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FORD & Fordson TRACTORS

AUGUST/SEPTEMBER 2022 ISSUE 110

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Can you see one of today's state-of-the-art tractor models still being around – let alone capable of serious work – in 50 years' time?

Welcome!

We talk a lot in this magazine about the usability of vintage and classic tractors and, by this, we're referring to their on-going ability to put in a solid day's work. Some are better at this than others and, of course, the parameters denoting 'a solid day's work' have altered enormously over recent decades. Changes to farming methods and field sizes mean that a machine from the 1950s simply won't have the power or weight to cope with many of the routine tasks expected of modern machinery.

Also there's the fact that not all owners are prepared to work their machinery as the designers intended. Understandably, age and, in some cases, value, can leave people reluctant to push tractors as hard as they would have done say 30, 50 or even 70 years ago. Nevertheless, all tractors retain their 'utility vehicle' status, and remain a reflection of the engineering expertise around at the time they were built. All were made to be as tough and durable as possible; in short, they were built to last which, of course, is why so many survive today.

Study the solid design structure of a Fordson E1A Major, for example, and it's hard to come away thinking that anyone at the factory gave two hoots for the concept of premature component failure. The idea of 'inbuilt obsolescence' didn't exist in those days, and I don't believe that Ford ever regarded enforced workshop time for repairs or repeated spares purchases as core revenue streams. Its tractors were built to be as good as they could be, and to work reliably for as long as possible.

> "Contrast that with today's vehicle manufacturing methods and you can't help feeling that, in some respects, we've regressed rather than progressed."

Contrast that with today's vehicle manufacturing methods and you can't help feeling that, in some respects, we've regressed rather than progressed. I read recently that modern computer-aided component design enables the accurate prediction of service life. As a result, it's possible to guarantee reliable function for a vehicle's warranty period, and no more, which means manufacturers can cut costs by building components that are only as good as they absolutely have to be. With this in mind, it's hard to imagine that many current tractors are likely to have survived – let alone still be working hard – 50 years from now.

Chris Graham, Editor

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, film-maker and hard-working farmer

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VLOGGING THE FARM!

Laura Gardiner's *Farming life at La Forge* YouTube channel is well worth a watch, charting the ups and downs of her family's experiences in France.

Laura Gardiner farms in France with her family and a collection of Ford and Fordson tractors. You can find out more about their experiences in the feature that starts on page 22. But Laura also runs her own YouTube channel promoting the farming lifestyle the family enjoys, and showcasing plenty of 'blue' tractor action.

"After traveling and working in Australia for a year," Laura explains, "I returned to France due to the Covid pandemic in July 2020. Case numbers were going through the roof in France at that time, so I was left with a decision about what to do. Having watched a few farming channels on YouTube, I had the idea of having a go at that myself, and my *Farming life at La Forge* channel was born.

"I didn't know the first thing about filming, editing or uploading to Youtube, or even what the rules were. What's more, I was very camera-shy, so that didn't help, either! Anyway, I was determined so did some initial research, made and uploaded my first video, and then more just followed.

"At first it was just friends and family watching, but then the videos started attracting a wider audience among people who were interested in farming in France. By November 2020 we were 'monetised', which meant that we'd reached 1,000 subscribers and 4,000 watch hours.

"That's when it started to become more serious, and I started improving my technical skills and invested in a new GoPro and a drone. They were both expensive and, as the financial return is very low, it'll probably take years for YouTube to be profitable for me.

"Some videos do very well, and some not so. Viewers love machinery and tractor content, and seem less interested in our livestock. I upload two videos a week charting what we do on the farm, working with our Ford tractors and explaining what it's like farming in France.

"In July 2021 we hit 10,000 subscribers and are currently at nearly 14,500. The videos generate a lot of comments, and I enjoy the interaction with viewers. We feel we get to know them even though we've never met. So far it's been a great experience, and we're looking forward to watching the channel grow."

MORE THAN JUST A RUN

The inaugural Five Churches Vintage Tractor Run will take place on September 17th, 2022, starting from Croydon, in Cambridgeshire (SG8 0DL).

Owners will have the opportunity to enjoy an interesting drive between five villages, as well as demonstrate their individual tractors to the public at stop-off points along the route. The role of these tractors in the history of farming will be covered, together with their importance to UK food production

Widening the scope and format of the traditional tractor run is set to make this event a great day out for owners, allowing them to engage better with the public and raise valuable funds for the five churches involved.

For entry details contact Ray Parcell on 07786 582210, or via email to: **rayparcell61@gmail.com**

CRAWLER HELP NEEDED

I'm trying to trace my late granddad's County P50 crawler (Serial No. 10664, Engine No. 1525466). Does anyone recognise it?

The crawler was sold in about 2006 from the village of Hurst, in Berkshire, but that's all I know. If anyone has any further information, I'd be delighted to hear from you on 07548 106703.

George Smith

Does anyone know the whereabouts of this County P50 crawler, last known of in Hurst, Berkshire, in 2006?

BACK TO ITS ROOTS

In April, Nathan Tompsett took his original-style Fordson E27N back to the farm on which it worked during its early life. Upon arrival at Toll Farm, Bodle Street Green, in E. Sussex, Nathan was greeted by the current farmer, Geoff Holt and his family, who all loved seeing the tractor back on the property after so long.

The E27N was registered new to Homestead Farm, High Hurstwood, in January 1948, and is thought to have been supplied by Sussex Tractors of Uckfield. There are two farms very close to each other in Bodle Street Green, both farmed by Keeleys or their descendants who are not related to each other!

The Keeleys at Pringle Farm also had a E27N petrol/paraffin, which was an ex-John Barnes & Sons, Bodle Street Green tractor. It was still lying in a hedgerow there – minus its magneto – in the early 1990s; where is it now?

