

**NINE-PAGE CLASSIFIED SECTION BURSTING WITH BARGAINS!**

# FORD & Fordson TRACTORS

APRIL/MAY 2022

ISSUE 108

**HOME AT  
LAST!**



Wandering Ford 5610 returns to the farm

## 9N/2N BUYING TIPS

Your guide to  
these legendary  
Ford tractors



**BELGIAN BEAUTIES** Ford and Fordson collection



**FORD 4000s** Two classics still working hard

April/May 2022



04  
KELSEYmedia 8 771753 406107



£4.60

■ 2021 SALES HIGHLIGHTS ■ CLOUGHMILLS 40TH ROAD RUN ■ FFA NEWS & VIEWS



# *H. J. Pugh & Co.*

**LEDBURY**  
**01531 631122**  
**[www.hjpugh.com](http://www.hjpugh.com)**

## **HAZLE MEADOWS AUCTION CENTRE, LEDBURY HR8 2LP**

**Only 4 miles junction 2 M50**

**FEBRUARY 2 DAY  
VINTAGE SALE  
ENAMEL SIGNS,  
PETROLIANA,  
COLLECTABLES**



**FRIDAY 25th FEBRUARY 9.30AM**

**750 lots. Catalogue online**



Including the Andy Boyle County Tractor collection  
**VINTAGE and CLASSIC TRACTORS, IMPLEMENTS,  
ENGINES, SPARES**

The final part of the private collection of the  
late James Hill, Ballyclare, NI  
**Rare CAST IRON SEATS, TOOLS BOXES,  
PLATES, SPANNERS**



**SATURDAY 26th FEBRUARY 9.30AM**

**750 lots. 2 rings. Catalogue online**

## **TEMPLE COURT FARM, BOSBURY, LEDBURY**



Genuine dispersal sale of the Ben Blandford  
private collection of

**MASSEY FERGUSON AND FERGUSON  
TRACTORS, COMBINES, BALERS,  
TRAILERS, IMPLEMENTS AND MORE**

**SATURDAY 26th MARCH**



**TRACTOR WORLD, MALVERN  
SATURDAY 21st MAY**

**Entries of Tractors, Land Rovers, Engines and Implements invited**

**ALL AUCTIONS LIVE AND LIVE ONLINE. ILLUSTRATED CATALOGUES ONLINE.  
OTHER AUCTIONS BEING ARRANGED ACROSS THE COUNTRY.  
ALL ENQUIRES WELCOME 01531 631122 or [howard@hjpugh.com](mailto:howard@hjpugh.com)**





www.tractor-and-machinery.co.uk/magazines/ford-a-fordson-tractors

#### Ford & Fordson Tractors Kelsey Publishing Ltd

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

#### EDITORIAL

Editor: Chris Graham  
Email: [fft.ed@kelsey.co.uk](mailto: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](mailto:tractor.ads@kelsey.co.uk)

#### PRODUCTION

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

#### SUBSCRIPTIONS

6 issues of Ford & Fordson Tractors are published per annum  
UK annual subscription price: £26.40  
Europe annual subscription price: £33.00  
USA annual subscription price: £33.00  
Rest of World annual subscription price: £36.00

#### Contact us

UK subscription and back issue orderline: 01959 543747  
Overseas subscription orderline: 0044 (0) 1959 543 747  
Toll free USA subscription orderline: 1-888-777-0275  
UK customer service team: 01959 543 747  
Customer service email address: [subs@kelsey.co.uk](mailto:subs@kelsey.co.uk)  
Customer service and subscription postal address:  
Ford & Fordson Tractors Customer Service Team  
Kelsey Media, The Granary, Downs Court,  
Yalding Hill, Yalding, Maidstone ME18 6AL

#### Website

Find current subscription offers and buy back issues at  
[shop.kelsey.co.uk/fordson](http://shop.kelsey.co.uk/fordson)

#### Already a subscriber?

Manage your subscription online at [shop.kelsey.co.uk/myaccount](http://shop.kelsey.co.uk/myaccount)

#### CLASSIFIEDS

Tel: 0906 802 0279 (premium rate line, operated by Kelsey Publishing Ltd. Calls cost 65p per minute, plus your telephone companies access charge; other networks and mobiles may vary. Lines open Monday to Friday 10am-4pm) Email: [tractors@kelseyclassifieds.co.uk](mailto:tractors@kelseyclassifieds.co.uk) Kelsey Classifieds c/o Talk Media Sales, Kelsey Media, The Granary, Downs Court, Yalding, ME18 6AL.

#### DISTRIBUTION

Distribution in Great Britain, Marketforce (UK) Ltd, 3rd Floor, 161 Marsh Wall, London, E14 9AP. Tel: 0330 390 6555

Distribution in Northern Ireland and the Republic Of Ireland  
Newsread. Tel: +353 23 886 3850

#### PRINTING

PCP Printers

Kelsey Media 2022 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Publishing Ltd uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit [www.kelsey.co.uk](http://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 products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: [data.controller@kelsey.co.uk](mailto:data.controller@kelsey.co.uk) or 01959 543524.



www.kelsey.co.uk

Who knows what the future holds regarding the use of old tractors on the public road? The way things are currently heading, though, the signs aren't encouraging.



## Welcome!

As we feel our way gingerly into 2022, with everything crossed for a better, less disrupted and more predictable year, much of the mainstream media remains dominated by Covid-19 as the after-effects of the pandemic rumble on. But there are other issues that deserve our attention, aside from Downing Street parties, impending energy price hikes and political manoeuvrings within the Conservative party.

Whatever your views on climate change, the government's current determination to push for *Net Zero by 2050* is something that's going to have wide-ranging consequences for us all. Those of us who enjoy messing around with – and using – internal combustion engines of all sorts, are likely to find ourselves firmly in the well-calibrated sights of the legislators.

As FFA president Nick Batelle alludes to on p38 of the Ford & Fordson Association's section in this issue, there's a torrent of regulation in the pipeline that's set to start limiting what we're allowed to do with our vehicles, and corraling us towards the adoption

of electric cars and/or a much greater reliance on public transport.

From this summer, for example, all new cars are to be fitted with speed limiters that will be able to cut engine power if the driver fails to respond to prompts generated by the system's on-board sensors. There are also proposals to legislate against the use of non-standard components on road vehicles

which, ultimately, could provide a convenient way of sweeping away many older vehicles altogether.

Even the Highway Code is being changed, with new guidelines now suggesting that motor vehicles – including, presumably, tractors – must yield to the actions of cyclists

and pedestrians. Such measures may seem trivial and minor at the moment, but perhaps there's a bigger plan in action here. Could it be that it's all intended to chip away at the resolve of private vehicle owners, especially those running older, diesel-powered ones? As Bob Dylan said, *The times they are a changin'...*

**Chris Graham, Editor**

“There’s a torrent of regulation in the pipeline that’s set to start limiting what we’re allowed to do with our vehicles”

## Meet the contributors



**Willie Carson**  
Northern Ireland-based writer and photographer with a genuine love of old 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

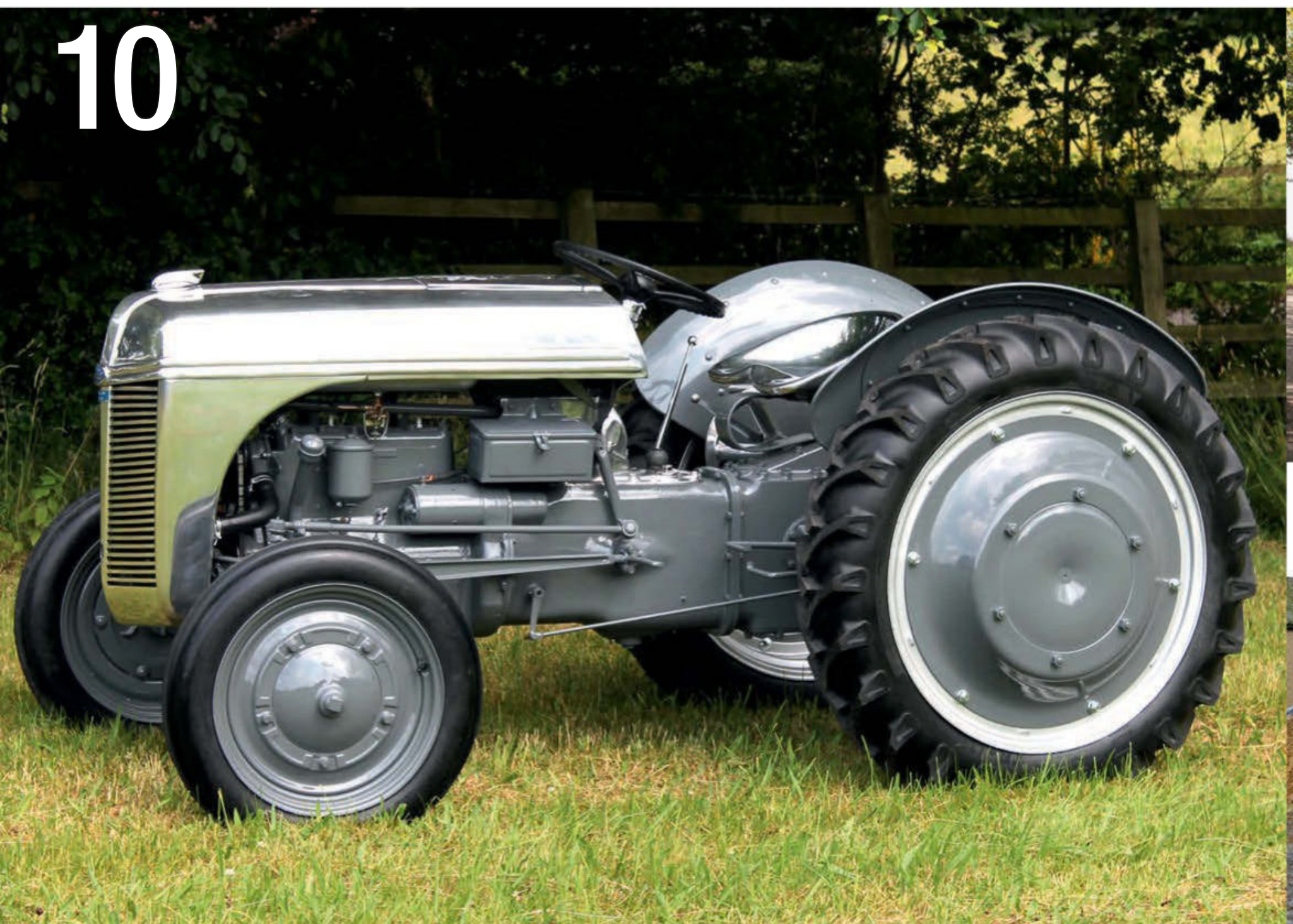


**Bob Weir**  
Lives in Shropshire and was brought up on Fordson tractors



**Jonathan Whitlam**  
Tractor enthusiast, prolific author, filmmaker and hard-working farmer





# CONTENTS

Independently written by real enthusiasts for all t



## 6 NEWS AND VIEWS

Keep up to date with what's happening in and around the classic tractor scene

## 8 F&FT BACK ISSUES

Missing a previous edition or never got a lent copy back. Buy a replacement direct from us!

## 9 COMMENT

Andrew Green reflects on the effects that the pandemic has had on vintage and classic tractor enthusiasts

## 10 FORD 9N/2N BUYING GUIDE

Peter Smith looks at the history and development of the Ford 9N/2N, and offers advice for those interested in buying one of these influential tractors

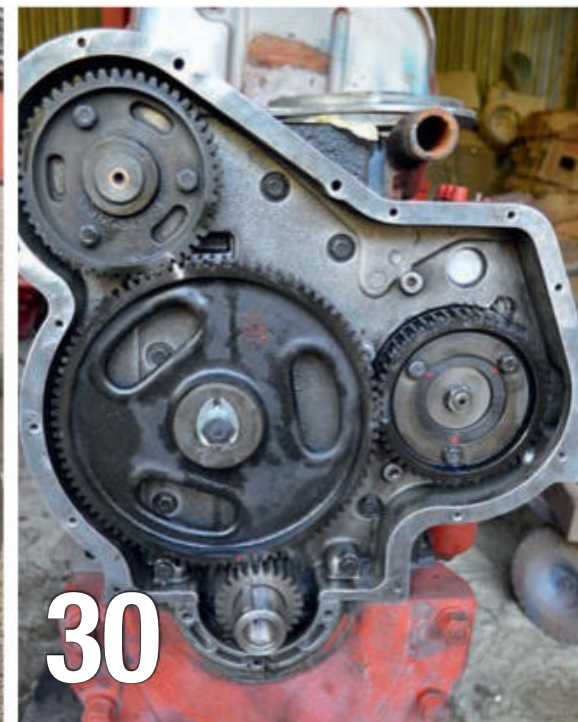
## 16 ANNIVERSARY ROAD RUN

Willie Carson enjoys a special, 40th anniversary tractor run with the Cloughmills Vintage Club, in Northern Ireland

## 18 YOUR LETTERS

Got something to say about your tractor, or the hobby in general?





## Things Ford, Fordson and New Holland

### 20 **SUBSCRIPTION OFFER**

Why not save money and have every issue delivered conveniently to your door?

### 22 **HOME AT LAST!**

Ford & Fordson Association member David Harvey tracked down, bought and then restored a Ford 5610 that his family had owned and worked over 30 years earlier. This is his story

### 24 **TRUSTY FORD 4000s**

There are plenty of Ford 4000s still hard at work across the UK. The late Alan Barnes tracked down

a couple of prime examples in Northumberland

### 30 **IN THE WORKSHOP**

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

### 38 **FFA NEWS**

Eight pages of news, views and fascinating feedback from the ever-active Ford & Fordson Association

### 46 **OUT AND ABOUT**

Peter Love reports on his pick of

events and road runs, and reflects on the 2021 auction season during which many price records were broken

### 54 **PRICE GUIDE**

Check the value of your tractor using our specialist guide

### 57 **CLASSIFIED SECTION**

Tempting tractors and parts galore for sale across our whopping, classifieds section

### 66 **NEXT ISSUE**

Find out what's in store next time



## 4X4 SPARES DAY BOOKINGS

**A**t Malvern Spares Day (February 27th), trade and sellers' plots are only £35 pre-booked outdoors (use as much space as you sensibly need!), or £40 on the day. Drive-in 6m x 5m indoor plots are £40 pre-booked or £60 on the day.

Please note, for indoor plots, pre-booking is essential as at the previous, October event, all the indoor plots were sold out before the event. For online plot and trade stands, visitor tickets and event updates, visit: [4x4sparesday.co.uk](http://4x4sparesday.co.uk)

## ORGANISING AN EVENT IN 2022?

**M**ake sure you register your event for free with *Old Glory* for inclusion in our two-part Events Guides.

Part One: events March to July. Deadline 15th February. Part Two: events August onwards. Deadline 28th February. Registering is easy and it's free!

Visit our website and register your event at [heritagemachines.com](http://heritagemachines.com), and go to the 'Events' tab and simply complete the online form

Or you can email details to [paul.appleton@kelsey.co.uk](mailto:paul.appleton@kelsey.co.uk) including your name, organisation/club, date of the event and no more than 50 words describing the event.

## CHEFFINS CHANGES



This award-winning County 1164 is one of the interesting machines already entered to be sold at Cheffins' April sale.

**T**he Cheffins April Vintage Sale promises to be bigger and better than ever before, with the event running over two days to allow more time for both live and online bidding.

Taking place on April 22nd-23rd, the sale will see 1000s of lots go under the hammer, including steam engines, classic and vintage tractors, other interesting vehicles plus countless collectors' items.

Literature, models and steam spares will be auctioned on the 22nd, while the tractors and the rest will be sold the day after.

Bill King, Cheffins' chairman said: "While the pandemic put a stop to live auctions for a period, we've decided

that, from April, both live and online bidding will be offered once again.

"We had a period of selling some sections of the sale solely online, however, as our vintage sales are a major part of the machinery calendar – and are so well-attended by clients old and new – we thought it best to offer live bidding throughout all sections now that social-distancing regulations have been relaxed. There's nothing quite like the atmosphere of a buzzing auction, and

we'll be pleased to be able to offer this throughout all sections from April onwards."

Bill continued: "The timed online format has proved to be hugely successful, and has allowed our auctions to continue almost unabated throughout the past 18 months. It offers a robust and secure basis for people to bid for items if they're unable to attend our sales, and we'll be continuing to offer this service, as well as live auctions.

"We already have several fantastic lots consigned for the April sale, and are looking forward to returning to our traditional format at Sutton, in Cambridgeshire."

You can find out more by visiting [cheffins.co.uk](http://cheffins.co.uk), or calling 01353 777767.

## STUNNING COUNTYS BEING SOLD



Just some of the superb County tractors entered in HJ Pugh's late-winter sale at Ledbury.

**N**ormally, HJ Pugh would be conducting its 2,000+ lot sale at the Spring Tractor World Show at the Three Counties Showground, Malvern, in February. But, because that show's been rescheduled to May 21st-22nd, HJ Pugh has decided to stage a live and online sale on February 26th in Ledbury, starting at 9.30am.

Among the 1,000+ lots will be vintage and classic engines, tractors, tractor spares, implements, tools, implement and tractor seats (80, at least), models, literature, enamel and tin signs (more than 100) and so much more.

The 50+ tractors coming under the hammer include six, top-class County machines – an 1184 TW, a 1004, a Super-6, an FC764, an 1174 and a Jones forestry 754 (mostly restored and in good working order). These are all superb machines and interest in them is sure to be high.

You can find out more from the website at: [hjpuh.com](http://hjpuh.com)



## BLUE FORCE CELEBRATES!



The Blue Force Tractor Club will be celebrating its 11th anniversary on April 10th, at Harby, Leicestershire. All are welcome to help mark the continuing story of Fordson, Ford and New Holland tractors and conversions.



New Holland will be present at the Blue Force event, with its ground-breaking, T6.180 methane-powered tractor.

The Blue Force Tractor Club will be holding an 11th birthday party on April 10th, 2022, at Harby, in Leicestershire. This will be a one-day event to celebrate 11 years of the club. Blue Force began in April 2011, in Harby, with a fantastic turn out of tractors from all over the country and, since then, it's grown into a successful and friendly club.

It's been decided to hold a similar event at the same venue; not to copy that first gathering, but to provide a fun day for all members – and non-members – either with their own exhibits or just by themselves.

Therefore, this will be an open-entry event for all members and non-members, for any age of tractor or commercial vehicle based on a Ford or New Holland. Other attractions and trade stands will include County Tractors, Roadless Tractors, Muir-Hill and Railswood Tractor Spares, plus dealer RES Tractors of Harby, which will be exhibiting its newest range of machinery.

New Holland will also be present, together with the exciting and ground-breaking T6.180 methane-powered tractor for all to see. This is the first, commercially-available agricultural tractor to run on methane gas instead of diesel, and it represents a giant leap forward in tractor technology.

This event will be free to all – exhibitors and visitors alike – and refreshments will be available on site, as well as a fantastic raffle. For more details, visit: [blueforcetractorclub.com](http://blueforcetractorclub.com), or call Peter Plehov on 07774 697761.

## SALE DATES FOR YOUR DIARY

### FEBRUARY 11-12

#### Two-day sale of tractors, plant, implements etc.

Hazle Meadows Auction Centre, Ledbury HR8 2LP.  
HJ Pugh & Co, tel: 01531 631122.

### 12

#### Collective sale.

South of England Showground, Ardingly, Sussex.  
South East Marts, tel: 01323 844874.

### 18

#### Dispersal of four tractors, machinery etc.

Dunpole Farm, Donyatt, Ilminster TA19 0SD.  
Greenslade Taylor Hunt, tel: 01278 410278.

### 23-1 March

#### Timed online auction of tractors,

plus implements and machinery in Lancashire. Cheffins,  
[cheffins.co.uk](http://cheffins.co.uk)

### 25

#### Online timed machinery collective auction.

Edward Buckland,  
tel: 01872 306090.

### 26

#### Cambridge Machinery Sale.

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

### 26

#### Sale of vintage and classic engines,

tractors, spares, tools, seats, models etc. Hazle Meadows Auction Centre, Ledbury HR8 2LP. HJ Pugh & Co, tel: 01531 631122.

