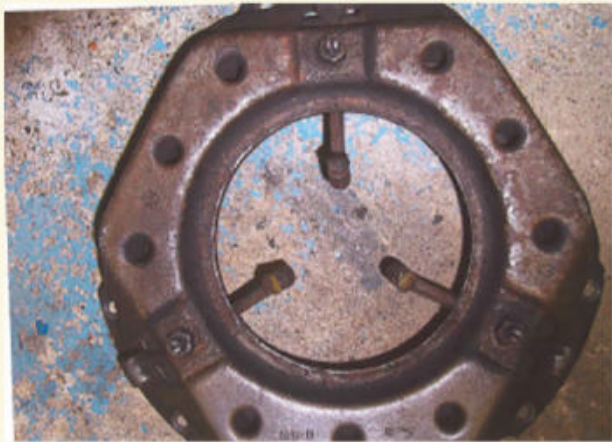
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FORDSON STERRING WHEEL

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 presuure plate fordson dexta. Working order. Please call 01733 244456, East of England.

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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

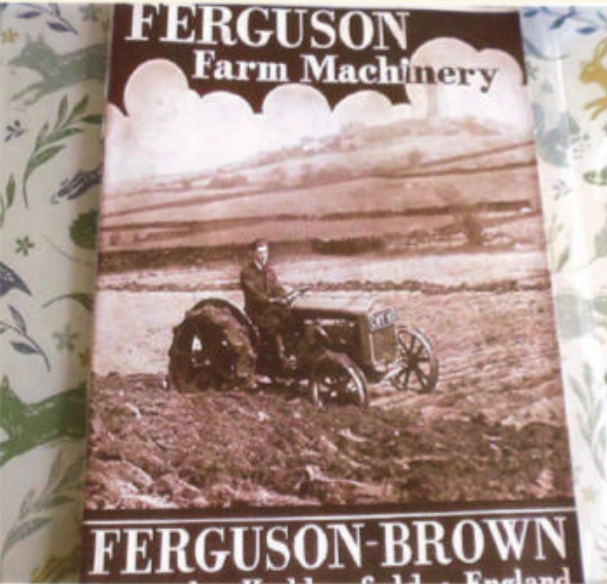
FORD TURF TYRES



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

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FORD 4000/5000 OPERATORS MANUAL



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

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£200. High gear. Please call 01986 788389, East of England.

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1946, £14.50. IN 1946 HENRY FORD COMMISSIONED TERENCE CUNEO TO PAINT A SERIES OF FOUR PICTURES OF THE FORDSON E27N ON THE DAGENHAM ASSEMBLY LINE. THIS LIMITED EDITION PRINT IS 48cm X 42cm. Please call 01736 758426 , East of England.

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FORDSON DEXTA PARTS

£10-£20. RAD fan cowling, unused, fibreglass, £20. Oil bath assembly, unused, £20. Used radiator, needs recoring, £10. Please call 01248 470800, Wales.

109033

FORDSON F HUBS



£50. Pair of Fordson F hubs. Please call 07717 127970, East of England.

109040

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

FORDSON E27N BACK AXEL GEAR BOX

£200. High gear. Please call 01986 788389, East of England.

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£65. Universal hobbies Fordson Major, blue-grey, 1/16 scale, model movable front steering, ideal for somebody's collection. New condition. Please call 07934 085291, North West.

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£70. In good condition, all complete. Please call 01386 793831 , West Midlands.

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WANTED

FORDSON E27N

Wanted. With electrics and high top gear. Will pay top price for show condition. Please call 01473 652619, East of England.

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COUNTY CRAWLER PARTS

Wanted. Tracks, running gear, track frames and any other relevant parts. Needed for restoration project. Please call 07710 707684, East of England.

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FORDSON DEXTA LOADER



Wanted. Mill loader to fit Dexta or Super Dexta. Must be same as in photo with good rams, no pitting or chrome missing. Bucket and fork not needed. Please call 01892 750326, South East.

111428

FORDSON REGISTRATION BOOK



Wanted. A registration book for Fordson N, Harvest Gold, DOT 894. If any reader has any info or tax book, please forward to the editor of the magazine. Please call 02825 871306, Ireland.

110603

FORDSON SUPER MAJOR TIPPING PIPE BRACKET

Wanted. Trailer tipping pip bracket for Super Major. Left hand side of top link rocker and bolted to top cover. Please call 07890 835511, South West.

111672

FORDSON PLOUGHMASTER 6/4

Wanted. Fordson Ploughmaster 6/4 any condition. Please call 07748 984907, South East.

111438

FORDSON NOSE CONE BADGE

Wanted. Nose cone badge for my blue/grey Super Dexta. Please call 07899 987070, South East.

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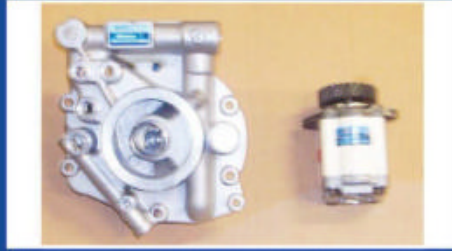
NEW DROMONE PUHs FOR FORD/NH 40s / TS + TM HYD PUSH OUT £1750



NH TS FRONT GRILLES £500, TM FRONT GRILLES £400



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