However, Nathan's tractor was kept dry-stored by the Holts until Jeff decided to sell it to Jim Ackhurst, in Bexhill. Jim lightly serviced it and away it went! It returned to the village when Geoff Holt's daughter, Kathryn, got married in 2011; the tractor and a trailer being used on that happy occasion.

The E27N moved on to a number of other owners – including a dealer in Stonegate – before finally landing in Kent, near Paddock Wood, from where Nathan purchased it in 2021.

Carrying a Fisher Humphries vaporiser unit from its working times, Nathan had to sort out the fuel tank and lines. A new set of plugs was purchased and fitted, which evidently suited the engine well and made the 7mph tractor fit for the road once again. Thankfully, it proved completely reliable on its first road run to Bodle Street and back!

Back to Toll Farm, where this E27N worked on the Friesian dairy farm over many decades.

NEW VENUE FOR RURAL PAST TIMES

Jonathan Playfoot has been in touch about the revived Rural Past Times show, which is set to take place on August 13th-14th on a new site at Horns Cross, near Staplecross, in East Sussex.

The new venue for this well-established show has been organised thanks to John Lister and, this year, there will be more working machines than ever before. Visitors will get the chance to enjoy the sights and sounds of steam engines, vintage and classic tractors and heavy horses all being put through their paces.

All vintage vehicles are welcome at this charity fund-raising event, which always provides a great, family day out. You can get further information by calling 07866 644082, or visiting the website at: **ruralpasttimes.co.uk**

4000 RESTORED!

It was a pleasure to receive a call from Chris Wells of RLG Tyres in Rushlake Green, E Sussex, the other day, with the news that his 1973 Ford 4000 is finished and ready for the road!

The tractor came from Eddie Cat, of Moitess Farm in nearby Cowbeech, and had been standing in a field for sometime. It was sold with a fuel problem that caused it to run for five minutes, then cut out. After some negotiation on the price, Chris agreed a deal and the machine was taken to his workshop. The fuelling problem was solved thanks to Rob Leaves, who correctly diagnosed a blocked fuel tank filter valve. With this removed, the engine ran perfectly and, as part of the restoration, the tank was power-washed a number of times to remove all traces of the debris that had been causing the problem.

The tractor's mostly-original tinwork underwent a lot of renovation, and then was painted by RLG Tyres employee, Lewis Tripp. This was the first tractor he'd painted and he made an excellent job of it using synthetic paint that was supplied by Trade Paints Ltd, of Hailsham.

Chris would also like to thank Rob Curd of New Holland dealer, Haynes, for all his help – particularly with sourcing quality parts – and is looking forward to getting the tractor out on local roads soon.

Chris Wells and his wife, Caroline, are both delighted with how well the Ford 4000 has turned out. Complete with a Sussex plate, the 1973 machine is ready for a new chapter in its life.

2023 NATIONAL IN SCOTLAND

Easter Sunday 2023 sees the National Vintage Tractor Road Run head to Kirkland Airfield, near Stranraer, in Dumfriesshire. Glenluce Vintage Tractors will be the hosting club, with Stewart Brise at the head and the run is being sponsored by Valta. The site has been kindly provided by the Milroy family.

The event will be taking place just 11 miles from the Gairnryan ferry terminal and the major charity benefactors will be Cancer Research UK, Multiple Sclerosis and the Wigstown, Dumfries & Galway Blood Bikes.

You can get all the latest event details by searching for 'National Vintage Tractor Road Run' on Facebook.

SALE DATES FOR YOUR DIARY

JUNE

9

Collective Machinery Sale. Sedgemoor Auction Centre, North Petherton, Bridgwater, Somerset TA6 6DF. Greenslade Taylor Hunt, tel: 01278 410251.

10

Collective Machinery & Equipment Sale. Orbital Park, Ashford, Kent TN24 0HB. Hobbs Parker, tel: 01233 502222.

11

Collective Sale of Farm Machinery, Associated Tools & Equipment. Tyne Green, Hexham, Northumberland NE46 3SG. Hexham & Northern Marts, tel: 01434 605444.

13

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

14

Collective Sale of Tractors, Vehicles, Farm Machinery, Livestock & General Equipment. Woodovis Farm, Lamerton, Tavistock PL19 8QT. Stags, tel: 01769 572042.

15

For James Taylor, Barrear Farm Museum, Dispersal Sale of Tractors, Engines, Implements, Barn Machinery & Other Collectables. Newton Stewart, Dumfries. H J Pugh & Co, tel: 01531 631122.

15

Thainstone Online Collective Sale of Plant & Machinery, Tractors, Telehandlers, Excavators, Farm Implements, Light & Heavy Commercials, 4x4s, Trailers & Containers. Aberdeen & Northern Marts, www.anmarts.co.uk

18

Vintage & Collectibles Auction in conjunction with Midsummer Vintage Rally. Leicestershire. Howkins & Harrison, tel: 07921 511852.

18

Auction of Vintage Tractors, Implements & Spares. Powys. HJ Pugh & Co, tel: 01531 631122.

21

North Somerset Collective Machinery Sale. Nates Lane, Wrington, Bristol BS40 5RS. |Greenslade Taylor Hunt, tel: 01278 410278.

24

Online Timed Machinery Collective Auction. Edward Buckland, www.edwardbuckland.co.uk

24

Wessex Machinery Sale. Salisbury Road, Shaftesbury, Dorset SP7 8BT. Southern Counties Auctioneers, tel: 01722 321215.

JULY

6

Online Sale of Tractors, Machinery, Plant & Commercial Vehicles. Harrison & Hetherington, www.harrisonandandhetherington.co.uk

9

Summer West Meon Auction. Crossroads Sale Ground, West Meon Hut, Petersfield GU32 1JX. Wellers Auctions, tel: 01483 802280.