### MARCH 2

#### Online sale of tractors,

machinery etc. Harrison & Hetherington,  
[harrisonandandhetherington.co.uk](http://harrisonandandhetherington.co.uk)

### 4

#### Harnage Estate Ltd machinery sale.

Harnage Grange, Cressage, Shrewsbury SY5 6EB. Halls,  
tel: 01743 450700.

### 5

#### Unreserved vintage 'petromobilia' auction.

Wellers, [wellersauctions.com](http://wellersauctions.com)

### 7-10

#### Collective online timed auction of agricultural machinery.

Voyce Pullin, [voycepullin.co.uk](http://voycepullin.co.uk)

### 14

#### Dispersal sale of five tractors, machinery etc.

Lerwill Farm, Chittlehampton EX37 9RL. Stags,  
tel: 01769 572042.

### 26

#### East Devon spring collective sale of tractors, machinery

etc. Stockers Farm, Gittisham EX14 3AW. Stags,  
tel: 01769 572042.

### APRIL 2

#### Farm dispersal sale. Corby, Northants. Howkins & Harrison,

tel: 01788 564746.

### 6

#### Online sale of tractors, machinery etc. Harrison &

Hetherington, [harrisonandandhetherington.co.uk](http://harrisonandandhetherington.co.uk)



**FORD &  
Fordson  
TRACTORS**

# BACK ISSUES

**ONLY  
£4.50**  
PER ISSUE  
INCLUDING P&P!  
UK ONLY



For a digital issue of Ford & Fordson go to  
[pocketmags.com/ford-and-fordson-magazine](http://pocketmags.com/ford-and-fordson-magazine)

**SINGLE  
ISSUE ONLY  
£3.99**

All of our digital magazine subscriptions and issues can be downloaded from anywhere in the world and read on PC, Mac, iPad, iPhone, Android devices, Kindle Fire, Windows 8 devices and any HTML5 compatible device.



ISSUE 106 - DEC21/JAN22



ISSUE 105 - OCT/NOV21



ISSUE 104 - AUG/SEP21



ISSUE 103 - JUN/JUL21



ISSUE 102 - APR/MAY21



ISSUE 101 - FEB/MAR21



ISSUE 100 - DEC20/JAN21

FOR INFORMATION ABOUT ALL BACK ISSUES AND TO ORDER, PLEASE VISIT:  
**[shop.kelsey.co.uk/ffo](http://shop.kelsey.co.uk/ffo) OR CALL: 01959 543 747**



# ANDREW GREEN

... offers his thoughts on surviving lockdowns, and shares some much-needed optimism about the coming year



I thought I'd take a moment or two to reflect on how the pandemic has affected our lives, our hobby and people's interest in the Ford and Fordson world. My first thought is that nothing prepared us for the past couple of years; most certainly not the government, which only seems to be reactive in its approach, and doesn't

appear to plan ahead. This isn't a criticism, simply an observation.

Those whose lives have been severely affected by Covid over the past two years, will justifiably feel deeply aggrieved. I do think that the media has, at times, been despicable in its reporting, which so often involved painting a very dark picture. While this may have been true at times, there were also some positive, success stories among all the gloom, but these never achieved the same level of coverage. I'm not going to enter into specifics here, but there must always be a reporting balance.

As I write this in mid-November, it seems that case numbers are very high again, but the vaccination programme seems to be limiting hospitalisation compared to earlier in the pandemic. Anyway, apologies for this 'serious stuff', and I really hope that the problem will soon start to recede, but I guess that we'll just have to learn to live with it as we do with regular flu.

“As for the future more generally, I believe that one of the aspects that's going to take the longest time to restore is people's confidence”



While outdoor events like ploughing matches and working days have returned pretty much to normal, indoor club meetings are a different matter.

As farmers, we've been quite fortunate as, because we mostly work alone and outdoors, the pandemic has left many comparatively unaffected. Speaking personally, we have experienced some supply issues, as did many others. But, on the plus side, we also found that some suppliers and distributors really excelled in their service, as did many of our local retail businesses and shops. I just hope that their customers remember this when normality returns!

The dry weather in April and May 2020 was really great for catching up with the outside maintenance that had been shelved because of a really wet and miserable winter at the back end of 2019. But, this lovely spring was rather too good for growing crops and, of course, it seriously affected yields for harvest 2020, but that's farming!

Throughout this period – nigh-on two years – I've found it essential to have a project on the go, to try and maintain my purpose, health and ambition. The internet has been a huge asset with this and, without it, I'm sure we'd all have been so much worse off. Zoom meetings are a good example!

So, my lockdown project was a narrow Fordson Super Dexta, which I came across on eBay last autumn. This was something a little different as there aren't too many around, and we managed to get it home without breaking any rules! It's been quite a challenge, but has come together quite nicely; fortunately, I was able to retain most of the original tinwork. The exception to this were the wings, which were both beyond salvation. To show just how narrow it is, we fitted row crop wheels front and back.

As for the future more generally, I believe that one of the aspects that's going to take the longest time to restore is people's confidence. It was quite noticeable down here in the West Country last autumn that many ploughing matches and working events went ahead as normal. Indoor meetings, though, are much more of a problem. However, I'm hopeful that the coming year will see a slow restoration of events and, dare I say it, a degree of normality! ■



# FORD 9N/2N

Peter Smith looks at the history and development of the Ford 9N/2N, and offers some advice for those interested in buying one of these influential tractors



Ford 9N/2N prices start from a little over £1,000 for a 'project tractor', but expect to pay upwards of £2,500 for one that will drive away. However, top quality, aluminium-bonnet examples can make £40,000 (\$55,000) at auction in the USA.

**T**he Ford 9N was a product of the partnership between Harry Ferguson and Henry Ford. When Ferguson became disheartened with the David Brown company and the Ferguson Brown tractor, he went looking for a new business partner to build his tractors with.

In October 1938, Harry Ferguson arrived in the US. He'd taken with him a Ferguson Brown tractor and a selection of machinery that included two ploughs,

a ridger and a cultivator. A meeting was set up by the Sherman Brothers between Harry Ferguson and Henry Ford at Dearborn, where Ford was sufficiently impressed with Ferguson's machine to enter into an agreement with him, which later became known as the 'Handshake Agreement'.

## **A gentleman's agreement**

The Handshake Agreement was quite simple; Ford would manufacture the

tractor and would finance its manufacture. Ferguson would buy tractors from Ford and distribute them, firstly through The Ferguson-Sherman Manufacturing Corporation and, when that arrangement ended in 1942, tractors continued being distributed by Harry Ferguson Incorporated. The agreement also stated that either party could cancel the agreement for any reason, at any time, with notice.

The agreement also allowed Ferguson sole rights to supply implements, and





This is a Ford 9N with Funk six-cylinder conversion, owned by Steve Watts.

“Ford and Ferguson had achieved the impossible; they’d designed and produced a radically different tractor in just seven months!”

Ford loaned Ferguson money for his start-up costs. It appeared that Mr Ferguson had the upper hand in the deal.

Ford engineers immediately started work on the new tractor, which would be known as the 9N – ‘9’ because production started in 1939, and ‘N’ because that letter was Ford’s tractor code.

By April 1st, 1939, the first sample tractor was completed and, by June 5th that same year, tractor production had started. On June 29th, 1939, the new model was officially launched to the press, which meant that Ford and Ferguson had achieved the impossible; they’d designed and produced a radically different tractor in just seven months!

While both parties claim credit for the design, it’s most likely that Ford engineers contributed the larger percentage of the work involved. This was probably because the Ford

engineers had access to the parts already in the Ford parts bin, although there’s no doubting that the stand-out feature of the new design was the Ferguson Draft Control System.

This was revolutionary for its day, and gave Ford a unique selling point. Indeed, it’s safe to say that the 9N is probably the only tractor from the 1930s that you could buy today, and still fit a brand-new topper to without any major modification!

### Notable features

Other notable features included the tractor’s high power-to-weight ratio, its centre PTO and the adjustable front axle. These were all features that made the new tractor stand out from the crowd.

Production was slow at first but, by October ‘39, Ford was producing 2,036 tractors a month. Production grew and grew until the outbreak of war began to

starve the Ford Corporation of its raw materials and, in 1942, the tractor was re-designed and re-named the 2N.

Basically the same machine, the 2N was stripped of all critical materials and, to enable production to continue, it was turned out on steel wheels, magneto ignition, without a battery and with an aluminium radiator. In later years, when supplies were returned to some normality, the 2N was fitted with all the luxuries that the 9N had, which made a late 2N and an original 9N, almost identical.

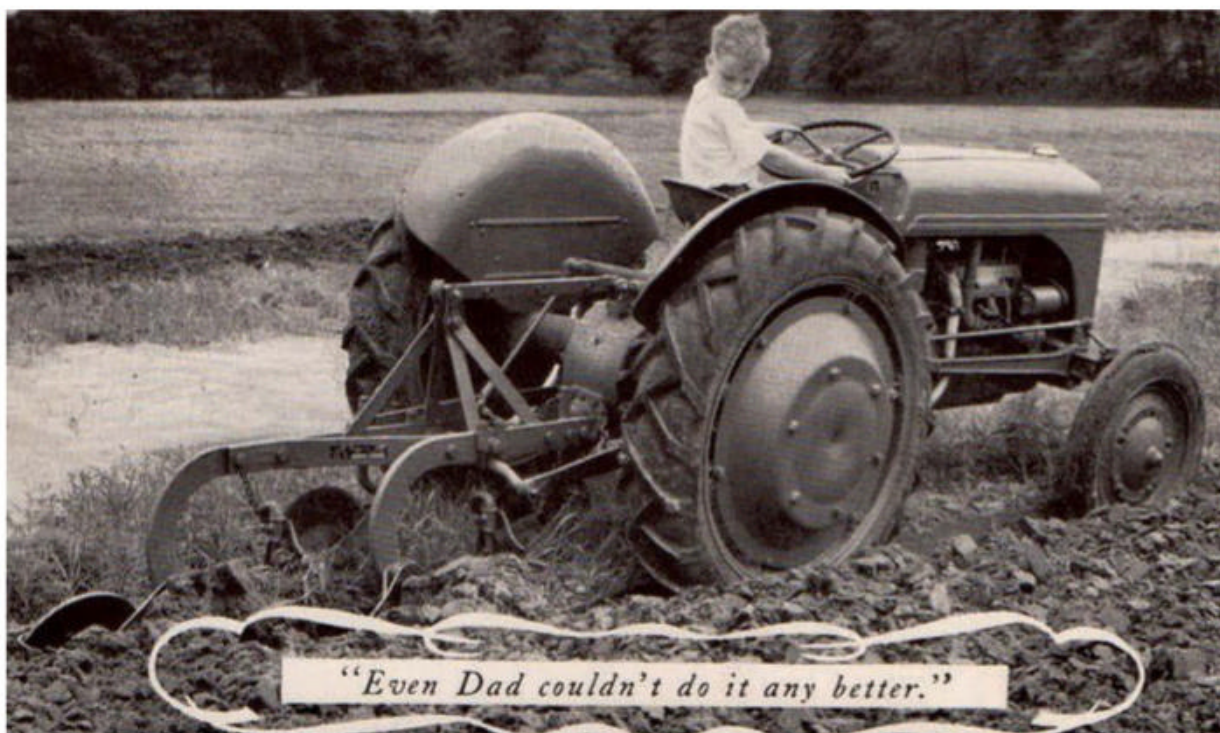
During the war years, raw materials were rationed, and Ford’s factory was forced to run well below capacity. So, as one way of trying to boost production, Ford decided to develop a much-modified 2N, to create a tug version that it could sell to the military. These vehicles were designated BNO-25 and BNO-40 (Bureau of Naval Ordnance).

Production of the 9N and later the 2N finished in 1947, when production of the Ford 8N tractor started. The 8N was a Ford tractor with no allegiance to Ferguson in any way, even though it still used an improved version to the three-point draft control system that





A 1940 9N in original condition, owned by Edwin Hughes.



This early publicity shot illustrates the fact that Ford claimed the 9N tractor was so easy to drive that a child could do it!

“Notable features included the tractor’s high power-to-weight ratio, its centre PTO and the adjustable front axle”

incorporated position control; something that Ferguson didn’t offer until 1954.

The 8N tractor – and the use of the Draft Hydraulic System by Ford – led to a lengthy court case between Ford and Ferguson, which eventually resulted in Ferguson winning \$9,250,000 in payment of royalties on patented devices used by Ford after the break-up.

### Buying a 9N/2N

The 9N was designed at a critical time for farming in the US. Farmers had just endured the effects of the great depression plus those in Texas, Oklahoma, New Mexico, Colorado and Kansas had also lived through the ‘dust bowl’ drought. These two disasters had a massively detrimental effect on US farming as a whole for most of the 1930s, and exhausted farm incomes. So, any new tractor being launched into an economic environment that challenging had to be both economical and affordable.

The low cost of the 9N (\$585), and the rapid pace at which it had been





**Here's a 9N with a rare, half-track conversion.**

designed and put into production, left little time for testing, so the early examples suffered from many issues. However, most of these were successfully ironed-out thanks to an ongoing programme of continual design modification. With this in mind, it's difficult to find an original tractor that hasn't received some updated parts.

The first 650 or so 9Ns that rolled off the production line were fitted with an aluminium bonnet. This was used in part because of the rapid design time, but also because Ford couldn't get steel bonnets pressed in time, so the decision was taken to use cast aluminium panels instead, simply to get production started.

Ford sent an aluminium-bonneted tractor to the 1939 World's Fair in New York and, for the display, the bonnet was polished to a high shine to make it stand out. Today, collectors still polish their aluminium bonnets to replicate that early show tractor. Unfortunately, the aluminium bonnet was quite weak, and prone to cracking, so few originals have survived, but these are probably the tractor of choice for the collector.

### Which version?

Determining which 9N/2N tractor you may be looking at isn't always straightforward. The tractor serial number



**A dismantled gearbox showing the Hi-Lo conversion; a popular modification that boosted the practicality of the 9N's standard transmission.**

is the engine number stamped on the left of the block. If the engine has been changed, then the chances are that the original serial number will have gone. '9N' part numbers were used continually; if a part never changed, the number never changed, and 2N tractors have a '9N' prefix on the serial number. I've included a guide to the major changes (see panel on right), to help you recognise which tractor you're looking at.

The engine used in the 9N was the petrol-powered four-cylinder 120cu/in (approximately 1,966cc) side-valve design, that had been developed by the Ford Motor Company. As a cost-saving measure, it shared parts with the car engines that Ford was making at the time.

A kerosene-powered version was available with a Holley vaporiser on it, and this was designated as a 'NAN' tractor. These were mainly for export to Europe, and were extremely rare on the home market. To keep up with the latest developments, the tractor was fitted with an electric start, distributor ignition, an oil filter and a silenced exhaust system.

The engine was a robust unit for the era, with few problems, but early engines were cast without core plugs and with very thin wall thickness. This led to a large number of early tractors suffering from cracked blocks. The coil and distributor system were located in an unusual position, just above the bottom pulley. This makes setting the points rather difficult. The correct procedure is to remove the distributor and set it up using a special tool, but care must be taken when reinstalling it, as the drive will only fit one way, and incorrect installation will cause damage.

### Liner variation

Another strange quirk of the engine is that there are two sizes of cylinder liners. Both have an identical bore, but the wall thickness varies (0.040 and 0.090). I can only assume that if a block didn't pass the grade at 0.040, it would be re-bored to use thicker liners. This makes pre-ordering parts difficult, as you can only tell the liner thickness by stripping the engine.

The front axle was completely new at the time, and offered variable track width. The front hubs were quite large and the bearings were oil-lubricated. Look out for leaking oil seals. The centre pin on early models didn't have an end plate, and was held in position with a pinch bolt. Always check these pins haven't slid out, as they're not as reliable as later pins.

## IS IT A 9N OR A 2N?

### 1939 only 9N

Cast aluminium grill with horizontal slots. No freeze-out plugs on the block. Two ribs on the fender. Approximately the first 650 tractors were equipped with cast aluminium bonnets. Ignition key switch on the right side of the dash. Two-brush generator.

### 1940 9N

Single-rib fenders. Freeze-out plugs are now inside the block. Ignition key switch on the left side of the dash. Three-brush generator. Hinged battery lid introduced to replace the clip-held lid (mid-year).

### 1941 9N

A three-spoke steering wheel (covered spokes) was first used. Steel grille with vertical spokes. Riveted rear axle hubs replace the 'smooth' rear axle. The ignition key switch is moved to the steering column.

### 1942 9N

The 9N parts were being used up to build the 2N.

### 1942 2N

A three-spoke steering wheel (exposed metal spokes) was first used. Grille has a slotted centre bar. Bonnet side panels have exposed bolts to retain front axle support (mid-year). Front emblem features '2N' on the lower edge of the emblem. Fender mount holes in rear axle housing no longer solid, but opened up between upper and lower, vertical hole.

### 1943 2N

A pressurised radiator is introduced (mid-year). 32in tyres no longer offered.

### 1944 2N

Trans input shaft gear is changed to helical-cut (mid-year). Oval-style radius rods replace the solid 'I' beam style rods (mid-year). Sealed beam headlights were first offered.

### 1945 2N

Heavier rear axle housings were introduced (mid-year).

### 1946 2N

Rear axle housings improved by making them thicker again.

### 1947 2N

Casting number and date added to the engine block (where starter bolts to rear axle housing).





This Ford 9N crane conversion was spotted in a Wisconsin junkyard, awaiting rescue and restoration.

“Another strange quirk of the engine is that there are two sizes of cylinder liners. Both have an identical bore, but the wall thickness varies”

Generally, as with most of the 9N, the front axle was strengthened with time, so always check for cracks, especially around early hubs. The 9N was fitted with single-rib front tyres and finding these nowadays is difficult. But some specialist tyre companies do still offer them.

The 9N was fitted with a basic, three-speed gearbox. This soon led to a host of aftermarket options offered by several companies. Most of these specialists would offer another

## WHAT TO PAY?

Ford 9N/2N prices start from a little over £1,000 for a 'project tractor', but expect to pay upwards of £2,500 for one that will drive away. 'NAN' versions usually command a slightly higher value as buyers generally prefer a UK-supplied tractor, and there were far fewer NAN versions built.

A good, restored, show-quality tractor will command around £6,000. Of course, the 9N and 2N models are very similar, and prices reflect this, but look out for very clean, unrestored examples, especially early 2Ns with steel wheels and magneto ignition. Also, period six-cylinder and eight-cylinder conversions seem to sell at a premium.

At the other end of the price scale, top quality, aluminium-bonnet examples can make £40,000 (\$55,000) at auction in the USA.

small gearbox that would fit into the original bell housing, behind the clutch assembly. They would offer an overdrive, underdrive or both over- and under-drive gears. This would also have the effect of altering the PTO ratio, and would give a high or low PTO gear as well. These conversions can easily be spotted by the extra gearstick that's usually drilled through the bell housing.



A prototype 9N that can be seen on display at the Ford museum.





The 9N was powered by a Four, four-cylinder petrol engine that produced a fraction over 23hp.



This Ford BNO25 tug, based on a modified version of the 2N, was photographed at The Old Timer Tractor Rally in 2021.

### Axle issues

As with the rest of the tractor, early rear axles were quite weak, so upgrades soon started to appear. Typically, this took the form of riveted centres fitted to the half shafts, to stop them from cracking.

The tractor was fitted with independent foot brakes that assisted with tight turns. Manoeuvrability was one of the features that Harry Ferguson was very keen to promote, and several of his sales demonstrations were based around this practical aspect. On later models, the left-hand brake pedal had a crank cast into it. As the left foot is operating the clutch, the crank allows the driver to reach and apply the brake by hand.

Buyers must always check the condition of the rear axle seals carefully.

These are prone to leaking after so many years, and will allow oil to escape out onto the brake shoes, resulting in brake failure.

In their home country, many Ford 9N and 2N tractors are still in regular use mowing grass, and as general, yard tractors. With this in mind, there's a plentiful supply of aftermarket parts. Unfortunately, UK suppliers have been slower to stock early Ford parts, and only a few specialists offer anything suitable here and, often, that's as an import service.

'NAN' models, mainly destined for the European markets, have been largely overlooked by the US parts suppliers. This makes the few parts that differ between the N and the NAN model much harder to find.