11

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

23

Cambridge Vintage Sale. Machinery Saleground CB26 2QT. Cheffins, tel: 01353 777767.

29

Online Timed Machinery Collective Auction. Edward Buckland, www.edwardbuckland.co.uk

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PRIDE OF PLACE

The Ford 3000 was a popular tractor, and part of the 1000 Series. Derek Pugh from Church Stretton in Shropshire owns a fine example, as Bob Weir reports

Derek and Janet are both big Ford and Fordson tractors fans, and the 3000 is certainly one of their favourites.

The Ford 3000 was a worthy successor to the Fordson Dexta.

Mention the old county of Salop and both farming and tractors immediately spring to mind. Shropshire has traditionally been associated with agriculture although, in recent years, the economy has become more service-orientated. Nevertheless, collecting tractors remains a popular pastime, and there are still plenty of old treasures tucked away in local barns.

Derek Pugh was born and raised in Shropshire, and comes from a farming background. “The family ran a mixed farm, and my father kept a herd of about 30 cows,” he recalls. “Things were a lot different back in the days when I was growing up. Although the farm was only 53 acres, this was enough to make a decent living. I continued dairying until 1987, when the family decided to sell up.”

A Major fan

Derek recalls that his father liked Fordson tractors, and was particularly keen on the E27N Major. “He had this TVO-powered E27N, because money was a bit tight after the war,” he explained. “I learned to drive on that tractor when I was still a boy. My father kept it for several years until he replaced the machine in 1963, with a Power Major. This was a big tractor in those days, and could certainly do the work.

> “He’s owned an early E1A for several years, but pride of place in his collection is occupied by the Ford 3000”

When I took over the farm, I bought a second-hand Nuffield 4/65, and that one’s now part of my collection, too.”

After Derek sold his holding, he continued to farm for some of his neighbours and, although he’s now in his early seventies, he continues to work on a part-time basis, driving for a local plant-hire contractor.

“I like to keep busy,” said Derek, who is a member of the Shrewsbury Farm Machinery Club. “When I’m not working, I look after my collection of tractors. I currently own seven machines, and one of these will go to each of my grandchildren.”

Derek owns several makes of tractor, including David Brown and International, but he has a particular soft spot for Ford and Fordson models. He’s owned an early E1A for several years, but pride of place in his collection is occupied by

The 3000 was originally introduced to buyers at the December 1964 Smithfield Show, and Derek's example has been restored to a high standard.

the Ford 3000 (Serial No: B980854) featured here.

"I believe the 3000 is a local machine, and I bought it three years ago from my step-brother, Arthur Boston, who lives near Shrewsbury," he explained. "The condition of the tractor was a bit rough, and I spent a lot of time restoring the machine."

Historical background

Ford introduced a new range of tractors in 1964, to replace the aging Fordson. The company used the designation '6X' for the new machines, but the tractors are better known these days as the 1000 Series, or 'Pre-Force' range.

> "Select-O-Speed tractors offered several advantages over multi-powered rivals, like the Massey Ferguson"

The latest tractors were the first to be built at Ford's new plant at Basildon, in Essex. The line-up included the 2000, 3000, 4000 and 5000 models, and the first three machines were powered by three-cylinder, direct injection Ford diesel engines. The 3000 filled a gap in the new unified range, giving a complete spread of horsepower.

The new range was a modern design featuring blue and white livery, and several useful items like a standard differential lock. Ford wisely chose to keep its previous branding policy, and tractors had both a name and number; in this case, the 'Ford 3000 Super Dexta'.

In common with some of its rivals, the 3000 had a dual-range, constant-mesh gearbox, featuring four forward and one reverse speed in each of the high and low ranges. The more upmarket machines – including the 3000 – also had the option of the Select-O-Speed, 10-speed Powershift transmission.

The Ford 3000 was typically paired with a two- or three-furrow plough, but could also handle larger versions, such as the five-furrow Ransomes TS 78.

Derek's suppliers
ACE Farm Supplies
Unit 85, Condover Industrial Estate,
Shrewsbury SY5 7NH
Tel: 01743 718955
enquiries@acefarmsupplies.co.uk

Agriline Products Ltd
Harris Business Park Hanbury Road,
Stoke Prior, Bromsgrove, Worcs. B60 4DJ
agrilineproducts.com

Sparex Limited UK
Exeter Airport, Devon EX5 2LJ
sparexshop.co.uk

TNT Tyres
Weeping Cross Lane,
Ludlow, Shrops. SY8 1JH
Tel: 01584 875 255
tnt-tyres.co.uk

The tractor needed a new bonnet, front grille, cowling and mudguards. The original wheel centres had to be replaced with new ones, too.

There's no power steering on this Ford 3000, which can make it a bit heavy to manoeuvre, but the tractor is easy to handle overall.

Technical specification (diesel)	
Production	1968-75 (Ford Force 6Y)
Cylinders	3
Bore	107mm (4.2in)
Stroke	107mm (4.2in)
Displacement	175cu in (2.9-litre)
Power	35kW (47hp)
Transmission	8 fwd, 2 rev, or 10 fwd, 2 rev (S-O-S)
Linkage	Category 1 & II
Weight	1,678kg (3,700lb)
Tyre sizes	Front: 5.50-16; Rear: 12.4-28

Competition at this end of the tractor market was fierce, and the standard 3000 was keenly priced at just under £900. The Select-O-Speed transmission cost another £180, but sales were brisk thanks, in no small measure, to the reputation of the outgoing Fordsons. The three-cylinder engine was a capable performer, although it couldn't match the pulling power of its long-stroke competitors. That said, the tractor could handle a five-furrow plough, particularly when fitted with additional front-end ballast.

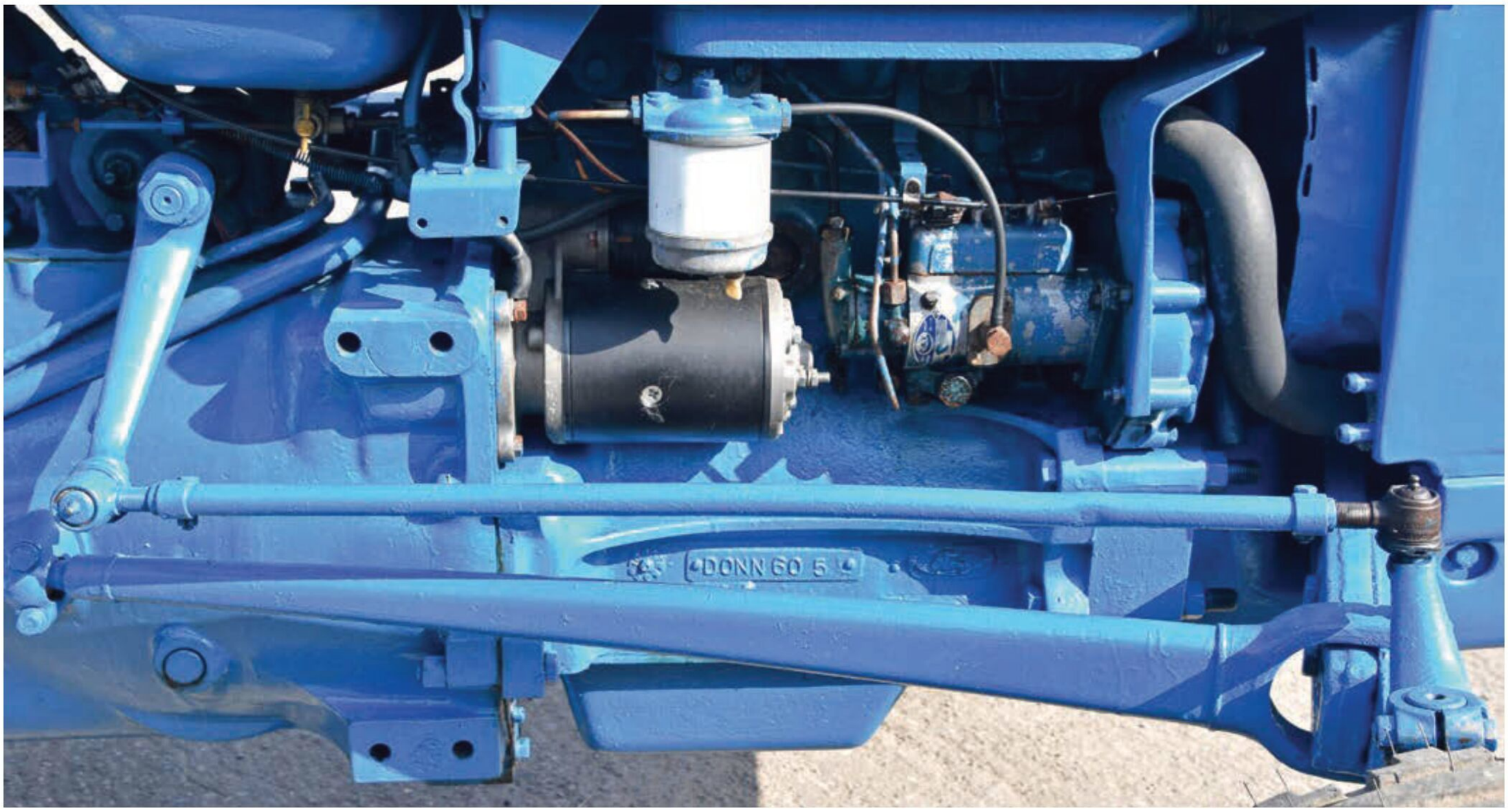
The 3000's specification was generous, and the tractor was equipped with fully independent hydraulics and dual category linkage. The advantage of these additions was that it allowed the use of larger implements. Popular options also included an automatic Powershift enabled the operator to select 10 forward and two reverse gears, by using a small lever instead of a clutch.

Also, the tractor could be switched from forward progress to reverse without stopping, and there was an independent, 540rpm PTO. The deluxe version was even more sophisticated, and featured a tri-speed PTO (ground/540/1000rpm). Motion was controlled by a hand selector located beneath the steering wheel, and a pedal was used to attach the tractor to implements.

Several advantages

Select-O-Speed tractors offered several advantages over multi-powered rivals, like the Massey Ferguson. These included engine braking in every gear, and a useful 'park' safety feature that locked the rear wheels. Unfortunately, the system did suffer from teething problems, and was eventually withdrawn.

The controls are straightforward, and easy to use.



The Ford, three-cylinder engine has plenty to offer, is a willing performer, straightforward to maintain and reliable.

pick-up hitch and power steering. Some specialist manufacturers also got in on the act and, during its 'Pre-Force' production run, Roadless introduced a 4WD version dubbed the Ploughmaster 46. This version used a similar Selene system as the Roadless Dexta.

> "Derek has spent most of his life sitting behind the wheel of a tractor, and is very impressed with the Ford 3000"

Specialist variants

The mid-1960s was a buoyant time for Ford tractors, and sales were certainly good. As a result, the company was keen to push home its advantage and introduced a number of specialist variants, including narrow models for vineyards and orchards.

In 1968, the 6X was replaced by the Force, or 6Y range, with updated styling and other improvements. Although the Super Dexta logo was dropped, the 3000 model remained part of the line-up, and stayed in production until 1975, when the model was replaced by the Ford 3600.

Coming from a farming background, Derek has some experience of working with tools, and did most of the refurbishment work on the 3000 himself.