### SIMILAR LOOKS

You may wonder why the Ferguson TE-20 looks so similar to the Ford 9N. It's reported that Ford didn't believe in patents, and the 9N tractor wasn't covered by a patent; except Ferguson's three-point patent.

When Ford eventually costed out his tractor project, it became clear that the mighty Ford machine was losing money on tractor production, so something had to change. Mr Ferguson knew that major changes were on the way and, when a cost rise was proposed by Ford, Ferguson asked for all the blueprints and build schedules, and proposed that his time and motion research would show Ford how to build the tractor cheaper.

But, knowing that this couldn't be done, Ferguson took the drawings and went looking for a new builder for his tractor, and found a good fit in Standard Motors, in England. Ferguson simply added the overhead valve engine that he'd always wanted, plus a few other modifications such as a fourth gear. But, generally speaking, the TE-20 tractor was basically a Ford 9N with updates.

| FORD 9N SPECS     |                                                                                   |
|-------------------|-----------------------------------------------------------------------------------|
| Production period | 1939-1942                                                                         |
| Produced at       | Dearborn, Michigan, USA                                                           |
| Engine:           | Ford four-cylinder, liquid-cooled, petrol, four-stroke, 1,961cc (120cu/in)        |
| Bore/stroke       | 81mm x 95mm                                                                       |
| Compression ratio | 6.0:1                                                                             |
| Max. power        | 23.1hp                                                                            |
| Transmission      | Three-speed                                                                       |
| Dimensions        | Length: 2,920mm (115in)<br>Width: 1,620mm (63.8in)<br>Wheelbase: 1,770mm (69.7in) |
| Weight            | 1,315kg (2,900lb)                                                                 |

The Ford 9N/2N tractor will always be known as the forerunner of the Ferguson TE-20 range. With this in mind, most Ferguson machines and equipment will fit the Ford tractor, and many were even designed in the Ford era. This makes the 9N/2N a useful little tractor that's a little more individual than the little grey Ferguson. ■



# Anniversary road run!



George McAuley parked his Ford Force 2000 so that it was ready to lead the road run out of the village.



**Top left:** Francis McAuley on a New Performance Super Dexta.  
**Top right:** Jason Forsythe on a tractor which his grandfather bought new.  
**Bottom left:** A New Holland with lights ablaze!  
**Bottom right:** Vernon Marshall evidently enjoying the celebration!

Willie Carson enjoys a special, 40th anniversary tractor run with the Cloughmills Vintage Club, in Northern Ireland

The Cloughmills Vintage Club has held a prominent place in Northern Ireland's vintage scene since its formation in Co. Antrim four decades ago. The drive and enthusiasm of its members has ensured that the club's events have always had that wee bit extra on show.

For years, its annual rally has captivated visitors with demonstrations and displays of agricultural technology and practices as they have evolved during the 20th century. One event even attracted the oldest combine harvester in Ireland! Clearly, the members like to do a lot more than simply sit at club meetings and talk about the past; they prefer to relive those days in the fields and along the country byways on the edge of the Antrim hills, where their rural heritage developed.

“Clearly, the members like to do a lot more than simply sit at club meetings and talk about the past”

For this 40th anniversary event, the tractors gathered at the mill yard in Cloughmills village on Saturday, 18th September. Over 80 entrants joined the party, leaving the village for a tour of the scenic back roads around the locality, stopping for a lunch break at Cargan Dam, in Glenravel.

The majority of the tractors were from the pre-classic era, and the bright sunshine encouraged many, without the weather protection of a cab, out for the day's craic. It was a day of smiles all around; a proper celebration.

After everyone had gone home, the final figuring was done and over £1,000 had been raised for local charities by entry fees and donations. ■



# *H. J. Pugh & Co.*

**LEDBURY**  
**01531 631122**  
**[www.hjpugh.com](http://www.hjpugh.com)**

**HAZLE MEADOWS AUCTION CENTRE, LEDBURY HR8 2LP**

**Only 4 miles junction 2 M50**

**FEBRUARY 2 DAY VINTAGE SALE**

**ENAMEL SIGNS, PETROLIANA, COLLECTABLES**



**FRIDAY 25th FEBRUARY 9.30AM**

The final part of the private collection of the  
late James Hill, Ballyclare, NI

**Rare CAST IRON SEATS, TOOLS BOXES,  
PLATES, SPANNERS**



Including the Andy Boyle County Tractor collection  
**VINTAGE and CLASSIC TRACTORS, IMPLEMENTS,  
ENGINES, SPARES**

**SATURDAY 26th FEBRUARY 9.30AM**

**750 lots. Early entries for catalogue please. Transport can be arranged.**

**THREE COUNTIES SHOWGROUND, MALVERN,  
TRACTOR WORLD SHOW AND SALE  
SATURDAY 21st MAY**

**Early entries please for National advertising**

**ALL AUCTIONS LIVE AND LIVE ONLINE. ILLUSTRATED CATALOGUES ONLINE.  
OTHER AUCTIONS BEING ARRANGED ACROSS THE COUNTRY.  
ALL ENQUIRES WELCOME 01531 631122 or [howard@hjpugh.com](mailto:howard@hjpugh.com)**



# YOU WRITE...

## 4100 REAR GLASS, PLEASE!

I'm the proud owner of the Ford 4100 tractor shown in the photograph included with this email, and I've spent the past three years renovating it to what I believe is a reasonable standard. However, work has ground to a complete standstill recently as I've been unable to find a suitable rear window for the tractor.

I've made enquiries to many different places, but all to no avail. It's the only thing that I now need to complete the project, and I am hoping that a reader will be able to point me in the right direction so that I can finish the restoration.

I've been a subscriber to *Ford & Fordson Tractors*, *Tractor & Machinery* and *Old Glory* magazines for a long while, and a collector of vintage tractors for over 30 years. I have three other vintage tractors that I've restored to the same standard as the Ford, and hope that one of your knowledgeable readers will be able to help me get the 4100 project completed.

**Edwin Santley, Widnes, Cheshire**

*All helpful suggestions will be forwarded to Edwin. Ed*

## A lifetime with Fords



**A young Charles Wilkins with the 1918 MOM Fordson with that interesting tank behind the engine.**

The Wilkins brothers were famous Oxfordshire preservationists in the early days and used many of their venerable World War One tractors, even during World War Two. They saved many models from the scrap man, and collected countless interesting implements – often the first items to be lost as the years roll by. Some of these items ended up in the Science Museum at Wroughton, while the majority were passed on to later enthusiasts, including John Moffitt, Arthur Hinch, John Bownes and Brian Smith.

Today, Charles Wilkins – who had to disperse of the collection – now lives in Australia, and he's been in touch, with the following fascinating article that was published by Ford as promotional material for its stand at the 1964 Commercial Vehicle Show, at Earls Court.

*It's common enough to see fleets of Ford vehicles owned by one organisation, but unusual to find a diversity of Ford products owned by one family. One such family is the Wilkins; farmers from Bampton and Brize Norton, in Oxfordshire.*

*Coalpit Farm is principally devoted to hay and cereal crops, and is engaged in the hay and straw business. This means long periods of work for the Ford Thames Trader fleet. The brothers sell and deliver to racing stables and other markets throughout the country.*

*Each Trader covers on average 1,500 miles during a six-day week, therefore reliability and performance are in demand from these Fords. We asked the brothers for their opinions on their commercial vehicles and Ford Service.*

*It started following a casual acquaintance arising from the repair of a minor fault to the brothers Ford truck, in 1958. It has led to the gradual cementing of a friendly relationship over the years, between the Wilkins brothers and main Ford dealers, Taylors (Gloucester) Ltd.*

*The family – Mr Wilkins senior, his son, Lewis, of Manor Farm, Brize Norton and brothers Herbert and Edward Wilkins of Coalpit Farm, Bampton, between them own a Ford Corsair, a Cortina Super estate, a Cortina deluxe saloon and a couple of normal-control Ford Traders – a seven-ton 184in diesel with Eaton two-speed axle and five-speed transmission with bodywork by William Collett & Sons and a five-ton 184in diesel with cattle truck bodywork by Drew Bros, Frampton, Cotterell. There's also a 5cwt Ford Anglia van and the families utilise these vehicles together.*

*The seven-ton diesel Thames Trader returns 20mpg (not loaded!) while the five-ton delivers 30mpg when running light. Taylors director, RT Wilford, told us: "The Wilkins family usually change*

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



**Can you suggest where Edwin might source a back window for his beautifully restored Ford 4100?**

*their vehicles every 18 months." For the service provided by Taylors, Wilkins had nothing but praise. "If we were stuck in the middle of the night, Taylors would come out and fix us, wherever we might be," declared the two brothers. They were particularly impressed with the attention they had received during the exceptionally bad winter of 1962/3.*

*They had to call for help to cure an electrical fault on the seven-tonner. Despite having to battle through heavy snow drifts to reach the farm, the commercial vehicle foreman and an electrician set out on a Friday evening, cured the fault and, eventually, fought their way back through the snowdrifts to Gloucester by Monday morning.*

*This might be the complete story but for a chance discovery in September 1963, by Les Richards of Taylors; a 1925 Ford Model TT that had been in the Wilkins' barn for eight years. It had been purchased over the phone by Mrs H Wilkins, erroneously thinking it was a Model T car. The family are keen collectors of vintage farm tractors, and have a Fordson MoM dating back to 1918. Taylors were keen to recondition the Ford TT and, in October last year, it was taken into the workshop.*

*Now, after seven months of reconditioning, the lorry has been returned to Coalpit Farm in the 'house colours' of red and ivory. While no immediate plans are envisaged for its use, the Wilkins brothers have no doubt that it will prove useful for delivering the odd load or two!*

**Charles Wilkins, Adelaide, Australia**





**MALVERN 4X4, LAND ROVER & VINTAGE SPARES DAY  
PLUS TRACTOR WORLD PARTS & SPARES DAY**

**SUNDAY  
27TH FEBRUARY  
9AM - 1.30PM  
THREE COUNTIES  
SHOWGROUND  
MALVERN  
WR13 6NW**

# TWO SHOWS COMBINED INTO ONE GREAT EVENT!

The events will take place on the same day in the Wye and the Avon Halls - plus outdoors. Land Rover, 4x4 & Vintage Spares Day plus Tractor parts, spares, tools, consumables, farm model retailers plus merchandise stands.

- Tractor World Traders and Club merchandise stands already confirmed to attend.
- Covid compliant with wide walkways and safety measures in place.
- Pre-book admission - Adults £7.50, £10 on the day, under 15s free. Free parking.
- Indoor drive in 6m x 5m stands from £40. Outdoors, any size from £35.

**NEW DATES FOR THE SPRING  
TRACTOR WORLD SHOW, MALVERN:**

- 21st & 22nd May, see [www.tractorworldshows.co.uk](http://www.tractorworldshows.co.uk)

**OTHER LAND ROVER & VINTAGE SPARES DAY  
DATES FOR YOUR DIARY:**

- Malvern, 15th May and 30th October;
- Newbury Showground, RG18 9QZ (quarter mile off J13 M4/A34 junction), 10th April and 2nd October

**Book your admission tickets and stands for all events  
[4x4sparesday.co.uk](http://4x4sparesday.co.uk) or call 01697 451882**





## HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. **DIGITAL EDITION:** [shop.kelsey.co.uk/ffo](http://shop.kelsey.co.uk/ffo)

OFFER 2. **PRINT EDITION:** COMPLETE THE ORDER FORM BELOW

☒ **YES! PLEASE START MY SUBSCRIPTION TO FORD & FORDSON MAGAZINE DELIVERY / PAYERS DETAILS**

Mrs/Ms/Miss/Mr ..... Forename .....

Surname .....

Address .....

.....

.....

..... Post / Zip code .....

Country .....

Daytime phone ..... Mobile .....

Email .....

We may wish to contact you regarding our special offers that we believe would be of relevance to you. Please tick the boxes to tell us all the ways you would prefer to hear from us ☐ Email ☐ Post ☐ Phone ☐ Text Message.  
We will not pass your details onto third party companies.

### DIRECT DEBIT (UK BANK ACCOUNTS ONLY)



☐ I wish to pay by Direct Debit paying just £20 for the next 6 issues (SAVING 25%). I understand that after 6 issues my subscription will continue at the low rate of £24 every 6 months - unless I write to tell you otherwise.

#### Instructions to your Bank or Building Society



Name of Bank .....

Address .....

.....

.....

..... Postcode .....

Account name .....

Sort code ..... Account number .....

Signature ..... Date .....

Originator's Id number **8 3 7 3 8 3** Direct Debits from the account detailed in this instruction are subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

### CHEQUE / CREDIT / DEBIT CARD



☐ UK 6 issues at **£27**

☐ USA / EUROPE: 6 issues at **£31.99**

☐ REST OF WORLD: 6 issues at **£34.99**

☐ I enclose a cheque made payable to Kelsey Publishing Limited (drawn from a UK account)

☐ Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCard

Card number

Security number

Valid from ..... / ..... Expiry date ..... / .....

Signature ..... Date .....

**(UK ONLY) PLEASE SEND COMPLETED FORM TO:**  
FREEPOST KELSEY MEDIA

**(INTERNATIONAL ONLY) PLEASE SEND COMPLETED FORM TO:**  
Ford & Fordson subscriptions, Kelsey Media, The Granary, Downs Court, Yalding Hill, Yalding, Maidstone, Kent, ME18 6AL, UK.



PHONE TOLL FREE FROM USA: 1-888-777-0275 (7am-3pm EST)  
INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1959 543 747

Terms and conditions: 6 issues for £20 available to UK direct debit subscribers only. Savings are calculated on the usual cover price. Your subscription will start with the next available issue. You are free to cancel your subscription at any time. Prices correct at time of printing and are subject to change. Full terms and conditions can be found at [shop.kelsey.co.uk/terms](http://shop.kelsey.co.uk/terms).

# FORD & Fordson TRACTORS

## SAVE MONEY

### WHY SUBSCRIBE

- NEVER MISS AN ISSUE
- FREE DELIVERY DIRECT TO YOUR DOOR
- BE THE FIRST TO READ NEW CONTENT
- SAVE MONEY ON SHOP PRICES

### OFFER 1. DIGITAL EDITION

## 6 ISSUES FOR JUST £19.99



JUST **£3.33** AN ISSUE!

### TO SUBSCRIBE DIGITALLY VISIT

[shop.kelsey.co.uk/subscription/FFO](http://shop.kelsey.co.uk/subscription/FFO)



# SUBSCRIBE TODAY

## ON THESE SPECIAL OFFERS

OFFER 2. **PRINT EDITION**

# 6 ISSUES FOR JUST £20

**SAVE  
25%**

THE NUMBER ONE MAGAZINE FOR FORD, FORDSON AND NEW HOLLAND FANS!



**3**  
EASY  
WAYS  
TO ORDER

**1** ONLINE  
[shop.kelsey.co.uk/subscription/FFO](http://shop.kelsey.co.uk/subscription/FFO)

**2** POST  
Fill in the form and send to: **FREEPOST KELSEY MEDIA**

**3** CALL OUR SUBSCRIPTION TEAM  
**01959 543 747** & quote offer code FFO  
Hotline open: Mon - Fri 8:30am - 5:30pm



# HOME AT LAST!

Ford & Fordson Association member David Harvey tracked down, bought and then restored a Ford 5610 that his family had owned and worked more than 30 years earlier. This is his story



The results of David's hard work, the 5610 certainly looks to be back to its best.

**H**ow many of you have longed to know where a favourite old tractor went, how it spent its working life, where it is now or whether it could be tracked down and bought back somehow? Perhaps it's all about luck; being in the right place at the right time, or noticing some detail on a tractor that 'rings a bell'.

One day, each of these factors fell into place for FFA member David Harvey, when he happened to be in Jock Paterson's yard, near Kirkoswald, in Cumbria. What follows is his story about the Ford 5610 that his family first bought back in the mid-1980s, and which he's since located and restored beautifully.

## David writes...

It was way back in 1964, when my mum and dad first moved into Steelpark Farm, Ochiltree. The first tractor they had was an International B250, which remains in the family to this day. As things in farming moved forward, Dad decided that something more powerful was needed, and a Ford 4000 (registration NAG 287L) was purchased

from the County Garage in Lanark. As a point of interest, I'd love to find this tractor as well so, if anyone knows of its whereabouts, please let me know.

The 4000 was bought new in 1971 and, in April 1985, it was sold to Andrew C Alston, from Benton Smiddy, Cumnock. This was when the family purchased the Ford 5610 (registration B541 ECS), and when it began its working career on Steelpark Farm. It was used on a daily basis, and was the machine always hitched to the feed wagon.

At that time, we were working a lot of silage for other farms as well as our own, and Dad drove the 5610 when he was hauling it. Later, as this side of the business grew, we needed more power than the 5610 could offer, so we sold it back to Andrew Alston and replaced it with a Ford 6410 four-wheel-drive tractor in 1992.

My love of old tractors has grown over the years, and I've always hoped, one day, I'd be able to get one back that we'd previously owned. Then, out of the blue, while visiting JM Paterson's yard near Kirkoswald, I spotted a couple of Ford tractors sitting in the corner.



David's first job, after cleaning the tractor with a jet wash, was to strip off all the tinwork – and anything else that was easily removable – so that he could properly assess what he was dealing with.

My eye was drawn to one of them in particular, as the number plate seemed familiar. I went for a closer look and sat in the one I thought I recognised.

## Tell-tale signs

Originally, when we'd bought our Ford 5610 back in 1985, we'd asked for the steering column to be shorter. Well, this tractor had the shorter column, and it also had the same lean to the left that I remembered. I also noticed the number plate on the roof, with spotlights on either side, which were also familiar to me. Of course, I had no proof at that point that this was our old tractor, and I searched through mum's old photo albums in the hope that I could confirm the registration but, frustratingly, I couldn't.

However, at around the same time, the Ayrshire Vintage Tractor and Machinery Club's newsletter had published an article on the sale of tractors from Andrew Alston over the years, which caught my eye. Then, by sheer coincidence, the very next newsletter covered the timeframe we were looking at, and confirmed that the tractor I'd found was, indeed, the same machine that we'd bought new in 1985!

I then went back to see Jock Paterson at Kirkoswald, to talk about the tractor and, to begin with, he wasn't too keen to sell it to me. However, when I explained the history and the link to the family, he changed his mind and was happy to help. A deal was done, and the tractor was





David is always careful to allow the paint plenty of time to dry and harden.



The Ford 5610 in 'as found' condition; quite a lot of surface rust to be dealt with.

coming home. Discussing the 5610 with Jock revealed that it had spent the years since we sold it in the Hollybush area.

I went to collect it on October 24th, 2017; it started perfectly and was driven onto the low-loader. I brought it home to Steelpark and, once it was off the trailer, the first job was to give it a thorough clean with the pressure washer, so that I could see properly what it was like beneath all the grime – the restoration of our once family tractor had begun!

### Restoration begins

I began the work by stripping all the tinwork and glass from the body of the tractor, after which I could get a better look at what I thought was going to be needed. The first major problem I spotted was that the front bushes needed to be replaced. Allan Marr came along one weekend and, together, we removed the front axle. The rear wheels were then removed, and the tractor was

“My eye was drawn to one of them in particular, as the number plate seemed familiar”

put up on axle stands, where it would stay for a wee while.

Over the next few months, I spent time rubbing down all the old paintwork, making repairs where necessary and preparing it for painting. The main parts were all primed and made ready for the finishing coat and, while this was going on, a few purchases had to be made. These necessitated various conversations with my wife Catherine, and with Logan McMaster in Ireland. The tractor needed two new wings and a new roof. I'd managed to source a pair of good secondhand doors, and Logan

gave me the original type of stickers that were required.

Then the restoration work slowed for a wee while, as farming life took over. The main body of the tractor, and the prepared parts, were given their final coat of paint on July 1st, 2018 then, during August, the wheels were taken away to be sand-blasted and primed, before being returned for painting. Finally, the wings got painted in October, and were left to harden for a few weeks.

Then, in November, I began the rebuild stage. With the main parts fitted, it was good to see the 5610 beginning to look like a tractor again. I spent a few nights stripping down the door frames and preparing them for painting. It wasn't the best time of year to paint, but I had other jobs that needed to be done. By the end of December, I had all the cab interior replaced and, over the Christmas holidays, I was able to replace the doors.