"The tractor needed a new bonnet, front grille, cowling and mudguards," he told me. "The wheel centres also needed replacing. Everything needed cleaning-off and then a new coat of paint. I like to take my time when doing a refurbishment, and have plenty of space to keep my tractors stored out of the weather."

Derek used a local specialist for help with the paintwork, and he appears to have done a very good job. The wheels, in particular, look in excellent condition. He also acquired a number of spare parts from some well-known suppliers. "I bought the new wings from Agriline, and also used Sparex down in Exeter," he said. "I also bought a new set of tyres from TNT in Ludlow. My family also runs Ace Farm Supplies just up the road, in Condover, and like to help me out now and again."

Derek has spent most of his life sitting behind the wheel of a tractor, and is very impressed with the Ford 3000. "It's a nice tractor to drive," he said. "There's no power steering on my particular machine, which makes it a bit heavy, but the tractor is easy to handle overall. There's plenty of horsepower for its size and, if anything, you have to keep an eye on the speedometer! Unlike some machines, there are no problems when it comes to starting this tractor, and the engine delivers good fuel economy. The tractor is also straightforward to service and maintain. I certainly intend hanging on to the 3000, if only to keep my grandchildren happy!" ■

BASILDON FACTORY HISTORY

Ford's Basildon plant opened in May 1964, following the relocation of tractor production from the nearby factory at Dagenham. Ford's European tractor venture had originally started in 1917, when a factory was built at Cork, in southern Ireland. This proved to be unsatisfactory for several reasons, and production was moved to a new facility in Dagenham, Essex.

In the early years, tractors were marketed using the Fordson brand. As farms became increasingly mechanised demand for tractors grew to the point that Dagenham struggled to cope. During this period, Ford was also looking to increase its car production, and decided to build a new factory.

The company took advantage of a government incentive and moved along the road to the new town of Basildon. Built in 1947, following the New Towns Act, Ford secured a 40-hectare (100-acre) site. This met all the company's needs, and construction of the new factory started in 1962.

The Basildon plant was eventually transferred to New Holland when Ford sold its agricultural division to Fiat. The factory is now operated by CNH global, and is now the only facility building tractors in the UK. CNH's brands include New Holland, Case and Steyr.

THE GYPSUM RUN!

Chris Graham reports on a unique new charity tractor road run that, thanks to its initial success, looks set to become an early-season regular

The off-road section of the 'Gypsum Run' provided a unique opportunity to follow the ups and downs of the British Gypsum overland conveyor. Here's Jonathan Playfoot leading the way in his Daf-engined Muir-Hill, closely followed by his wife, Yvonne.

A good number of tractor road runs take advantage of the scenic and quiet, East Sussex countryside around the village of Brightling, but enthusiasts Jonathan Playfoot and Trevor Charman wanted to organise something a little bit different.

Originally, their run had been scheduled to take place in 2020, but the you-know-what put a stop to that. “The aim was to raise money for a good cause,” Jonathan explained, “specifically to provide some financial help for a friend who was suffering with cancer. So Trevor and I came up with a road run idea, with a twist.

“But the pandemic got in the way and the plans had to be shelved. Now, two years on, I’m happy to report that our friend has made an amazing recovery but, as we were still keen on the road run idea, we switched to raising funds for the charity, Cancer Research.”

However, the aspect that sets this run apart from others stems from the fact that Trevor Charman is an explosives expert employed by British Gypsum. The company operates a large, underground mine near Robertsbridge, East Sussex, and built a four-mile conveyor in 1986 that carries raw material between the sites at Mountfield and Brightling.
An unpaved service road follows the conveyor along its meandering path, and Jonathan and Trevor secured permission from the company for the tractors to use a section of that on the run, enabling participants to enjoy unique access to this picturesque route.

The event took place on March 27th, and began with the tractors and spectators gathering at the Mountfield Club, where breakfast refreshments were enjoyed by all. The 52-tractor convoy – led by Jonathan in his 180hp Daf engine-powered Muir-Hill 121, with daughter-in-law Mollie and grandson Willie sharing the cab – left Mountfield at about 11am, and followed the sign-posted road route section of the run that took in Brightling village, Batemans (home of Rudyard Kipling between 1902 and 1936) and then continued through Burwash, Stonegate and Etchingham villages.

The tractors continued via Robertsbridge, then joined the off-road section. Reaching the overland conveyor involved negotiating a sometimes steep

Jonathan Playfoot and Trevor Charman also help organise the popular Rural Pastimes Show – a working event – which, this year will be taking place on August 13-14th at a new venue (Monkings Farm, E Sussex TN31 6JG). You can find out more at: **ruralpasttimes.co.uk.**

Ollie Colyer arrives at the Gypsum Run start in Mountfield village, aboard his very smart, 1959 Fordson Power Major.

Three of a kind! Kevin Seymour’s 1947 Fordson Major waits with Mark Hardy’s 1962 Super Major and Kev Gray’s Roadless Major (nearest the camera), as their owners enjoy coffee and bacon rolls in the Mountfield Club.

Paul Last’s 1964 Fordson Super Dexta waits patiently for the off.

Freddie Simes entering Burwash at the controls of his 1988 Ford 7810.

Jeremy and Dan Saunter enjoying the off-road section on their Perkins V8- and six-cylinder-powered Fordson Majors.

Richard Saunter's County Super-6 makes light work of an off-road climb beside British Gypsum's covered conveyor.

Angus White acknowledges the camera as he approaches Burwash in Jonathan Playfoot's 1975 Ford 4000.

track through woods, then crossing an elderly and narrow bridge over a stream. There was a 4.8-ton weight limit on the bridge (together with a 2.4m width restriction) so, sadly, the modern tractors taking part were too big and heavy for this stage, and had to take the road route back to Mountfield and the BBQ that awaited all finishers at the club.