The festive holiday also gave me the chance to get the roof painted and left to harden. Then, on December 31st, 2019, the tractor got its wheels back on and, finally, it could be taken off those axle stands. The new battery was fitted, the engine started and I was then able to drive it out of the shed. That was a truly great moment!

I took the tractor for a run on January 20th, 2019, and noticed that there was a small overheating problem. So, unfortunately, back into the workshop it went. After trying various ways to remedy things, I replaced the thermostat, but this didn't cure the issue. So, a little bit of mechanical stripping followed, and I fitted a new water pump; problem solved. Finally, I was able to replace the rest of the parts and put the finishing touches to the tractor on July 14th, 2019, just in time for the AVTMC Rally the following week. ■



All the cab's interior was replaced, together with the doors.



# TRUSTY FORD 4000s

There are plenty of Ford 4000s still hard at work across the UK.  
The late Alan Barnes tracked down a couple of  
prime examples in Northumberland

**D**esigned to replace the ever-popular Fordson Super Major, the Ford 4000 proved to be a worthy successor, becoming one of the best-selling tractors in the range of models introduced by Ford in the 1960s.

For the Ford Motor Company, the early 1960s had been a challenging time, with the creation of a new UK production

plant at Basildon plus the design and development of new ranges of tractors for worldwide appeal.

## Popular new models

In 1965, the Basildon plant began the production of the new 6X range of tractors, with the release of the 2000, 3000, 4000, and 5000 models

and, despite some initial problems, these well-designed tractors became increasingly popular once the teething troubles had been ironed out. As well as being built in Basildon, the range was also made in the USA and at the company's Antwerp plant, in Belgium.

The Ford 4000 was part of the 6X range of Ford tractors launched in



The 1972 Ford 4000 owned by Richard Holmes. He has fond memories of driving this same model when he was a young lad.





Richard with the Ford 4000 and his Land Rover. Both are still very useful around the farm.

“The 55hp 4000's three-cylinder diesel engine was paired with either an eight-speed manual gearbox, or the 10-speed Select-O-Speed transmission”

the USA in the summer of 1964, and unveiled in the UK at the Smithfield Show the following December. The 55hp 4000's three-cylinder diesel engine was paired with either an eight-speed manual gearbox, or the 10-speed Select-O-Speed transmission.

With the introduction of a new range of tractors, and the commissioning of a new factory, there were bound to be some initial difficulties but, thanks in the main to the strength of the Ford aftersales back up service, the problems were methodically dealt with and most of the issues were resolved in good time. The 4000 proved to be a very popular machine and it eventually became the best-selling tractor in the 6X range.

In 1968, following some design changes and improvements, the 6X models gave way to the uprated 6Y



The Ford 4000 and the Bamford mower, which are used to keep the grass verges tidy around the farm. (Pic: Richard Holmes)





The 4000 with a 1972, three-ton Weeks trailer. (Pic: Richard Holmes)



The Ford 4000 in 'as bought' condition, back in 2009. (Pic: Richard Holmes)

series, marketed as the Ford Force range in the UK, and which was launched in April 1968. The new tractors proved to be just as popular, with the new 62hp 4000 again proving to be a powerful and yet economical machine.

### Gear options

The 6Y 4000 retained the choice of either the eight-speed or the 10-speed Select-O-Speed gearboxes, and featured an independent PTO, Category One and three-point linkage hydraulics, a rear axle with epicyclic reduction gears, inboard, oil-cooled disc brakes and a heavy, front beam axle that made the tractor suitable for loader work.

Production of the Ford 4000 ended at Basildon in 1975, with the model having been one of the most successful and best-selling machines to have been produced by the new plant. Now rightly regarded as a classic, the Ford 4000 model remains popular with enthusiasts, and many have passed into preservation. In addition, though, a good number of these rugged and durable tractors are still to be found at work all over the country.

Quite recently I came across two ageing Ford 4000s, both still gainfully employed





“Richard... is obviously a big fan of his 1973 Ford 4000, which he bought in the summer of 2009”

on farms in Northumberland, and which are still highly regarded by their owners.

“It was pricey but my Ford 4000 has certainly proved to be value for money,” Richard Holmes told me. “Since I bought the tractor, apart from some work on the roof – which was shot-blasted and repainted – replacing the seat, repainting the wheels and fitting a new dynamo, the Ford has needed no major work at all”

Richard, who farms near Widdrington in Northumberland, is obviously a big fan of his 1973 Ford 4000, which he bought in the summer of 2009. “A friend of mine, Ian Muir, knew that I was on the lookout for a 4000, as this was the very first tractor that I drove when I was a young lad. He saw the tractor being advertised and although the price looked a bit steep, from the details it appeared to be a pretty sound machine.

“The tractor was being sold by a dealer in Yorkshire and, despite the high price, Ian and I immediately made arrangements to view the machine. As

we inspected the machine, checking the bearings, oils, water, bodywork and hydraulics, Ian’s impression was that it was all fairly tidy. The tyres were nearly new and as soon as the key was turned in the ignition, the engine fired up with no hesitation and ran very smoothly. What’s more, the eight-speed gearbox seemed fine. Things were looking good and most of my pre-purchase ‘boxes’ were being ticked. It was really only the price, which exceeded my planned budget, that I had to consider”

### In demand

“While we were inspecting the tractor, several more people arrived to look at it; the 4000 was certainly generating a lot of interest especially given that the advert had only appeared in the press the day before. The dealer also told me that the phone had been ringing most of the morning with enquiries about the Ford, and I don’t think that this was simply a sales ruse; the tractor really did seem to be in

demand. Having found nothing wrong during our inspection, it was Ian’s view that the tractor was sound and worth the money, so my budget went out of the window. A deal was done and the Ford 4000 was heading home with me to Northumberland.

“On the journey back, Ian and I discussed my new ‘old’ tractor and, with the price still uppermost in my mind, I mentioned that I could have picked up a 4000 for half the price without too much trouble. Ian agreed that there were certainly cheaper machines available, but added that they wouldn’t have been in as good a condition, and would have required extra expenditure to bring them up to scratch.

“If major components had to be replaced, or there were serious problems with the engine, those faults would be expensive to put right, and the lower-priced models would also probably need bodywork repairs and new tyres. We had inspected the tractor thoroughly and had concluded that I wouldn’t have to spend any more on such a straight machine. As it turned out, Ian had been absolutely correct.”

### History unknown

The 1973 Ford 4000 (Serial No: B27739) was first registered in Northamptonshire, in August 1973 but, unfortunately, Richard knows nothing about the tractor’s working history. “It’s now 49 years old and although, nowadays, it’s probably a ‘third string’ machine on the farm, the 4000 is still in regular use. The tractor is fitted with a loader, which is handy for moving bales and



There’s some rust showing through here and there, but the 4000’s hydraulics are still in good condition.





The front loader was fitted as soon as the 4000 arrived on the Shell's farm.



The 4000's cab interior is tidy.

odds and ends around the farm sheds; work which it's certainly still well able to handle. I also use the tractor with a Bamford International Type 265 twin-drum mower, for cutting the grass verges around the house, and it's a great little runabout.

"As well as using the Ford around the farm, it's my tractor of choice for the rallies and road runs that I'm involved with, organised by the Northumberland Vintage Tractor Club. I also use the 4000 on demonstration ploughing days. Just to add a little driver comfort on long road runs, I've fitted a more comfortable seat. But the only other recent repair which has been needed was the fitting of a new dynamo – that was the first time in quite a while that I've had to spend any money on the trusty old Ford!"

### Another 4000

Some 40 miles north of Richard's farm is the Ingram Valley, where the River Breamish winds its way through the Cheviots. The Shell family have farmed





This example's interior certainly has that 'lived in' look about it!

### WITH THANKS

The use of information and photographs from CNH industrial, Richard Holmes, Stephen Shell, Stuart Gibbard and *Tractor & Machinery* magazine, is gratefully acknowledged.

here since the 1940s, and own several ageing Ford tractors that are still in regular use as support for the New Holland machines that are now the farm's frontline working tractors. Although probably considered by many to be well past their sell-by dates, these old Fords still have their uses on the farm.

Around the yard can be found a Ford 6610, a 7610, a 6600 and a 1955

a very useful back-up machine for the first of the telescopic arm loaders that we brought for the farm and which, rather annoyingly, kept breaking down. Luckily we had the 4000 on hand to help out while the more modern machinery was being repaired, and the old tractor still provides some effective back-up for the Manitou that we use today. At the moment, there's a problem with the

“As a back-up tractor, it still has a role to play on the farm, and may well continue to do so for many years to come”

Fordson Diesel Major; all are used for tackling various duties as the need arises. There's also another veteran Ford 4000 that dates from 1970 and which was bought secondhand many years ago. Almost as soon as it arrived on the farm, that Ford was fitted with a front loader, and it's still in place today.

The old tractor, now just over 51 years old, is by no means in pristine condition, and is very much a working machine that's used to move bales around the stack yard, as a back-up machine. As Stephen Shell recalled: “The Ford 4000 has proved itself to be

water pump but, when that's sorted, the tractor will be back in action.”

The Ford 4000 has certainly been worked hard and, although it's mechanically sound, the condition of the bodywork and cab leave a lot to be desired; the tractor certainly wouldn't win any prizes in a beauty contest! The interior has that 'lived in' look although, with its torn upholstery and rusty panels, I'm not sure that anything would want to live in it! However, as a back-up tractor, it still has a role to play on the farm, and may well continue to do so for many years to come. ■



This 1970 Ford 4000 is owned by the Shell family.



# SUPER DEXTA RESTORATION

Part 2: Is your Super Dexta suffering with a tired or damaged engine?  
Ben Philips offers some more hints and tips on rectifying  
the problem with a new, 'short engine'

**A**lthough the short engine was supplied with the crankshaft already installed, it still needed to have the balance weights fitted; simply a case of swapping them over from the old engine. Two bolts hold these in place, secured by tab washers.

However, before fitting them I gave everything a good clean, and had bought some new tab washers to use. I always do this to avoid the risk of reused ones snapping off as they're re-bent. The balance weights only fit

one way, but I still made a mental note of which way the lettering was facing on them.

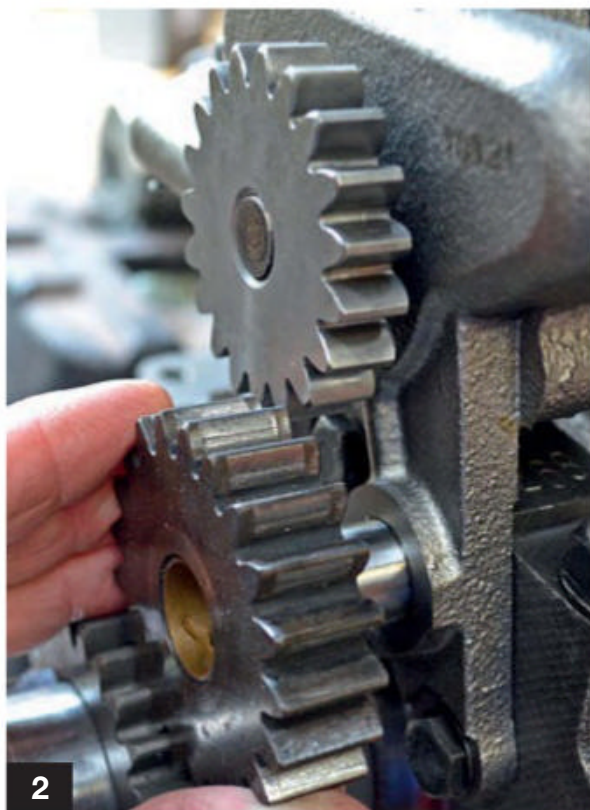
Around the front of the engine, a new oil pump was fitted although, before I tightened this into place, I made sure that the main feed pipes were in place. The one that drops down into the sump is fine, but the one that comes from the pump to the block, is tight. So, fitting this one while the pump is loose on its mountings is always the easier option. I located the unions then left them slack while I bolted the pump into position;



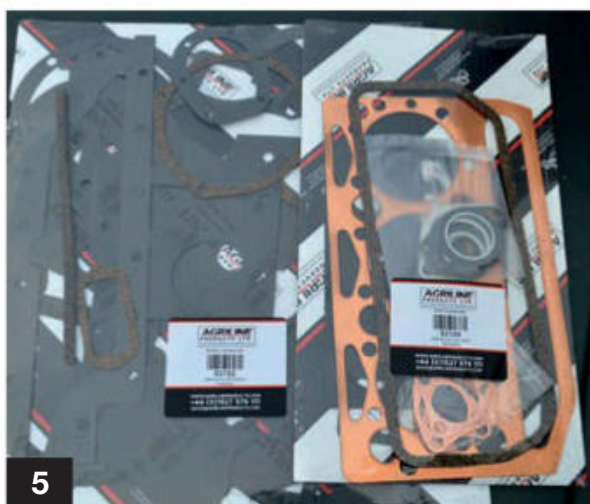
The engine came with the crankshaft already fitted, but these balance weights needed to be swapped over from the old engine.



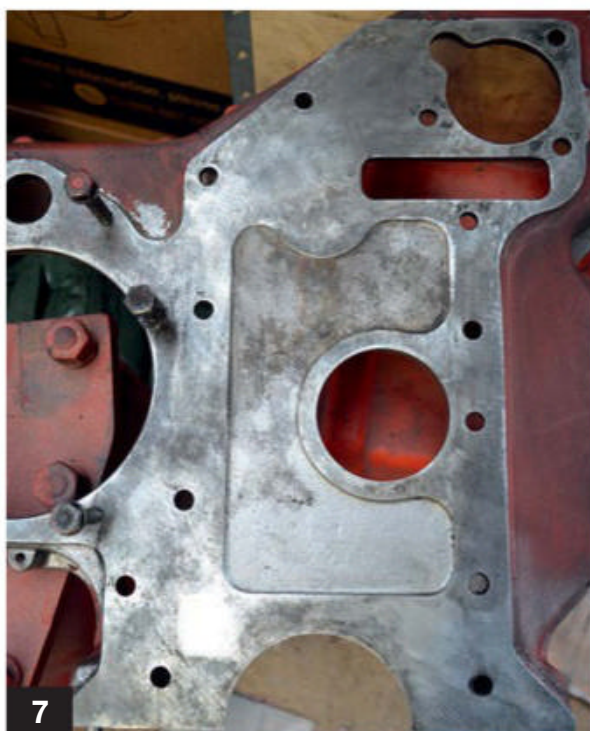


**2**

With a new oil pump fitted, I fitted this intermediate gear which, again, was swapped over from the old engine. New gears are available, if required.

**5**

There were a few extras that needed to be bought, including top and bottom gasket sets.

**7**

The inner, front timing case needed to be cleaned well on the face shown here. To do this I used a good scraper and a wire brush.

**3**

Before tightening the oil pump, I fitted the main feed pipe from the sump, and the pipe that runs from the pump into the block.

**4**

At the rear of the engine, a new oil seal was fitted, together with a new housing that, if you remember, was supplied with the new engine.

**6**

The bottom gasket set included this cork seal that wraps around the rear big end cap and seals the sump. There's one of these at the front, also.

three, half-inch bolts secure it to the front, main bearing cap.

Once tight, I fitted the intermediate gear that covers the centre bolt on the pump. This was another component carried over from the old engine; I'd inspected its teeth carefully before deciding that it was OK to reuse. If I'd found a problem, new gears are available from Agriline Products, in Bromsgrove. I then went back and tightened the feed pipes; the one that drops into the sump has a further bolt that locates it into the number two main bearing cap.

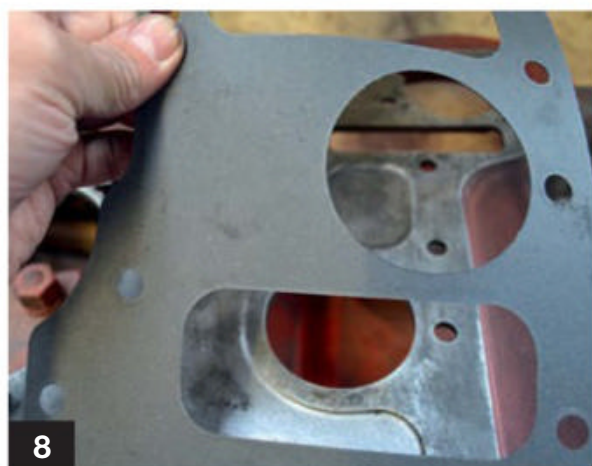
At the rear of the engine there was a new crank seal to fit, which came along with the housing. The seals on these Super Dexta engines are a two-section rope-type that need to be gently pressed into the housing. To do this, I grip the housing in the vice

and use a socket or ratchet extension bar to roll the new seal into its groove. I don't compress it in too tightly and, instead, let it mould around the crank as I tighten it up.

Together with the rope seal, there's a gasket behind to fit also. A couple of points if you haven't done one before; always locate the centre bolts top and bottom in the housing first, before you offer it up to the crank. Secondly, take care not to snag the gasket behind. In photograph No.4 in the sequence here, you can clearly see the gasket sitting proud of the housing. There were a lot of gaskets to fit so, when I knew the short motor was arriving, I made sure I had a top and bottom gasket coming with it.

The gasket set contained not only paper gaskets, but also a couple of lengths of cork. These were fitted to seal





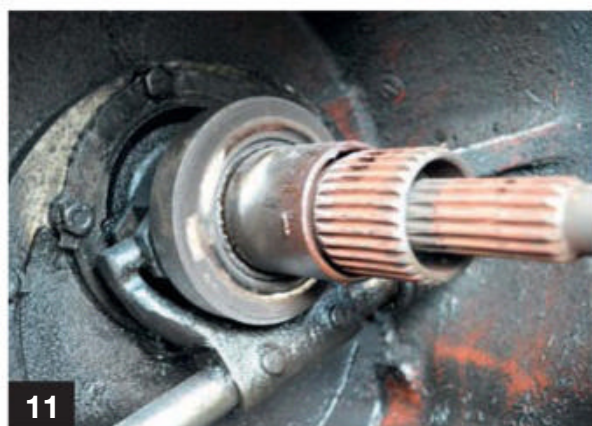
8

A new gasket needed to be sandwiched between this and the block, which is why the surface needed to be cleaned well.



10

The flywheel was cleaned and refitted with new tab washers. The spigot bearing in the centre was also new.



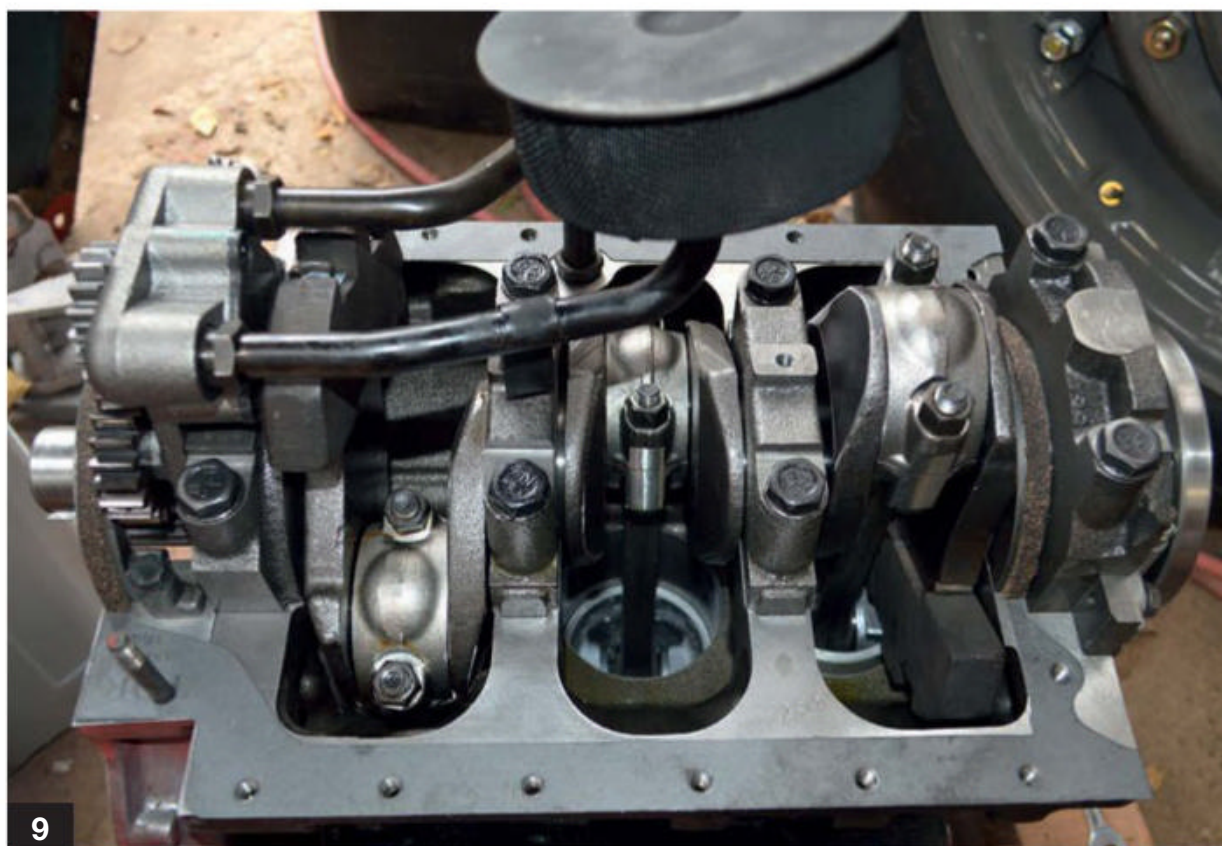
11

The clutch housing was plastered in oil, which was hardly surprising. I also needed to remove the thrust bearing.



13

This is how the clutch assembly arrived; it's a dual type.



9

With the engine complete but still upside down, I made plans to lift the sump on.



12

Here you can see the old bearing (left) compared with the new one. The worn ridge around the original is clearly visible.

the sump; the rear one was part of the rear main bearing while the front was located just by the oil pump.

The inner timing case needed a gasket sandwiched between it and the block but, before this was fitted, the old gasket needed to be cleaned off. To do this I used a scraper and a wire brush. Fitting the timing case was done while the engine was still upside down and, once complete, I could fit the sump. Getting the sump on meant the engine could be stood upright again, after which the clutch flywheel could be fitted.

The flywheel on this engine is a heavy part and so fitting it to the back of the crank can be tricky. Experience has taught me to insert a rod in the back of the crank, then to slide the flywheel onto it to locate the bolts. The bolts holding the flywheel on are secured with

tab washers and, once again, I always replace the used items with new ones.

In the clutch housing there was a lot of cleaning to do as it was plastered with oil – this had probably come from the old engine. Also in the housing was the clutch thrust bearing that needed to be replaced. The old one was grooved where the toggles made contact and, when spun around by hand, I could hear a slight rattle. This, and the spigot bearing that I'd fitted in the flywheel, was supplied as part of a clutch kit.

After fitting the clutch and cleaning out the housing, it was time to lift the new engine block into place. Obviously, pretty much complete engines are heavy units, so help was required. This came in the form of my engine crane, which lifted the lot with ease. As the engine was heavier at the back due





14

Once I'd fitted the clutch assembly to the flywheel, the whole engine was ready to install back into the tractor.



15

With the top of the engine covered to protect it, I strapped the whole lot to my crane so that it could be manoeuvred into the tractor.



16

With the engine in and painted, I fitted the new head stud kit, which had to be bought separately.



17

The short engine was fitted with these caps and water jacket holes – I decided to remove them.



18

I love the sight of a nice, shiny gold head gasket next to the shiny new silver pistons and liners!



19

At the front of the engine I fitted the timing gears; those coloured dots I'd put on made it a lot quicker to line up correctly.

to the clutch and flywheel, I'd fitted my leveller, which meant I could get it perfectly balanced.

I'd also covered the top of the engine with paper and tape to prevent any rubbish getting in there, as I'd yet to fit the cylinder head. When I fitted the clutch assembly I'd spent a bit of time lining up the clutch plates, and this paid dividends when it came to sliding it onto the input shaft. I find it very satisfying when it all goes on together as it should, and with relative ease, as this one did.

Next, I undercoated the block while it was still relatively bare, then followed that with a coat of the final colour (Fordson Empire Blue). Once that was all dry, I installed the new studs. In various places around these studs were water jacket holes with caps that had little and big holes drilled in. When I asked why these were fitted I was told it was to restrict the flow of water in another application this block could be used for.

As the original block didn't have these and, after talking to a few people, I decided it would be better to remove them. Fortunately, they were easy to prise out using a screwdriver, and then a new copper gasket was slid over the new studs. Around the front of the engine, the timing gears were refitted; a job made much easier and quicker thanks to the dabs of different coloured paint I'd applied before they'd been removed during the strip-down stage. With that, most of the 'swap over' job was completed and, with just a few more jobs to complete, it would soon be possible to start the engine for the first time. ■









Here we're winding the clock back to last September, and the excellent Laughton Autumn Show. This 1960 Fordson Super Major – proudly on display in its working clothes – was entered by A Moss, from Surrey. Happy days!



# Vehicle Wiring Products



Free  
catalogue

Visit our website, phone or  
email for a free catalogue

**www.vehicleproducts.co.uk**

TelNo: 0115 9305454 and email: sales@vehicleproducts.co.uk  
Vehicle Wiring Products 9 Buxton Court, Manners Ind Est,  
Ilkeston, Derbyshire, DE7 8EF



**VINTAGE TRACTOR  
ELECTRICS.CO.UK**

Supplier of quality  
reproduction Fordson  
control boxes  
Made in Great Britain



Please contact David Brewster  
Telephone +44 (0)1624 878374  
Mobile +44 (0)7624 496516  
**www.vintagetractorelectrics.co.uk**

## ROBB MORGAN COUNTY TRACTORS, SPARES AND REPAIRS

New & Used County Spares

Ford Major disc brakes & brake shoes.....£POA  
Hara cab parts (doors, window frames, door locks, handles, wings and lights) Propshafts,  
universal joints, front hub parts & rebuilt hubs.  
Rear axle casings, gears and seals, steering parts, transfers.....£POA  
Victor cab, doors & window frames.....£POA  
Super Four front Weight.....£POA  
County 1184 Front wafer weights.....£POA  
County 1124 non-cab footplates.....£POA

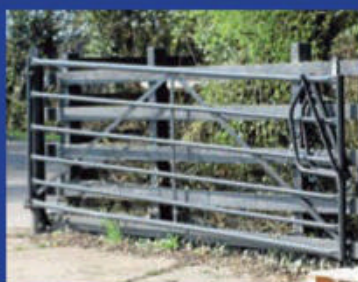
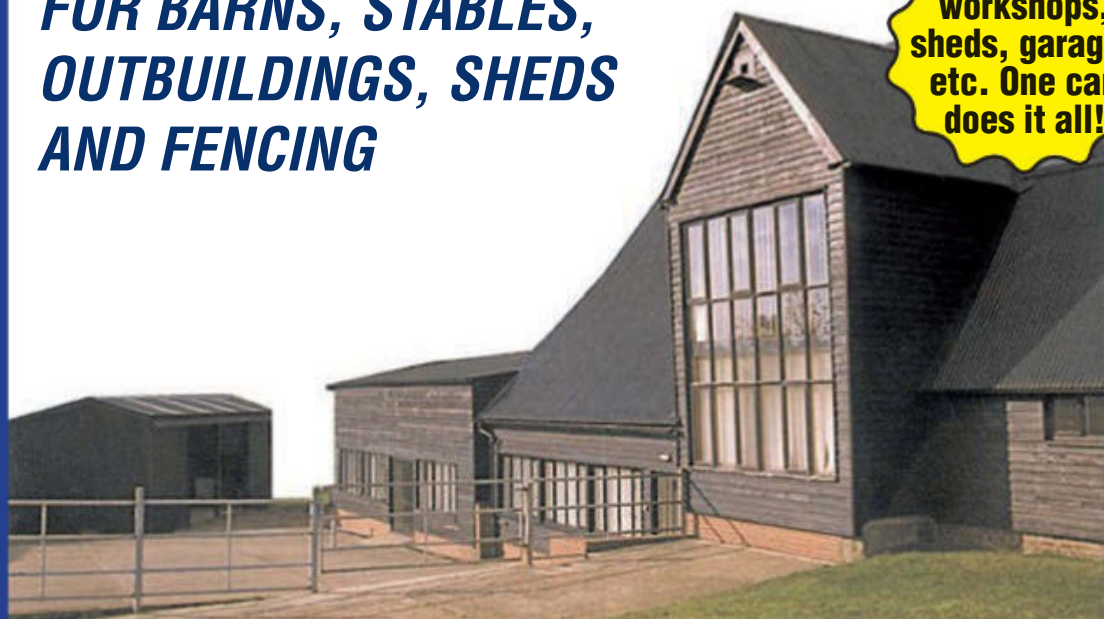
All Prices Plus VAT

**TEL: 01588 672390 MOBILE: 07929636952**  
**SOUTH SHROPSHIRE**

# BARN PAINT

**FOR BARNES, STABLES,  
OUTBUILDINGS, SHEDS  
AND FENCING**

**Ideal for  
workshops,  
sheds, garages  
etc. One can  
does it all!**



**THE SAFE ALTERNATIVE TO TAR VARNISH, BITUMEN AND CREOSOTE**

**BEDEC**  
THE PAINT COMPANY

**BEDEC ACRYLIC WATERBASED BARN PAINT**  
is a revolutionary product, ideally suited to the  
protection of exterior wooden, metal and plastic  
cladded buildings.

- Easy to apply
- Excellent colour retention
- Multi-surface application
- Use on: wood, galvanised steel, plastic, concrete, brick and cladding

For excellent resistance against:

- Cracking, blistering & flaking
- Rain and severe weather
- Rot and algal build-up
- Long lasting finish

**ULTIMATE PROTECTION WITH THE ULTIMATE  
SURFACE COATING SYSTEM!**

Available nationwide through  
Travis Perkins, Ridgeons, Brewer & Sons,  
Bromborough Paints, Dulux Decorator Centres  
and Ernest Doe & Sons Ltd.

**Call 01279 876 657**  
**Fax 01279 876 008**

**Email: sales@bedec.co.uk**  
**www.bedec.co.uk**



**Tractor**  
& MACHINERY

**CLASSIC**  
Car Buyer

**OLD GLORY**  
STEAM & VINTAGE PRESERVATION



**& SUNDAY CLASSIC CAR SHOW**

**INDOOR  
& OUTDOOR  
DISPLAYS & STANDS**



**Three Counties Showground, Malvern, Worcestershire, WR13 6NW**

**21st & 22nd May 2022**

**ADMISSION** Sat 9am - 5pm, Sun 9am - 3pm

Adult £12.50 (advance) £15 at show Weekend adult £20 (advance) £25 at show  
Accompanied children 15 & under free Dogs on leads welcome

**SATURDAY**

Large Vintage Auction sale  
Over 1500 plus lots at our big spring sale  
Call 01531 631122  
[www.hjpugh.com](http://www.hjpugh.com)

*H.J. Pugh & Co.*

**SUNDAY**

Classic Car Show including club  
stands, show arena and awards  
Book in your classic online

**Outdoor exhibits & trade stands plus 3 exhibition halls**

**SHOW FEATURES BOTH DAYS**

- Veteran, Vintage, Classic and New farm tractors
- Historic farm machinery and agricultural heritage displays
- Regional and National Club display stands
- Classic Cars, Commercials, Land Rovers, Steam Engines, model and diorama displays.
- Vintage Horticultural and garden equipment & Stationary engines
- Trade stands indoors and outdoor offering spares and vintage parts from specialist companies plus models, toys, workwear, tools, books, giftware, literature, food courts and onsite cafe



**Advance tickets and more information [www.tractorworldshows.co.uk](http://www.tractorworldshows.co.uk)**  
**Tel: 016974 51882**

**Heritage**  
**COMMERCIALS**

**CLASSICS**

**Tractor**  
AND FARMER HERITAGE MACHINERY

**HERITAGE MACHINES**  
Tractors • Lorries • Steam • Plant

**Classic**  
**Massey**  
The International Tractor and Vintage Vehicle Show

**TRUCKING**

**classic**  
**car mart**

**CLASSICS**  
**WORLD**

**CAR**  
**MECHANICS**

**Bargain**  
**CARS**

**TRUCKSTOP**  
The National News Network  
Vintage  
**ROADSCENE**

**CLASSIC & Vintage**  
**COMMERCIALS**

**STATIONARY**  
**Engine**

**FORD &**  
**Fordson**  
**TRACTORS**



# 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.



I hope you all enjoyed Christmas and the New Year. As far as we were concerned, it was great to be able to celebrate with family again; far better than in 2020 when, like many others, we were on our own.

I've received more contributions for these pages than ever before. It's so unfortunate that there isn't enough space to include them all in this issue, so some will be carried over for later publication. My apologies to those delayed, but they will appear. All were a marvellous present, so thank you.

Being an eternal optimist, I'm sure things will only get better and, on the positive side, the DVLA is at last catching up after long delays due to staff shortages and changed working practices. I've had reports from members who are receiving their age-related and retained registration marks often nearly as quickly as in pre-covid times.

Not such good news, I'm afraid, for a member who asked the DVLA for the history of a vehicle he was restoring, so he could show its working life. He'd successfully taken this route previously but, this time, his request was declined; it was suggested that the reason he gave didn't amount to 'reasonable cause'.

I remembered reading about this in the Federation of British Historic Vehicle Club's 'News', but can't recall the details or date it appeared.

However, an email to Ian Edmunds, the club's DVLA liaison manager, prompted the following response:

*The restriction to the DVLA service of providing vehicle registration history was implemented in September 2017, and the relevant form (V888) modified to suit. We discussed the matter with DVLA at the earliest opportunity, and it confirmed that this change followed advice from government lawyers on compliance with GDPR.*

*Tracing the history of a vehicle is not considered 'reasonable cause' (as per Road Vehicles (Registration and Licensing) Regulations 2002) for providing the information. Although it is recognised that the non-availability of this information is a loss to the historic vehicle community, it is the Federation's opinion that DVLA is correct.*

*I did write briefly about this in editions 6/17 and 1/18 of Federation News.*

As a result of the UK leaving the EU, the regulations are now properly known as UK GDPR, but the content and application remains the same. Thus, unfortunately, this useful service is lost to us.

Nick Battelle, our president, raises some interesting points about the government's aim to make vehicles cleaner, or become electric to reduce emissions, and asks if our hobby will fall by the wayside if the non-essential use of combustion engines is banned? With that in mind, will vintage and historic tractors, cars, lorries and

buses all be consigned to sheds forever?

He points out that steam already seems to be struggling with cheap imported coal, so what's the future for us? Fuels are changing, so how many more challenges can we weather, and how long can our historical taxation class last? It may sound all doom and gloom and, hopefully, it won't turn out to be all bad – but you never know.

The FBHVC has been very active on preservationists' behalf, publicising and fighting our corner over a wide front. There are other recent changes apart from those such as fuels and tyres, that have already featured here.

If you're proposing to drive on the Continent, new rules now apply, from the requirement to display a 'UK' badge rather than the old 'GB' sticker, to changed insurance, driving licence and MoT regulations, not to mention items you must carry in the vehicle.

Regulations governing used spare parts, both for sale and for your own use, are another minefield. The Environment Agency has assured the FBHVC that its crackdown on the unauthorised scrapping and sale of parts wasn't intended to inhibit the use of historic vehicle parts. Further guidance is expected shortly, however, to dismantle a vehicle you should hold the appropriate licence and the terms for acquiring one are draconian.

**Pat Pawsey, FFA chairman**



# RURAL RUN IN DORSET

On November 7th, the East Dorset Trac Pack decided to put on a rural run for a change, rather than the usual run through towns for the spectators. The run was planned by local folklore hero, Mike Boyt, on his Force 3000.

The route took in the villages of Colehill, Holt, Horton, Woodlands, Wimborne St Giles and Witchampton, and ran for some 18 miles before a terrific lunch at the Witchampton Club, where spectators were in good supply. The afternoon return – a 10-mile trip – was mainly off-road, taking in King Down, Barnsley Drove, Furzehill and back to base at the Barley Mow pub at Colehill, for moderate liquid refreshment.

The sun shone all day on the 20 tractors taking part; a weather window enjoyed by all despite previous, very heavy rain.

**John Maiden, FFA rep, Dorset**



Tractors and drivers taking a break on the More Crichel estate, before the advance to Witchampton. It was a beautiful, sunny day in Dorset.



A view from John Maiden's saddle during the East Dorset Trac Pack run.



# IoW CHARITY ROAD RUN

The Isle of Wight Classic Tractors Charity Road Run took place on December 28th, for the first time in two years. The day dawned bright but windy, not unusual for the Isle of Wight and, thankfully, the rain stayed away until early afternoon.

We chose a different venue for the start this time; The Fighting Cocks Inn at Hale Common, Arreton. This pub has a large car park, which we filled with 68 tractors of all shapes and sizes; 'sizes' being the operative word. When we first started these tractor runs about 10 years ago, the biggest was probably the Dutra, but we're now seeing some monsters of 250hp plus!

There was a reasonable fleet of Fordson/Ford/NH derivatives, mostly from the classic era. A couple of Super Dextas followed by two 3000s and four Power/Super Majors. There was also a pair of 5000s, a Pre-Force and a nicely-restored Force with cab (both in good running order), a Roadless 118 owned by former ploughing champion, John Stallard, a 7610 and a 7810, a 7840 and a NH 8360, a TM135 and a TM165.

With the start pub being on a main road, we were happy to have some traffic control assistance when we left. A short run down the road to AE Brown's farmland, where we struck out across



John Stallard's Roadless followed by Adam Shirlaw on his cab-less Pre-Force 5000, somewhere on the Isle of Wight!



A mixed collection of tractors await the start of the Isle of Wight Classic Tractors Charity Road Run, at The Fighting Cocks Inn at Arreton.

country to Merstone, then on across the fields to Blackwater. Then it was to Rookley and over towards Loverstone, where there was a short break taken at Cridmore Farm.

At Atherfield Green, on the south coast of the Island, those on cab-less tractors started to feel the effects of the 40 knots of southerly wind blowing up the spray from the wet roads! Our route took us on through the wilder parts of the West Wight, out onto Brook and the

Military Road – which is the coast road that runs all down the SW coast of the Island. The rough sea along that stretch was an amazing sight.

At Compton Farm campsite we were rewarded with a cup of tea and cake from our host, Anna Smith. A total of 24 miles had been covered and it was a tremendous day for all; so nice to get out and meet up with old friends and talk about things that matter – tractors – rather than the blessed pandemic! It was also

really good to see a lot of younger drivers taking part and enjoying themselves.

Our thanks to our sponsors Needles Pleasure Cruises Ltd, to all landowners over whose property we passed, The Fighting Cocks Inn, (who did a great breakfast!) and to all our willing helpers. A total of £1,200 was raised for charity, which will be divided between the Hampshire and Isle of Wight Air Ambulance and the Alzheimer's Café, in Newport.

**David Lemonius, FFA rep, Isle of Wight**



# SUPERIOR STOPPING POWER



**The electro-magnet that's at the heart of the electric braking system commonly used in North America.**

In the aftermath of the devastating British Columbia flooding in mid-November, there's been a remarkable recovery in transportation infrastructure. Tragically the loss of life (while minor compared to other world events), from mud and landslides along these transportation hubs, could have been much more serious given the mountainous terrain of the province.

Meanwhile, clean-up efforts continue in the agricultural breadbasket area centred around Abbotsford, east of Vancouver, known collectively as the Fraser Valley. The farming areas immediately around Abbotsford are on land reclaimed from a lakebed during the late 1920s; an area of approx. 400km<sup>2</sup>. This area was protected by a series of dykes and huge pumping stations, but the system became overwhelmed by the rainfall and overflowing rivers converging into the area from Washington state to the south.

Thousands of livestock perished and much of the rescue efforts were documented through YouTube clips. Interesting also was the new meteorological term 'Atmospheric River Systems', referring to rainfall in the region of upwards of 150mm daily. In a previous article, I mentioned the record heat waves, forest fires and widespread drought affecting Western Provinces, so climate change is certainly gaining prominence from our viewpoint.