"The overland conveyor is a bit special," Jonathan added. "Lots of people have never seen it, so to be able to follow it so closely for a few miles was a real treat, and we're very grateful to British Gypsum for that opportunity. The whole route was 27 miles long and that seemed to be just about right for everyone. Having said that, I think we'll probably include a stop half-way around next year, just to give everyone a chance to re-group, stretch their legs and maybe have a coffee.

"I was really pleased with the turnout, especially given that it was Mother's Day. All the pre-event promotion was done via social media and word of mouth, and it was great that we managed to attract such a good spread of tractor makes and ages. As an added bonus, the run raised £550 (tractor drivers donated £5 to take part, and passengers gave £2 to ride in an assortment of trailers), which was more or less double what I'd been expecting." ■

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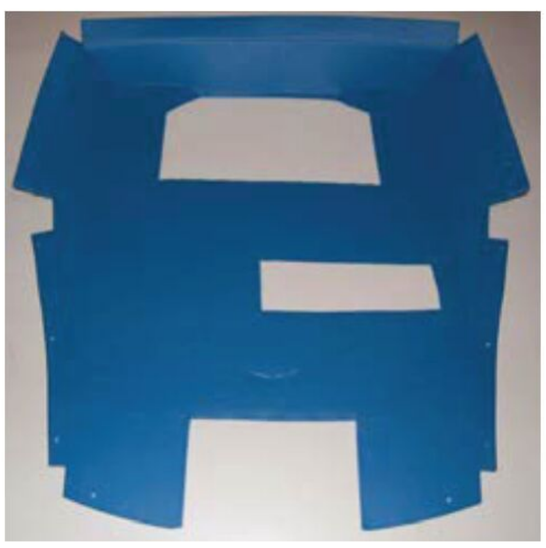

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Blue is the colour!

Declan Gardiner took his family from a small farm in Ireland to a much bigger one in France, and accumulated an impressive Ford and Fordson tractor collection along the way

In 2006, the Gardiner family sold its farm in Ireland to move to France. Declan, from Co. Galway, and Emily from Co. Offaly, had decided to sell their nine-acre farm and move to the Limousin region in south-central France, together with their three children Luke, William and Laura. Today, they farm 1,300 acres across three farms, producing Limousin and Charolais cattle as well as Alpine goats and some cereal crops.

They work with an all Ford, Fordson and New Holland fleet of tractors, and the fascination with the blue machines started for Declan when he was just 12 years old. He was always up helping at a garage called Hogan's, in his local village of Eyrecourt, which used to import Dextas and Ferguson 35s from England.

Holding the fort!

Then, when the garage owner found himself needing to spend a couple of weeks in hospital, he asked 16-year-old Declan if he'd like to keep things running while he was away? The young Declan – who'd always hated school – jumped at the opportunity and the rest, as they say, is history. He never went back to school and, in fact, did such a good job that he was taken on and served his apprenticeship at the garage.

During that period, the garage was importing Ford 2000s, 3000s and 4000s, as well as Massey Ferguson 135s and 165s. It wasn't a main dealership at that stage, but did used to sell the odd new Ford and Massey Ferguson tractor from time to time. There wasn't a lot of money to throw around, and Declan's first 'breakdown

vehicle' was actually a bicycle with a toolbox! In those days, the majority of his call-outs involved changing diesel filters. "At that time, farmers used to fill their diesel tanks from five-gallon drums, and plenty of dirt used to find its way in," Declan explained. "To be honest, three spanners would have done the job, but I always thought it looked better for me to be seen with the toolbox, heavy though it was to carry around!"

Some of Declan's fondest memories from those early years he spent at Hogan's garage, relate to the many local farmers who would regularly pop in for a chat. "Someone would be in almost every other day, usually on the pretext of needing a tyre inflated. But I think they used to let them down on purpose, just to have an excuse to come in and catch up with all the latest local news!"

Ford favourites

In those early, formative years, there were a number of specifics that steered Declan towards his love of Ford tractors, over and above the red machines from Massey Ferguson. The first of these was the fact that the Ford 4000 featured a hydraulic PTO and, secondly, he appreciated that model's extra performance; it was faster on the road.

In addition, another important aspect that helped set Declan against the Masseys was that he felt the power steering on them used to give a lot of trouble, compared to the trouble-free set-up on the Ford. "Having said all that," he added, "power steering on tractors was quite a rarity in Ireland back in those days."

Declan's eldest son, Luke, found and bought this Fordson Super Dexta. After quite a bit of renovation work, it's now regularly used with a Teagle concrete mixer.

> "To be honest, three spanners would have done the job, but I always thought it looked better for me to be seen with the toolbox, heavy though it was to carry around!"

Finally, he considered that the Fords were the best-looking tractors around, and had transmissions that were both better to use, and easier to live with, than those found on other tractors. Years later, along came the Ford 7600s and 6600s with their Q cabs, and these models really cemented his feelings about Ford tractors. Incidentally, Hogan's garage is now the main New Holland dealer in the area, and Declan keeps in touch with Hogan to this day.

Declan also used to cut turf as a source of extra income while he was working at Hogan's, and it was for that purpose that he bought his first tractor; it was a diesel-powered grey Ferguson, but he hated it! He kept it for a couple of years, then sold it to fund the purchase of a Ford 3000, even though that tractor required a complete rebuild. He spent a year working on the project, and kept the finished tractor for a long time after that.

Years later, after marrying Emily and wanting to build a house, the couple bought a nine-acre plot of land, which enabled them to start farming. To make it more practical, the Ford 3000 was fitted with a Quicke Plus loader, and he also bought a Zetor 6745, mainly because it was being sold at a good

Declan had always hankered after a Ford 8730 and, after a good deal of searching, he finally found this perfect, low-hours example for sale in the west of France.