Meanwhile, here in Alberta, winter is with us once again, with overnight temperatures dropping down to -31°C earlier this week. We were guaranteed a white Christmas and, as a result I've retreated to the warmth of the workshop to work on my current overhaul project on a recently-acquired flatbed trailer.

You might ask, where's the Ford and Fordson connection? Well, I bought the trailer to haul my tractors to the various shows. I would like to focus primarily on

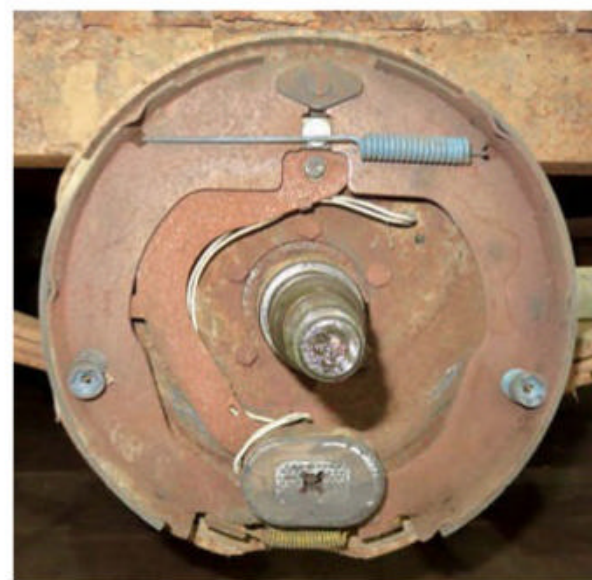
the electric braking systems generally used on such trailers here in North America, as I'm told the system isn't used back in the British Isles. In the UK, there's only a hydraulic or mechanical system used, which is activated once the towing vehicle's brakes are applied, thus causing the trailer's telescoping hitch to apply pressure to the brakes.

These systems have a number of significant disadvantages, most notably the fact that the trailer will always tend to 'push' the towing vehicle ahead, and could potentially cause the vehicle to lose control on icy surfaces or gravel roads. Also, when backing the trailer, it's necessary to use the spacer to prevent the telescoping tongue applying the brakes. Then, there's the risk of forgetting to remove this spacer, which can leave the trailer un-braked altogether...

The electrical braking system alternative involves each trailer wheel being equipped with conventional drums and brake shoes. However, the brakes are applied through an electro-magnet device that's controlled by an electronic modulator that receives current from the tow vehicle's brake switch circuitry, via a conventional, seven-pin trailer connector. The degree of braking must be pre-programmed depending on the weight being towed, causing the modulator to deliver a voltage range of 3-12 volts to the electro-magnets, thus varying the intensity of braking to a level where the trailer could even pull the combination to a stop with the controller programmed to the maximum.

Obviously, one would need to re-programme should the trailer be empty, otherwise the tendency would be to have the trailer skid unnecessarily. Additionally, braking is delivered in either forward or reverse. New pick-up trucks here can be equipped with a 'tow package', which includes the pre-wired brake controller and a heavy-duty towbar, as opposed to a mere bumper hitch.

I've also wired aftermarket controllers, which aren't difficult to install and, typically, cost under \$100. Detailed electrical braking systems are explained on the internet, with several videos available on YouTube for those interested. Over the years, I've noticed smaller vehicles, such as the Toyota HiLux, Land Rover-type models, with trailers in tow hauling tractors or equipment in excess of the tow vehicles' weights, with the aforementioned hydraulic braking systems. I always wonder about the overall safety of such



**The magnet seen at the bottom here actuates the cam to expand the brake shoes.**

combinations, versus the perceived benefits of an electrical braking system. What are your thoughts?

Anyway, the flat deck trailer under repair is 16ft long 7ft wide, and runs on tandem, 16in wheels. It has a weight rating of seven tonnes, and is normally towed by an eight-cylinder, gasoline GMC crew cab pick-up rated at about 370hp. I purchased the trailer at a good price, realising the necessary repairs, which will include new mudguards, suspension linkages, a total rewire with all new lighting, a repaint and finally a new set of tyres. As with every item for sale recently, a similar, new trailer today was just cost prohibitive for the limited anticipated use.

In the meantime, here's hoping for a much more normal year ahead, whatever that means any more. Certainly, an abundance of vintage events to suit every taste would be just what the doctor ordered!

In the meantime, please feel free to email me at [ianwest@mcsnet.ca](mailto:ianwest@mcsnet.ca) with any enquiries.

**Ian West, FFA rep, Canada**



**The factory-fitted control unit that's used to adjust the braking force to the trailer's load.**



# A FORD AND FORDSON PASSION!



A truly marvellous collection of Ford and Fordsons basking in the Belgian sunshine.

Christophe Famelart is an FFA member from Belgium, and a passionate collector of blue tractors. Wouter Croquey, the FFA's rep for Belgium, went to visit Christophe last summer, and discovered a beautiful collection of tractors, carefully taken care of by a man with a real love for Ford, Fordson and their derivatives.

Christophe, who lives in the French-speaking part of Belgium, 10 minutes south of Tournai, told me that his passion for Ford and Fordson came from his father and grandfather, who both used Fordsons. His father had a small farm and owned three E27N P6s that he used for field work until the early 1980s. He even built a front loader for one of them, and added power steering, which Christophe dismantled afterwards.

Christophe started driving E27Ns at the age of eight, and admits to having had a lot of trouble as the steering and clutch were hard to operate, and

mentioned that, on an E27N, the clutch pedal is located on the right-hand side and the brake pedals are on the left.

Christophe's brother took over the farming activities and, when the three E27Ns became too old to be productive, they were carefully preserved by Christophe. He restored one of them about 20 years ago and this is now his favourite tractor and the pride of the collection. It was first registered on June 15th, 1950, and is equipped with a high-speed top gear transmission. The two P6s have the standard, low-ratio gearbox. But this is only the beginning of the story...

**DOE Triple D:** Being a mechanic enthusiast, Christophe wasn't content to own just the E27Ns, and started looking for other interesting machines. The story of his DOE Triple D started when he was about 22, and saw one for the first time on the internet. He was immediately impressed, but didn't know if the tractor was original or handmade.

Either way, he was sure he could never be able to buy one, so he decided to build one himself.

After buying some parts – tractors, steel, hydraulics, etc – the project began. However, problems quickly arose



Finding a TW35 cab in this condition is quite exceptional.



as the only information to hand was Stuart Gibbard's book, *The Doe Tractor Story*, offering pictures and a small schematic of the steering system. The gear changing system quickly became a real headache, and Christophe remembers that he could select the first gear and then neutral, but not second gear. Getting desperate, he realised that he had to see one in real life to understand how this machine operated.

At the time, one of the few places where he was almost certain to see a DOE, was at the Great Dorset Steam Fair. So, he took the plunge and made the trip to the UK. His effort was rewarded as he found the tractor he was looking for. He was able to identify the manufacturer of the small transmitter pumps (Lockheed), which allowed him to finish the tractor. Altogether, the project has consumed three years and almost 3,000 hours and you can see the finished machine illustrated here.

Christophe states that his DOE is very close to the original; the main difference relates to the steering. He didn't understand how the system worked, and solved the problem by using an orbitrol unit, which was much easier to install than the valve-managed DOE-steering. The difference is barely visible (note: an orbitrol is a hydraulic rotary slide valve commonly used for hydrostatic steering on articulated vehicles). The construction has been a big job but, overall, Christophe is very proud to have made it. "You never pass unnoticed at an event", he told me. His DOE has even been registered!

**The E1A Fordson Majors:** The Power Major is the latest addition to Christophe's collection. The tractor was found locally in very good, original condition. The Super Major is, as with the E27Ns, a tractor from the family farm. Its original worn-out engine has been replaced with a six-cylinder Ford 590 E, as Christophe had several of these units from Clayson M103 combines. After the engine transplant, the tractor was used on the farm for a long time. It was first registered on November 14th, 1963, towards the end of production.

The third E1A in the collection is a six-cylinder tractor pulling conversion of the Major. Being a fan of this sport (with his two sons), Christophe decided to prepare a Major especially for that himself. The basic ingredients were available; a tractor with its standard engine out of order, and a very good Ford Dorset six-cylinder truck engine. Everything on the tractor has been worked out perfectly, and the machine



Christophe on his 'Doe'; what a splendid achievement, a tractor to be proud of!



Two E27N P6s and others in the shed; Christophe certainly has plenty to keep him busy for the months ahead.



Christophe and son with his favourite tractor; the Fordson Major E27N P6.





This purposeful E1A pulling tractor certainly looks the business.



The County Super-4 really is a good looking tractor.

now weighs four tons with all added front, middle and rear weights.

The **County Super-4** occupies a special place in the collection, as it was owned by a friend of his who requested that Christophe buy it after his death. Christophe told me he had a moment of doubt as the price was quite substantial, although it was justified. But, to honour his friend's memory and as it really was a very nice tractor, he decided to buy it. As it had already been restored, he's only had to rebuild the engine.

The **Ford 2N** is the smallest tractor in the collection, and the only one operating on petrol. Christophe likes this tiny tractor as it was one of the last models Henry Ford knew; Henry died in April 1947, while the 2N – a basic version of the 9N built due to war restrictions – was launched in 1942. The 8N, replacing

both the 9N and 2N, was launched in July 1947, shortly after Henry Ford died. This 2N has also been restored by Christophe, but he's now considering selling it.

The **Ford 5000** 6X is another tractor from the family farm. When suffering from a porous block, it received an engine transplant from a 6710 4WD, also on the farm. The latter was considered to be underpowered with only 82hp (considering its size) so, when the 5000 needed an engine replacement, that seemed like an obvious switch to make. Christophe has spent a lot of time working with the 5000, and this should be the next one to be finished. It's an early 6X version that was registered on October 15th, 1965. It's Christophe's favourite, after the restored E27N P6.

The next one, badged as a 7000 is,

in reality, a six-cylinder conversion of a 5000 6Y. It was bought from a friend whose father executed the conversion. Christophe restored the tractor and has re-badged it as a '7000' to differentiate it from his other tractors. The power of the six-cylinder engine is close to that of a 7000, so the new designation seemed appropriate. The tractor dates from September 4th, 1975, is the same age as its current owner and is equipped with Dual Power. With a 6X from 1965 and a 6Y from 1975, Christophe owns 5000s from the very beginning to the last production year.

We've saved the biggest tractor in the collection for last. Looking for a convenient transport for his tractors, Christophe decided to buy a large trailer. In the beginning, he used a big tractor from his brother's farm to pull it but, after



The Ford 2N was a forerunner of Harry Ferguson's 'Grey menace', and of the Fordson Dexta.



This 5000 has been re-engined and designated as a '7000' to reflect its increased power.





Christophe standing proudly beside his TW35; a very nice, original tractor.

a while, he wanted his own tractor for the job, so why not a TW15, 25 or 35?

He placed an advertisement and, by luck, was offered a **TW35**. He went over to see the tractor and bought it instantly. Although it had just over 10,000 hours on the clock, it was – and still is – in perfect shape overall. Christophe is especially proud of the immaculate condition of the interior, and is sure that he'll never find such a beautiful TW35 for sale again.

Christophe is a Ford enthusiast with excellent mechanical skills, that he's successfully passed on to both his sons. During my visit, I met a very pleasant and cheerful guy, and was greeted in the 'unstressed' way typical for the Belgians from the south. We started with a drink and a chat. What a wonderful day, a beautiful collection of blue tractors. Honestly, tell me what else you could wish for?

During my visit, we had a video made using a drone to put Christophe's fleet in the spotlight. The video is available on YouTube at: [youtube.com/watch?v=jDaWq\\_dWDhI](https://www.youtube.com/watch?v=jDaWq_dWDhI), or simply by searching for 'La passion de Christophe'.



This family Pre-Force 5000 will be the next to receive Christophe's 'magic wand' treatment.



# OUT & ABOUT

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

## WANT TO BE INCLUDED?

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

## LARLING ANGEL ROAD RUN

The biggest Boxing Day tractor road run saw 170 tractors gather at The Larling Angel, in Snetterton, Norfolk, at 10am on December 26<sup>th</sup> in preparation for the 18-mile run. It was a great turnout despite the light rain and foggy conditions, and 35 of the tractors

were without cabs.

An excellent lunch stop was organised at the Gooderhams, in Garboldham, and the run as a whole raised a fine amount of money for charity. The participants were all back at the start by about 2.30pm, where drinks, food and dancing were enjoyed by all.



The tractors – 170 in all – head out on the Larling Angel Road Run, into the mist and rain of a Norfolk Boxing Day.

# SIX BELLS CHARITY ROAD RUN



Seeing this Winsam-cabbed Fordson E1A Diesel Major was such a treat, with its wheel weights and correct front wheels.



What a great E27N with its early, narrow wheels.

Down in East Sussex at Back Lane, Cross In Hand, the Burgess Engineering-sponsored Six Bells Charity Road Run took place on December 26<sup>th</sup>.

The run has been going for 12 years now and this latest event proved popular, with 86 tractors taking part. Jeff Burgess does so much to make this a great event with music, drinks and mince pies at the start; everyone really appreciates his efforts.

Brian Tompsett devised a fine route for the run, despite stepping in at the last minute, and the machines taking part provided the usual, interesting





New Holland power was very much to the fore on the run in rural East Sussex, despite the grey and wet, Boxing Day weather.



This Roadless New Performance 6/4 was great to see here: an expensive piece of kit these days.

spread of ages and models for everyone to enjoy.

There were plenty of Ford, Fordson and New Holland tractors involved, with the oldest being a fine, 1940 Standard N. But I also spotted plenty of E27Ns, E1A

Majors and 100 Series Fords. A fine and original 4600 caught the eye, as did a selection of interesting 4WD machinery from Muir-Hill, County and Roadless.

Thankfully, the rain did ease off during the day, but it hadn't dampened the

general enthusiasm for this great event. People started heading off home just after 2pm, well satisfied at having taken part in another very enjoyable road run around East Sussex.

**Colin Anton**

# FESTIVE THRESHING



Threshing success! It could be 1948, with the Perkins P6-powered Fordson E27N Major diesel, which cost £580 new, ready to replace the 1908 Marshall engine that the scrapman would give you £50 for at the time!

Colin Evans (91) and Dave Mansi have wanted to hold a festive threshing event for some years, and it finally happened just after Christmas. Having asked Bryan Kemp and Trevor Manual to join in the fun, the event took place on December 28<sup>th</sup> at Piltown, in East Sussex, and was a resounding success.

It was June last year when Dave Mansi asked Bryan and Trevor if they were interested in an event using some

of their implements, to be driven by Dave's ex-Tasmania, 1908 Marshall 6hp No. 51007 single-cylinder GP traction engine, called Jess.

As Dave says: "Rallies are very boring; just standing there all day doing nothing. Working your machine is what it's all about!" Well, this will be the case on June 18<sup>th</sup>-19<sup>th</sup>, at the new High Weald Working event, to be held at Danehill, East Sussex, just off the A275 – so make a date and do go along to see this exciting new event.

Bryn and Trevor decided the event would provide a fine opportunity to use their just-restored 1944 Marshall SML 48in threshing drum, which they purchased from the late Dick Theobald, in 1991. It was said to have worked on a farm near Staplehurst, Kent, during World War Two, operated by Italian prisoners of war and driven by a Fordson Standard N.

The team cut the wheat harvest in late summer using the Mansi-owned Fordson E27N Perkins P6 and Massey-Harris 6A binder. On December 27<sup>th</sup> the drum and baler was in place on the hard-standing yard, and it didn't take these experienced professionals long to line it all up get everything belted-up, ready for the following day's work.

The job went well, with threshing drum owner Roger Wheatland on the sacks. He was later joined by another threshing drum owner, Jeff Burgess, who came along to enjoy the occasion. Others there included; Charlie Ralph, Leonor Austin, Jack Waterman, Thomas Metcalfe, Cameron Kemp, Austin Hawkins, Donald and Steve.

The crop was dry enough to be threshed and the result was eight bags of wheat. All-in-all, the event was a great success and it's hoped that maybe it'll become an annual occasion. Watch this space!



# AMERICA'S BIGGEST FORD SHOW



The Ford Workmaster with the Wood Brothers Ford corn harvester seen during the parade.

The Le Sueur County Pioneer Power Association's show, held in southern Minnesota, USA, over the last weekend in August, is certainly one of America's top tractor events, and its 48th running, in 2021, was certainly no exception.

The Le Sueur County Pioneer Power Association (LSCPPA) was formed in 1977 and became an educational, non-profit organisation. Today, over 500 members enjoy club meetings and facilities on the Le Sueur permanent site. The Pioneer Power Show is the big one, though, and has become hugely popular.

The 28th Ford Fordson Collectors' Association National Show, was held on the site last August. Interestingly, Fordson and Ford tractors have traditionally been the underdogs of the American tractor preservation scene, but they are becoming more popular now. Interest in these models has moved on from the F and 8N, to the 100 Series and classics, which are just starting to gain the attention of 'blue' collectors. However, it's the 1950s machines that typically dominate at Le Sueur, in their traditional grey and red livery (it didn't turn blue until 1962).

Perhaps the most interesting tractor on show was the 1958 Ford 861 Powermaster, with Elenco four-wheel-drive axle, power steering and Red Tiger range engine. However, one thing's for sure, the presentation of the Ford Fordson Collectors' Association's members' tractors was 'high class' across the board.

So, congratulations to everyone who took part, and special thanks to the founder of it all, Dave Preuhs, for supplying the photographs included here.



A line of the most powerful Ford tractors sold in North America during the late 1950s; the 900 Powermaster range, with the rowcrop 961 gas nearest the camera.



The Elenco-axled 861 Powermaster was certainly the star of the show.



This 8N flathead V8 monster has an interesting exhaust system.



The Ford 4000 'V' front diesel is certainly a rare site to our eyes.



# SALES CORNER

Our resident auction and sales guru, Peter Love, looks back at the headline-makers that caught his eye during a busy and sometimes disrupted 2021 sale season

## 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



This Fordson F sold for only £2,600 last October.



This good running Fordson F, with Irish early long wings, sold in November for £3,800.

The year 2021 was noted for the continued rise in prices for Ford four-wheel-derived tractors, particularly made by County, Roadless and Muir-Hill. It's all part of the progression of interest in the preservation movement.

One has to say the market has totally changed since Covid arrived in late February 2020. There's more choice for the buyer now, that's for sure, particularly in the vintage and classic tractor sector. But, there are still bargains to be had.

Looking ahead, I feel it's likely that there could be a number of estate sales coming up later in the year, given the number of collectors who've sadly died over the past two years. But, whatever happens, the market is excellent and enthusiasm for the Ford and Fordson family is still on a good footing.

## Fordson MoM/F

Very few Fordson Fs and MoMs were offered in 2021, but the best was the 1918 Fordson MoM no.2536, which went to the Republic of Ireland for £8,200. It featured many correct parts and only a few incorrect ones and ran very well. The new owner feels he got a snip!

A private sale saw a very correct, early and fully-restored Model F move on for an amazing £18,000. The problem with these models, though, is originality. Nearly all the survivors will have led very hard working lives, so wear rates will inevitably have been high. Consequently, many carry a later engine, and that's just for starters! It's a 'buyer beware' game with these tractors.

Elsewhere, a very fine, original, 1924 example needing wing repairs, sold for £3,800. A similar example, also in good running condition but not painted in quite the right grey and without wings, was sold in the summer by HJ Pugh, for £4,000.

## Irish Standard N and Dagenham N

The most popular preservation vintage tractor in the UK is gradually disappearing, unfortunately. But, even on Boxing Day 2021, there was at least one example out on UK roads, which was pleasing to see.

Thanks to its backend, the Standard is a heavy tractor to move around,



This lovely, original E27N petrol/paraffin sold in November for £2,800.



This E27N with Perkins L4 power sold for £6,400, also with plenty of wheel weights.



A bid of £6,400 would have bought you this E27N with Perkins P6 engine and plenty of wheel weights.

and its engine has to be started with a handle, which increasingly limits its appeal these days. An interim, Irish N, featured in the Wards sale, and sold for £4,900 (without rear wings).

A fine, original-style and running 1929 example sold at the HJ Pugh Nailsea sale in November, for £6,900. Also, an Automower, winch-style version dating



# WHAT IS AVAXHOME?



# AVAXHOME-

the biggest Internet portal,  
providing you various content:  
brand new books, trending movies,  
fresh magazines, hot games,  
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



# AVXLIVE ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>





This County E27N CFT, with Perkins P6 engine, went on to sell for a record £15,000.



Despite being rather a heap, this E27N/Roadless with an interesting engine, sold for an amazing £27,000.



The top-priced Fordson Diesel Major last year was this one, which sold for £6,600.



Well restored tractors, like this Power Major, that run well and reliably (with no oil leaks), are what people want.



Tractors like this Super Major, in good, original condition, remain very much in demand.

from 1944, changed hands for £5,200 at the same sale.

The average price for a good, running Model N was £2,300 during the year, and there were at least 10 decent examples offered, but nothing to get really excited about.

I saw a Fordson N Allcrop Mk2 (rowcrop) with the correct, later steering and V5c, which sold for £4,200 and, as for the 'hybrid' Perkins conversions, a P6 example sold for £6,800 in the summer. The Perkins 270-engined examples average around £5,200, on their day.

### E27N Major

The 2021 E27N scene was very up and down, although this isn't unusual for this model. Starting with the petrol/paraffin version, most selling were original or older-restored examples making, at best, £2,800 for a good, running example. However, the average price was £2,200, over the year.

As for the Perkins P6 version, prices were all over the place. A genuine TA example (older restoration) topped the results at £14,000 in March, but others went for as little as £4,900 (truck version).

The best example sold last year looked original in places, had a V5c and made £6,400 in November. A not-so-good example sold in July for £6,800, and the average price for an E27N with Perkins P6 in 2021, was £8,025.

As for the L4 version, one example sold for £6,800 in July. Cheffins sold another in March – in much better condition – for £4,900, and yet another in April, at £4,200. This resulted in an average sale price of £5,850; similar to 2019.

### E1A Major

You can pick up a straightish Diesel Major for as little as £1,500-£2,200, but most will need repairs to the nose cone, at the very least. Restored examples range from £3,800 to £5,400.

The best price last year came in October, when £6,600 was paid for a 'dusty' original with cab but incorrect front wheels. An industrial blue version

changed hands for £3,800 in April, while a pair of petrol/paraffin models both sold for £3,200.

### Power Major

The best Power Major to sell last year was an older example that sold in April for a very good £7,500. Elsewhere, a restored example sold for £4,800 so, for a good restored example, you needed to pay £6,150 in 2021. An original-style example, sold for £3,400; it had the wrong colour wheels and a roll bar.

### Super Major

This is always a popular seller, and last year we saw a lovely, ex-Peter Fordham 1962 example – which had spent much time on a saw bench – sell for a record £6,000. However, for a good restored example, you should expect to pay £6,500.

### New Performance Super Major

An ex-farm, running example (with a roll bar) sold for £4,500 in July, while a restored machine only made £3,000 in April, although it would have benefitted from more detailing. More recently, a smarter example sold for £7,800. So I'd say that, looking ahead to 2022, a well prepared, top example will cost £8,200.

### Dexta

There are basically four models to look at here: 1957-'60 Dexta; Oct 1960-'64 facelift Dexta; Nov 1962-June '63 Super Dexta; 1963-July '64 New Performance Super Dexta.

The first thing to appreciate was that 2021 wasn't a great year for the Dexta. An original-style, running and very ugly Hi-clear Super Dexta sold for £1,800 in July. Other, not-so-glamorous, early examples – and the facelift models – don't make much difference price wise. It's the New Performance models that always sell best.

In late November, three Super Dextas sold well. The first, with tatty paintwork, made £3,550, the second – a New Performance example with matte



These three Fordson Dextas were sold in November, and made £13,050 between them, plus commission.



Looking so clean, this 1966 Ford Pre-Force 2000 made £4,700 at auction last year.





**Some £22,500 was paid for this partially resprayed, 1986 Ford 6610 II two-wheel-drive, with just 981 hours on the clock.**

paintwork – went for £3,000, and a shiny example was knocked-down at £6,500. All had excellent tyres. However, in Northern Ireland, a better-looking model sold for £7,200, in the autumn.

Turning back to July, a very original detailed yard scraper, facelift New Performance Dexta, but with some heavy surface rust about, changed hands for £3,000.

In fact, that just about sums up the price market for Dextas at the moment. Expect to pay approximately £6,200 for very good, early and facelift examples.

If you come across a petrol-powered Dexta, of which 99.9% will have come from abroad, expect to pay £3,200 for a reasonably good example.

### **Ford 2000/3000/4000/5000**

If you ever come across a Force 2000 in good condition, go for it! This model makes an excellent road run tractor as it's the fastest in the range.

A 1966 Pre-Force 2000 Dexta, with a fine cab and generally original, changed hands for £4,700 in the summer. A similar condition Pre-Force 3000 Super Dexta (no cab, but a loader), went for £5,200 at the same sale.

You can normally buy these tractors – and the early 4000 – for less money than this but, if they're very straight, expect to pay more. One original example at the same sale was a vineyard Pre-Force 3000 Super Dexta, and it sold for only £2,200.

As for the Force models – technically

better tractors – there are more of them around so you should expect to pay about the same, for original-style machines.

In July, a very straight, original-style, Lambourn-cabbed 1970 4000 sold for £5,500. There weren't many restored examples offered for sale last year, but expect to pay £7,200-£9,400 for good examples, especially if there's a cab fitted.

The 5000, of course, is more of a special case. Rough examples with AP cabs were selling for £3,200 until recently, but that's increased to nearly £5,000 now.

A genuine, low-hours, original Force example, with log book, was sold by Euro Auctions in Northern Ireland, for £50,000 back in the summer! However, the very late 5000 with a DPA pump (hard starters), even with Dual Power, doesn't make quite so much money as the earlier, CAV pump examples.

But prices do vary a lot. An ex-farm, good runner sold in July for £8,500, while a very well restored 5000 made £27,000. So this is a 'hot' model at the moment, but you need to know what you're looking at and, to make top money, they need to be perfect, even down to the glass.

### **Ford 7000**

Prices for the 'king' of the range – the Ford 7000 – last year were, once again, all over the place. Expect to pay £7,000 for a solid example, even with a cab, but up to £40,000 for a good and very, very original model.

In July we saw £32,500 paid for a 1975 7000 that had a rebuilt engine, V5c and Ford 5000 cab. The correct cab was sold separately in the barn at the same sale, and made £3,500.

As for restored examples, if it's any good, with weights and Dual Power, expect to pay £30,000+ now.

### **Ford 600 Series**

Prices are similar to the Force range, but the hard-to-find 6600 models – especially with the early cab – make



**A nice looking Pre-Force 5000, but for the fact that it's fitted with a later engine.**



**Some £32,500 was paid for the Ford 7000 with the 5000 cab, while the 5000 could have been yours for £8,500 last July.**



**One of the bargains of 2021 must have been this well presented, ex-Sony Smith, 1979 Ford 6600 two-wheel-drive. It was very original with a low hours total, and sold for £12,500.**



**The Ford 7810 is the model that everyone's still after. This tidy example was let down by cheap front tyres that didn't match its rears.**



**The highest-priced preservation tractor sold in Europe during in 2021 was this 1983 County 1474, which topped a staggering £192,000.**



**Doing very much better than expected, this 1981 County 8200 went on to break the price record, selling for an amazing £17,200 in July.**





**This record-breaking Roadless Ploughmaster 95, with Duncan cab, changed hands for £22,000 last summer.**



**Down on the Surrey/Hampshire border in July, these two Roadless 118s sold for over £30,000 each; yet another record.**



**Sold in late July, this Muir-Hill 121 smashed the record by finding a new home for £32,000.**



**Some £17,000 was to be paid for this Roadless Ploughmaster 95 in October.**



**The highest-priced Roadless sold in 2021 was this Ploughmaster 6/4, which went for £40,000.**

the money. We saw an original 'dusty' example sell for £18,000 last year, and then yet another good 6600, of similar quality, made about £14,000.

However, always add on £3,500 if the tractor carries the correct four-wheel-drive.

### **Ford 10 Series**

This has been the 'hot' range for the past few years; the iconic 7810 four-wheel-drive model is the 'king'. To buy a good example with reasonable, lowish



**A record £27,000 was paid for this 1991 Ford 8830 Power-Shift in July; it went to a new owner overseas.**



**This 1969 Roadless Ploughmaster 75 could have been yours for a reasonable £10,800.**



**This well presented and painted Ford TW-30 sold for £35,000 in October.**



**Despite only having one running engine and being in need of a full restoration, this 1965 Doe 130 (No. D562) sold for £45,000.**

hours, you're looking at the middle £20,000s. As for the rest of the 'lower' 10 Series models, the later, Mark III versions are the ones people go for, but they're all guided by the prices being achieved by the 7810.

With regard to the Jubilee 7810 model, if it's reasonably clean and a genuine, proven example with paperwork to match, sale prices are typically in the middle-to-upper £40,000s.

### **County**

We've seen prices increase across the County range, starting with the Perkins P6-engined, CFT Major Full-Track (two versions), with £15,000 paid for a genuine original with good tracks and engine delivering lots of oil pressure.

The big one, of course, was in July when over £192,000 was paid for the good condition, 1983 1474 'short-nose' sold with full paperwork. Then, in November, we saw an older, restored example being offered by TV giants Mathewsons at Pickering. That one was sold after the sale, for £122,000.

### **Muir-Hill & Roadless**

As for Muir-Hill and Roadless, they also had their big days in 2021, with a well-restored, Suffolk-entered 121 making a record £32,000. As for Roadless, an original but tired Ploughmaster 95 sold for £22,000 in July, while a rough Ploughmaster 6/4 made £27,000!

The hammer fell on a restored, Roadless Ploughmaster 75 at £17,000 in October and, at the same sale, a restored 6/4 sold for a winning bid of £40,000! Things are looking good for the Roadless fan that's for sure, but you need to have the right thing, of course.

### **Other models**

As for TW and 30 Series prices, you need to have the right machines here, too. Sellers are expecting prices in the high £20,000s, but that's not always what these tractors achieve. I saw a very well-restored TE-30 sell for £35,000 in October, while an original, low-hours Ford Versatile 946 import could have been yours for £44,000.

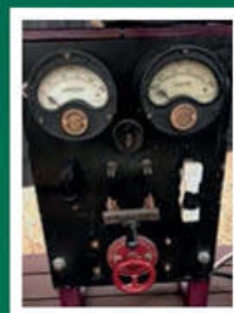
As for the Doe market, well, only one example was sold in 2021 and that was a half-running 130, which made £45,000.

### **And finally...**

So, all-in-all, the market has been nothing but hot over the past year. It's kept pace with world-wide inflation, and has been advantageous to the seller, in most respects, during 2021. The commodity buyer is certainly back at the top end of the market again, for good or bad.



# WIN THIS ENGINE AND GENERATOR DISPLAY UNIT



This impressive display unit comprising a Lister D type engine driving a Crompton Parker 110 volt generator is being offered in our free to enter prize draw.

The engine, a spec 26DH model with the serial number 179784, was built on 11th December 1942 and sold on the 15th of that month to W. J. Cooper of the Phoenix Works, Newport Pagnall and Birmingham. The generator, manufactured by Crompton Parker Ltd (overhauled by W.H. Showbridge & Sons) dates from 1950.

The engine and generator are mounted on an ex-Frederick Parker cement mixer trolley with bespoke canopy. The unit measures approximately 6 feet long, 2 feet 6 inches wide, and 6 feet 8 inches to the top of the canopy.

**TO ENTER THE PRIZE DRAW FOR A CHANCE OF WINNING\*, PLEASE REGISTER YOUR DETAILS VIA THIS ONLINE FORM: [WWW.HERITAGEMACHINES.COM](http://WWW.HERITAGEMACHINES.COM)**

Alternatively, please complete the entry form on this advert and return to Kelsey Publishing Ltd.  
The Granary, Downs Court, Yalding Hill, Maidstone, Kent ME18 6AL

Name:

Address:

Postcode:

Email address:

☐ Please add me to your mailing list to receive the Heritage Machines monthly newsletter, giving the latest news, updates and articles on heritage vehicles, stationary engines and vintage machinery.

\*Please note, the winner is obliged to collect the prize from our office in Yalding, Kent. We are unable to arrange delivery ourselves.

Terms & Conditions of Entry: This prize draw can be entered via the online or paper forms supplied. There is a single prize consisting of the stationary engine, as described in this promotional advert. The closing date is 13/05/2022 and the winner will be drawn within seven days. The winner will be notified on 20/05/22 and the engine will be available to collect immediately afterwards. Collection and transportation of the Stationary Engine will be at the winner's own risk and Kelsey Media will not be responsible for any loss, damage or injury sustained during the process of collection and transportation. The prize draw is open to all with the exception of Kelsey Media employees and their families. A single entry per person is permitted.



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](mailto:chris.graham@kelsey.co.uk)

### Price guide key

**BAND 1:**

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

**BAND 2:**

Will run but needs work done to it

**BAND 3:**

In original condition

**BAND 4:**

Older restoration, but complete and should run

**BAND 5:**

Average restored condition and ready to go

**BAND 6:**

Concours. Restored tractors in exceptional condition

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

| 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](http://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](mailto: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:.....

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

**IMPORTANT NOTICES:** The Editor, Publisher or Printer cannot accept any responsibility for the quality of tractors, parts or services advertised in Ford & Fordson Tractor magazine or for the failure in payment etc. Contracts are between the individuals concerned & no liability can be attached to Kelsey Media Ltd or its officers. Particular attention should be paid by advertisers to the requirements of the Trades Description Act 1968, especially when detailing accurate descriptions of goods offered for sale. The Business Advertisements (Disclosure) Order 1977 requires all advertisements by people who sell goods in the course of a business to make that fact clear. The responsibility for this lies with the advertiser. It is a further legal requirement that when VAT is to be charged, it is made clear whether VAT is included in the price shown or not.

Buyers and sellers should be alert to the possibility of fraudulent dealing.

Advertisements and statements contained therein are the sole responsibility of the people and companies who post the advertisement, and Kelsey Media does not make any warranty as to the accuracy, completeness, truthfulness or reliability of such advertisements. Kelsey Media is not liable for any third party claims arising in connection with such advertisements or any products or services mentioned therein. These advertisements are placed by individuals and companies and users should check all items carefully before purchase and be confident of the item's integrity. If in doubt do not accept the item or exchange monies.



TRACTOR & MACHNERY

FORD FERGUSON 9N



**£3,650.** The 9N was produced - with the combined effort of Harry Ferguson and Henry Ford - between 1939 and 1947. The combination of Fords powerful engine and the Ferguson Hydraulic System made this model a huge success. Here we have a nice example of this early tractor, displaying nice, straight tinwork. It runs and drives well. The hydraulic pump has just been rebuilt and a new starter ring gear has been fitted. Please call 07966881985, South West. (T)  
112659

FORD 4000

**POA.** Excellent condition, De Lux cab, power steering, new tyres, has interesting history. Please call 07734238228, South East.  
112101

FORD 4000 PRE-FORCE

**£3,500.** Early '65 Pre-Force. Engine just fully serviced, instant starter, very nice runner, drives perfect. Been unused for 2 1/2 years hence hyd lift problems (stuck valves?). Winter project. Please call 07769 485697, West Midlands.  
112103

FORD 6600



**1980, POA.** 2WD. Power Plus, Dual Power, later engine. Please call 01606 592639, West Midlands.  
112168

FORD 8200



**1982, POA.** Q-cab. Schindler 4wd axle. Original tractor. Please call 01606 592639, West Midlands.  
112169

FORD 4600



**POA.** Complete with Ford safety cab. Aftermarket Power Steering. Please call 01606 592639, West Midlands.  
112170

FORD 8630



**1994, £26,000.** Dual power, two wheel drive. Very good original condition. Please call 01606 592639, West Midlands.  
112174

FORD 4000



**£7,500.** Fully restored to original condition. Comes with pick-up hitch. Hydraulics fully tested and working. Please call 07778 949462, South West.  
112316

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 2120 2WD



**1995, £12,250.** Done only 2846 hours and fitted with LEWIS 45Q loader. Please call 01763 780440, East of England. (T)

112451

### FORD 6600 2WD



**£6,950.** C/w Dualpower and on VG tyres!. Please call 01763 780440, East of England. (T)

112454

### FORD 4000



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

112461

### FORD 3000



**POA.** a very genuine original ex farm example, fitted with power steering, ready for work or for a collector to restore or leave in current condition. Please call 07821184799, South West. (T)

112462

### FORD FERGUSON 9N

**£2,000.** Good ex-farm for restoration. Please call 07778 525037, South East. (T)

112466

### FORD 234 HI WAYS



**1982, £4,950.** Resprayed. All new tyres, battery, lights, seat, brakes and wiper arms. Goo cab, only done mowing, ploughing and road runs. Nice little tractor. Please call 07768 269321, South East.

112530

### 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

### 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)

112654

### FORDSON STANDARD



**£4,795.** Water washer tractor, older restoration, new tyres, high speed, runs well. Please call 01249 740377, South West. (T)

112656

### FORDSON E27N



**£2,950.** A very nice example of an early E27N. This tractor is fitted with Varley Hydraulic Lift, PTO and Low Speed Gearbox. It starts easily and runs nicely too. It has an earlier manifold fitted and has a crack-free engine block. This is a lovely example to be enjoyed!. Please call 07966881985, South West. (T)

112660

### FORDSON STANDARD N



**1934, £3,500.** Water Washer Fordson Standard N. Fitted with 12 volt starter. Might exchange Ford 10/10 compact tractor in reasonable condition, plus loader if possible. Please call 07849 659633, Yorkshire and the Humber.

112108

### FORDSON MAJOR



**1957, £3,950.** With V5, runs and drives great will roll bar. Ready to show, work or road runs. Please call 07752 788175, North West.

112151

### FORDSON N



**1944, Runs well.** Please call 07855 399487, South West.

112332

### FORDSON NEW PERFORMANCE SUPER DEXTA



**£2,000.** Off farm condition, running. Please call 07982 482889, Yorkshire and the Humber.

112336



## 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 N

£1,250. For restoration, 28" rear wheels. Please call 07778 525037, South East. (T)

112467

### FORDSON POWER MAJOR



£1,500. Engine starts and runs. Hydraulics in working order. Has new radiator, new nose cone, vacuum pipes and new exhaust bend. In need of wings and foot plates. Please call 07729 614845, South East.