Declan on his Fordson Super Major, which he discovered by chance, thanks to a tip-off from the farm's diesel supplier. It's mainly used in the summer, to support the fence-mending operations around the farm.

Declan's Ford 8210 had apparently never worked in a field before he bought it. Among other things, it's been resprayed as the original paint was faded.

Declan found this one-owner Ford 7000 in a shed while delivering bales. With only 2,300 hours on the clock, it was too tempting to resist!

price. Then, after renting some additional land, he bought a Welger RP12 baler that was to be pulled by the Zetor, although that tractor wasn't very successful.

Big tractor, little land!

Reliability issues meant that the Zetor didn't last long, and Declan replaced it with a Ford 4630. All the neighbours thought he was mad because the tractor was nearly worth more than the land he owned! Neither Declan nor Emily came from farming backgrounds, but Declan soon realised that he loved driving and working the Fords just as much as he enjoyed working on them in the garage.

"Really, the nine-acre plot launched me in farming, and the Ford tractors made me love the business," he says. "But, as my involvement grew, and after I'd put up some slatted sheds, I realised that I needed a tractor that would be big enough for agitating and spreading slurry. So I sold the Ford 3000 to help buy a New Holland 7740 SL."

The couple had owned the 3000 for a good while, so they were certainly sad to see it go. But it just had to be done. By this stage, the neighbours really thought Declan had lost the plot, with his two big tractors and still only nine acres of his own land. However, the couple were working hard to save enough money to buy more land – or a bigger farm – but the big problem was that land prices were extremely high.

The farm's Ford 8340 is used for direct-drilling corn, spraying and for running the combi baler/wrapper. It's fitted with extra wide wheels on the back, and is the 'go to' tractor for any job when it's important to avoid compacting the ground.

The Gardiners had taken regular holidays in France for many years, and Declan loved driving through the countryside and watching the farmers working the sunny fields. On one of those trips they happened to make an enquiry about land prices, and were shocked by what they discovered. It turned out that agricultural land in Ireland was selling for more than 10 times the price of what was available in France.

This was the time of the 'Celtic tiger'; a nickname given to Ireland during the boom years between 1995 and 2007. In those days, the average cost of a hectare of land in Ireland was €60,000, while a similar area in France could be bought for just €2,500. That triggered a classic, 'light-bulb' moment for Declan, and he and his family immediately started making plans for a move to rural France.

Making the move

By that stage, their assets in Ireland included a house, assorted farm sheds, 60 pedigree Limousin suckler cows and nine acres of land. Selling the whole lot enabled them to buy a 300-acre farm in central France, which included an International IH 523, a Case Steyr C70, a McCormick MX110 and a Manitou MLT630. Declan took his beloved 4630 and 7740 Fords over to France and, of the machinery that came with the new place, the Manitou is the only one that's still on the farm today.

Within the first two years, the McCormick was sold and replaced with a New Holland TM165, bought from Ireland. The Case Steyr was also sold, and its place taken by a New Holland TL90, complete with an MX loader. The last of the inherited trio – the IH 523 – was restored and then sold a couple of years later.

Both the TM165 and the TL90 remain on the farm today, with the former being used for ploughing, occasional baling and hedge-cutting (the cutter is a two-tonne unit with a seven-metre reach). The TL90 is the most used tractor on the farm, and spends most of its time distributing bales and rowing silage.

A year after selling the International, Declan bought a Ford 5000 and this arrived without an injector pump. However, he soon fixed it and now that tractor is used mainly for harrowing in the spring and log-splitting during the winter. The next arrival was a New Holland 8340 SLE, to help with the increased workload associated with an expansion of the land area being worked – 630 acres spread over two farms, by then. The 8340 is used for direct-drilling corn, spraying and for running the combi baler/wrapper. It's fitted with extra wide wheels on the back, and is the 'go to' tractor for any job when it's important to avoid compacting the ground.

The perfect find

Declan had always hankered after a Ford 8730 and, after a good deal of searching, he finally found a perfect, low-hours example for sale in the west of France. With this model being such a big, heavy tractor, it's the ideal machine for muck-spreading as, even when pulling the heavy muck spreader, it doesn't track the ground and never struggles with the load. While it spreads muck all winter, during the summer it runs a large, heavy-duty topper.

That same year, Declan's eldest son, Luke, found and bought a Fordson Super Dexta. The tractor was in need of work – brake overhaul, half-axle seal replacement, lift repairs, new wiring loom, steering adjustments – but

all that's been done now. Today the machine is used with a Teagle concrete mixer, and "She's a great tractor for tipping up concrete jobs around the farm," Declan explained. "She's now in good running order and never fails to start on the button."

The next addition to the Gardiner fleet came in the form of a New Holland 110LB digger, and this was quickly followed by another classic; a Fordson Super Major. This came to light after the farm's diesel supplier happened to mention that he knew of an interesting Fordson being sold locally. Declan went to investigate, discovered that it was mechanically very good and couldn't resist buying it. Today the Major is mainly used in the summer, to support the fence-mending operations around the farm.

As a sideline, the family often sells bales of hay and straw and, one year while out delivering a load, Declan came across a Ford 7000 tucked away in the corner of a shed, looking very neglected. He made some enquiries and, somewhat predictably, eventually bought it! The tractor was in decent running condition, had just 2,300 hours on the clock and was sold with its original manual; the previous owner had bought it new.

Since then the 7000 has been serviced, fitted with a pick-up hitch (quite rare in France) and also benefitted from some cosmetic spray work. Today it's used for spraying the cattle for lice in the winter, and works with an eight-metre Kuhn hay-turner during the summer.

Village use only!