112643

## PARTS AND ACCESSORIES

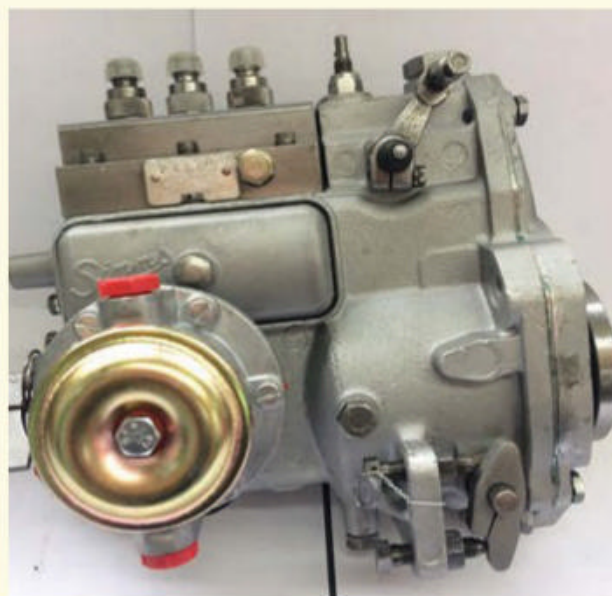
### FORD 7000 TYPE LIFT ARM LATCHES



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

106920

### FORD 300 INJECTION PUMP



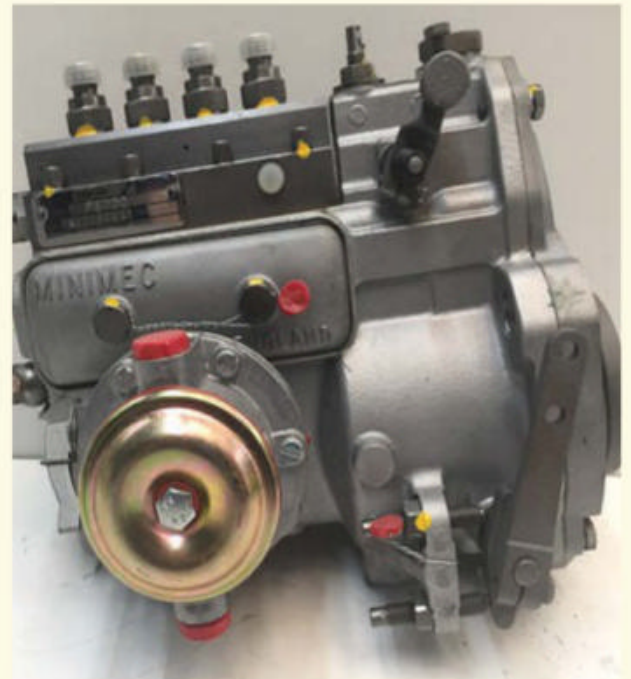
£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

### FORD 5000 INJECTION PUMP



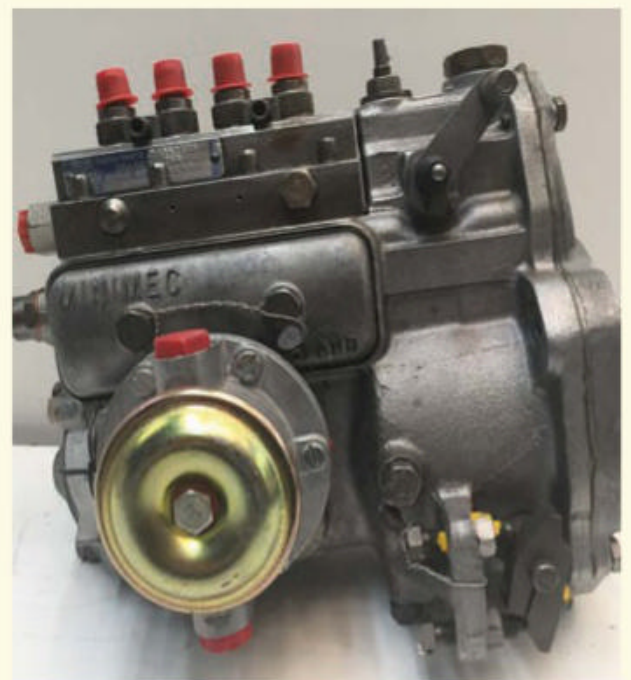
£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

### 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, grass 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.

108021

#### FORDSON TOWING HITCH

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

108022

#### 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.

110435

#### FORDSON WHEELS

**POA.** 8 stud E27 Rear wheel tyre and wheel. Sound 5 hole vintage Fordson wheels and tyres. Also Lister mounted spreader, metalwork sound plus more. Please call 01749 890693, South West.

112078

#### FORDSON SPARES

**£100.** Fordson Major radiator, believed to be good, no holes, very straight. 12 volt electrical super-winch from recover truck, little used, similar to S5500, £140. Please call 07885 491340, South East.

112088

#### FORDSON TE-D 20 ENGINE

**£475.** Good condition, ideal for exchange, no carb or manifold, buyer collects. Please call 01377 267626, Yorkshire and the Humber.

112100

#### FORDSON MAJOR TIN WORK



**£200.** Pair of early major wing tops With rib round top Nose cone Small repair required Diesel tank plus foot plates. Please call 01375 404271, East of England.

106339

#### FORDSON FRONT AND REAR STEEL/LUGGED WHEELS



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

108081

#### FORDSON E27N CLUTCH RELEASE BEARING CARRIER



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

107560

#### FORDSON E27N BACK AXEL GEAR BOX

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

109658

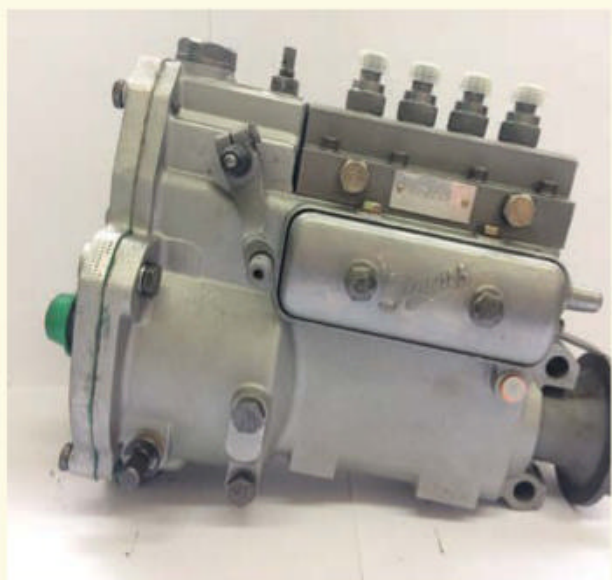


### FORDSON SUPER DEXTA HYDRAULIC TOP COVER



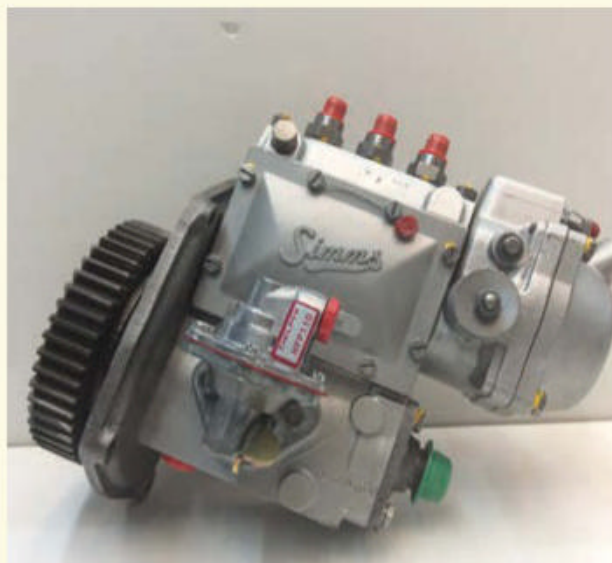
**£270.** Cross shaft & bushes good. Buyer to collect. Please call 01889 500303 Staffs (T).

### FORD SUPER MAJOR INJECTION PUMP



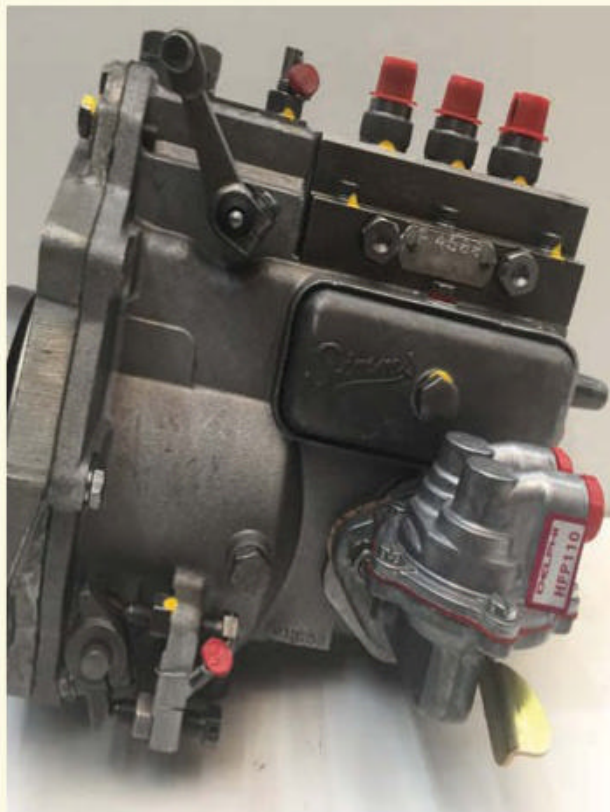
**£POA.** Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

### FORDSON DEXTA INJECTORS PUMP



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

### FORD DEXTA S INJECTION PUMP



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

### FORDSON MAJOR 1/16 SCALE

**£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](http://www.vintagetractorelectrics.co.uk) (T)

### FORDSON MAJOR MUDGUARDS



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

106705

### FORDSON STERRING WHEEL

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

105985

### FORDSON SINGLE CLUTCH PP



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

104233

### FORD WHEELS



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

109601



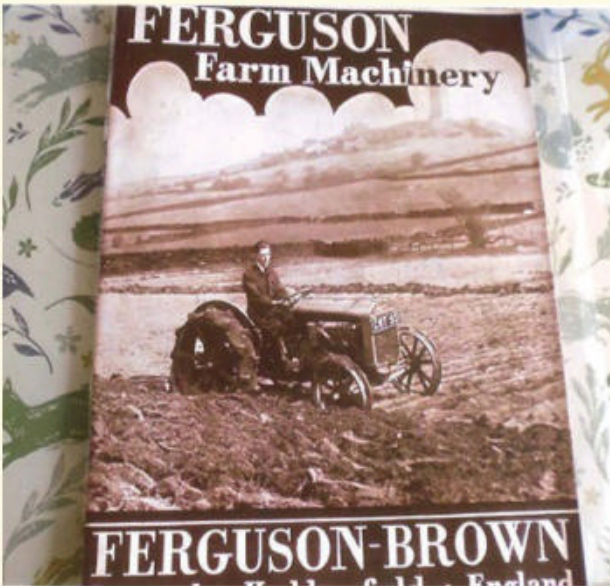
FORD TURF TYRES



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

109602

FORD 4000/5000 OPERATORS MANUAL



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

106636

FORDSON E27N BACK AXEL GEAR BOX

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

109658

FORD PAINTING



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.

110713

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

FORDSON MAJOR INJECTORS



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

FORDSON SUPER DEXTER ENGINE



£600. Super Dexter engine, Minimac pump. new liners and pistons. Please call 07732 878991, North West.

112209

FORDSON E27N TOOLBOX



£65. Good condition, buyer to collect. Please call 01994 232893, Wales.

112222

FORDSON MAJOR RADIATOR

£100. Good condition. Please call 07885 491340, South East.

112353

FORDSON NEW PERFORMANCE AND POWER MAJOR ENGINES

POA. Both engines have been completely refurbished, will require injectors and fuel pump re-furb. Please call 01848 330855, Scotland.

112390

FORDSON FORDSON WHEEL AND TYRE GOODYEAR



£200. 12.4/11-6 plenty of life in it. Please call 07816 759930, Yorkshire and the Humber.

112017

FORDSON MAJOR INJECTION PUMP



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



## FORDSON MAJOR TIN WORK



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

## FORDSON E27N BACK AXEL GEAR BOX

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

109658

## FORDSON MAJOR 1/16 SCALE

**£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 MAJOR E27N CARBURETTOR



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

110435

## WANTED

### FORDSON E27N

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

109837

### 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.

110099

### 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.

111671

## PRODUCTS AND SERVICES

### DAVE ALLEN TRANSPORT



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

### TRANSPORT AVAILABLE

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



►► **ORDER THE NEXT ISSUE NOW  
AND GET FREE DELIVERY**

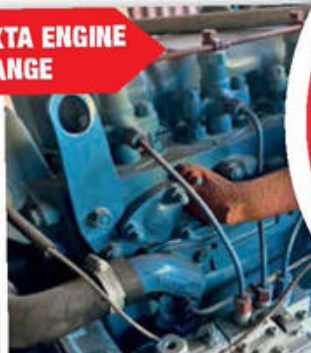
TAKE YOUR PICK FROM OUR **NINE-PAGE** CLASSIFIED SECTION

# FORD & Fordson TRACTORS

APRIL/MAY 2022

ISSUE 108

DEXTA ENGINE  
CHANGE



Part 3: Ben Phillips concludes the short engine swap

**JUNE/JULY  
2022 ISSUE  
ON SALE:  
APRIL  
8th**

## UNIQUE FORDSON N

We sample a  
1930s Fordson  
with a difference



**E27N ATTRACTION** Fordson fan explains his passion



**OUT AND ABOUT** Tractors s

**DON'T  
MISS OUT!**

**PAY THE NORMAL SHOP  
PRICE AND GET THE NEXT  
ISSUE DELIVERED TO  
YOUR DOOR  
ORDER TODAY!**

■ FORD SERIES 30 BUYING GUIDE ■ FFA NEWS & VIEWS ■

ORDER ONLINE AT: **SHOP.KELSEY.CO.UK/FFO**

CALL NOW ON: **01959 543747**

Quote Ref: FFJune/July 2022

Terms and conditions apply. You will receive your copy on or around April 6th 2022. Delivery is included in the cover price for UK customers only. An additional £1 will be added to any overseas address. Cover included for illustrative purposes only. Content may vary. Lines are open Mon-Fri 8.30am-5.30pm. Calls charged at your standard network rate.





FORD 7810 NOSE CONE, WILL FIT 5610/6610/6410/6810/7610/7810, GOOD CONDITION



FRONT AXLE DRIVESHAFT KIT TO FIT NH TM / TSA / T6000 / T7000 / TS / T6 / T6 / T7 WITH FRONT SUSPENSION £850 , PROPSHAFT £225 EXTRA



NEW REAR LIGHTS TO FIT FORD 5640-8340 , 1992-1995, ORIGINAL RUBBERLITE EXPORT SPEC LIGHTS £85 EACH



NEW BRAKE MASTER CYLINDERS TO FIT FORD/NH 40s + TS £200, TM + T7000 + T7. £500



NEW GRAMMER AIR SEAT TO FIT NH T6000 / T6 / TSA ETC , SWIVEL, HEAD REST, FORE + AFT SUSPENSION £675



FORD / NH HEATER MOTORS 40s, 60s, TS + TM £150ea, TSA + 10s AP £200ea



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



NH TS FRONT GRILLE £275, TM GRILLE £250



NH CAB SHOCKERS, TO FIT TM, TSA, T6000 + T7000 SERIES £150ea



FORD HYDRAULIC PUMPS, 40s/TS SLE £2250, DUAL POWER £350, AUX ENGINE MOUNT £250, 7610 MAIN + AUX PUMP £300ea



Ford 40 Series Exhaust Boxes 56/6640, ..£145; 7740, ..£155; 7840/8340 Turbo...£145; 7840/8340 non turbo £155



NH SYNCRO'S, 40s/TS SLE F+R PLATE TYPE KIT £1100 CONE TYPE £700 40s/TS SL+DP F+R £500 TSA F+R SLE £1250, 60s + TM R/C £1450



Filter Kits To fit Ford 40 Series, DP and SLE inc eng, fuel, air and hydraulic filters £145



FORD 7710 4WD , Q-CAB , B REG , 1985 , 4 SPOOLS, NEW SEAT AND CAB CLADDING, 12315 HOURS, RUNS



CAB WIRING LOOMS TO FIT FORD / NH 40 SERIES / TS / 60 SERIES + TM FROM £1000



NEW FORD 3 CYLINDER SHORT MOTORS TO FIT FORD 4000 / 4600 / 4610 / 4630 £1600



NEW FORD 4 CYLINDER SHORT MOTORS TO FIT FORD 5000/5600/6600/6700/7700/7600/5610/6610/6410/6710/6810/7610/7710 £1775



FORD 40 SERIES CAB , GOOD TIDY CONDITION £2550



FORD/NH STAYBILIZERS - 5000 £30, 40 SERIES + TS £50 + £110, TM £100



FORD AP CAB ROOFS £300 EA, AP CAB MUDGUARDS £150 EA



TRACTOR CAB SEATS, KAB AIR SEAT FOR NH 40/TS/TM NOW £600, BLACK CLOTH SPRING SUSPENSION SEAT £250 BLUE 10s AP VINYL SEAT £75



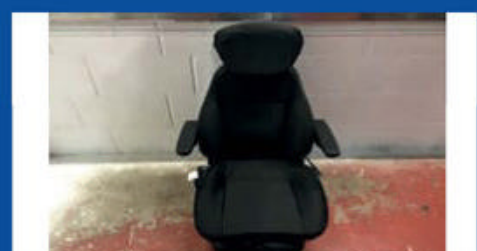
FORD/NH STARTER MOTORS 3KW £100 EA, 4.2 KW £150 EA



NEW GENUINE CNH BRAKE KITS TO FIT T7 SWB TRACTORS, CONTAINS CASTINGS, PISTONS AND SEALS AND NEW TYPE BRAKE DISCS £1350



FORD 7740 TURBO KITS, NEW TURBO + OIL PIPES, NEW EXHAUST BOX, USED AIR PIPES £1350



NEW AIR SEATS, C/W HEADREST AND SEATBELT , JUST NEEDS A 12 VOLT SUPPLY £375



FORD/NH PUH LATCH KITS FOR FITTING TO 10s/40s/ TS/TM + SOME TSA £150 EA



NH FRONT AXLE HUB REDUCTION GEAR KITS FOR 40s/TS/TSA/TM+60s £500, BEARINGS + SEAL £135 EXTRA



FORD L/H ASSISTOR RAM KITS TO FIT FORD 5600-7700 , 5610-8210 £275

**Wanted Ford: NH 35, 40, 60 Series, TM, TS, TL, TSA, TLA for breaking for spares, worn out, damaged etc.**

PARTS DELIVERED THROUGHOUT LANCASHIRE AND UK DAILY BY POST OR TNT ON NEXT DAY DELIVERY, LARGE ITEMS SENT ON PALLETS NO PROBLEM

**Contact Mark Robinson: 01254 877011**  
**www.mjrobinsontractors.co.uk**

**Coal Staithe Garage, Read, Burnley, Lancs, BB12 7RT (On the A680 next to Read Garden Centre)**  
**BREAKING FOR SPARES MOST FORDS inc TS and 40 SERIES**



[Home](#)
[Links](#)
[Advanced Search](#)
[Forum](#)
[Log In/Out](#)
[Contact Us](#)

# FORD TRACTOR SPARES

Over 2200 Ford Tractor Parts Available

[CATEGORIES](#)  
 STEERING PARTS  
 2WD & 4WD AXLE  
 TRACK ROD ENDS  
 CLUTCH PARTS  
 CLUTCH KITS  
 INDIVIDUAL FILTERS  
 FILTER KITS  
 FUEL PARTS  
 ENGINES  
 GASKETS  
 LIFT & LINKAGE  
 BUSHES & SHILLS  
 MUDGUARDS  
 COOLING PARTS  
 GEARBOX PARTS  
 BRAKE PARTS  
 PTO PARTS  
 PUMP PARTS  
 DUEL POWER PARTS  
 EXHAUST PARTS  
 CAB PARTS  
 GLASS  
 ELECTRICAL  
 USED TRACTORS

[Welcome to Ford Tractor Spares & Sales](#)  
 Over 2200 Ford Tractor Parts Available  
 Please email any parts enquiries or  
 CALL 07831 729343

Search: 7610

Sort by: Product Name    Display # 20

\*\* Start    « Prev    1    2    3    4    5    6    Next    »    End \*\*

Results 1 - 20 of 110

| Name                                           | SKU  | Price  | Thumbnail Image | Description                                    | Product Details |
|------------------------------------------------|------|--------|-----------------|------------------------------------------------|-----------------|
| 10 series hydr. pump oiler gear hose           | 2003 | £33.38 |                 | 661087106810761077107810 hose g                | Product Details |
| 2045667610784087304566 clutch pedal spring     | 4488 | £3.25  |                 | 2045667610784087304566 clutch pedal spring     | Product Details |
| 2034667610 top Road Hose                       | 4051 | £4.49  |                 | 2034667610 top Road Hose                       | Product Details |
| 2034667610 Bottom Road Hose                    | 4052 | £6.18  |                 | 2034667610 Bottom Road Hose                    | Product Details |
| 56107810 & 6w series shaft (1000rpm) 21 spline | 2548 | £76.69 |                 | 56107810 & 6w series shaft (1000rpm) 21 spline | Product Details |
| 56107810 & 6w series shaft (1000rpm) 6 spline  | 2842 | £23.47 |                 | 56107810 & 6w series shaft (1000rpm) 6 spline  | Product Details |

# FORD TRACTOR SPARES

On-line spares  
catalogue  
with prices

Tel: 01258 830991

Or

07824 398400/  
07831 729343

Let us help you get  
the right parts!

www.fordtractorsparses.co.uk