Never one to rest on his laurels, Declan then found a Ford 8210 with Q cab that had been a 'commune tractor'. It was a very clean example showing little signs of wear; apparently it had only been used for work around a village, and had never actually worked in a field! The 8210 also got a thorough service soon after purchase, had a pick-up hitch fitted and then the cab and tinwork were resprayed – the sun in this area of France really seems to fade paint. These days the 8210 is used for trailer work in the winter and, during the summer months, it's occupied with mowing grass and drawing silage.

Towards the end of 2021, another tractor arrived on the farm; this time a New Holland TS115. This machine had previously worked at an airport, and is fitted with a front linkage that supported a snow plough blade. During the summer months it simply cut grass at the airport. "It was in such good condition that I just couldn't not buy it!," Declan admitted. "We'll put it to work drawing in silage and cutting grass."

The latest addition to the Gardiner collection is a Ford 5095; a straight-six-powered tractor that Declan found on the internet. It seems to be mechanically OK and just needs a little bit of wiring and steering work to bring it back into tip-top condition. This will probably be a project for next winter. As for the very first two tractors that were brought over from Ireland, the Ford 4630 is used for straw-bedding the sheds – with a Lucas straw blower on the back – and the 7740 is used for feeding cattle, with a twin-tub feeder (and during the silage harvest season). ■

This Ford 4630 replace the troublesome Zetor 6745, when the family was still living in Ireland. Now it's a willing worker on French soil.

> "The average cost of a hectare of land in Ireland was €60,000, while a similar area in France could be bought for just €2,500"

The Ford 8210 hard at work during a recent harvest.

EVENTS DIARY

Please check with the organiser that the event you're thinking of attending is going ahead before planning your day, or travelling to the venue. In some cases you may have to book your ticket online before travelling, to guarantee entry. While we do our best to ensure accuracy, neither Ford & Fordson Tractors magazine, nor Kelsey Publishing, takes any responsibility if the details provided here prove to be incorrect.

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1940s WEEKEND
East Lancashire Railway, Bolton Street station, Bury, Lancs BL9 0EYTel: 0161 764 7790
eastlancsrailway.org.uk

3-5
ST. ALBANS STEAM & COUNTRY SHOW
Oaklands College (Smallford Campus),
St. Albans, Herts AL4 0JA
Organised by: Hertfordshire Steam Engine Preservation Society
Tel: 07896 555097
hertssteam.co.uk

3-5
CLASSIC VEHICLE & STEAM ENGINE SHOW
Pikes Farm, Organford, Poole, Dorset BH16 6ES Tel: 07970 252545
organfordclassicevents.co.uk

3-5
TRACTORFEST
Newby Hall, Ripon, Yorkshire HG4 5AE Organised by: Yorkshire Vintage Association tractorfest.uk

3-5
VINTAGE NOSTALGIA FESTIVAL
Stockton Park, Stockton, Wilts BA12 0SQ Tel: 01985 850970
vintagenostalgiafestival.co.uk

4
KENILWORTH SHOW
Stoneleigh Road, Kenilworth, Warwickshire CV8 3AY
kenilworthshow.co.uk

4-5
TINKERS PARK STEAM RALLY
Tinkers Park, Hadlow Down, East Sussex TN22 4HS
tinkerspark.com/home/a-homepage-section

4-5
SOUTH MOLTON VINTAGE RALLY
Alswear Old Rd, South Molton, Devon EX36 4JU (on B3227)
Tel: 01271 378019
smoltonvintagerally.co.uk/

4-5
SHETLAND CLASSIC MOTOR SHOW
Clickimin Leisure Complex, Lochside, Lerwick, Shetland ZE1 0PJ Tel: 07876 164777
shetlandclassicmotorshow.co.uk

4-5
1940s WEEKEND
Bredgar & Wormshill Light Railway, The Warren, Swanton St, Bredgar, Sittingbourne, Kent ME9 8AT
Tel: 01622 884254 bwlr.co.uk

5
NORMOUS NEWARK AUTOJUMBLE
Newark Showground
Tel: 01507 529430
newarkautojumble.co.uk

5
PLATINUM JUBILEE FESTIVAL STEAM UP
Coldharbour Mill Working Wool Museum, Uffculme, Cullompton EX15 3EE Tel: 01884 840960
coldharbourmill.org.uk

5
ROLLESTON TRANSPORT FESTIVAL
Rolleston-on-Dove, Staffs
Tel: 01283 813372
rollestontransportfestival.co.uk

5
FARNHAM FESTIVAL OF TRANSPORT
Upper Hart Car Park, The Hart, Farnham, Surrey GU9 7HA
farnhamfestivaloftransport.co.uk

5-6
INNISHANNON STEAM & VINTAGE RALLY
Off N71, Innishannon, Co. Cork, Ireland Tel: 00 353 21 477 5808
isvrally.com

11
GOLDEN VALLEY VINTAGE & COUNTRY FAIR
Moorhampton Park, Abbey Dore, Hereford HR2 0AL
Tel: 07517 428380
vintageandcountryfair.co.uk

11-12
NEATH STEAM & VINTAGE SHOW
Llwyn Felish Farm, Crynant, Neath SA10 8SP
neathsteamandvintage.co.uk

11-12
RAINSCOMBE COUNTRY SHOW
Rainscombe Park, Oare, Nr. Marlborough, Wilts SN8 4HZ
Organised by: Wilts Vehicle & Machinery Club
wiltsvehicleandmachinery enthusiasts.com

11-12
FIR PARK WINGS AND WHEELS
Fir Park Farm, Market Rasen, Lincs LN8 3YL Tel: 07816 326368
firparktm.weebly.com

11-12
NORTH RODE VINTAGE RALLY
Station Road, North Road, Bosley Nr. Congleton, Cheshire CW12 2PH
Tel: Nigel 07759 603168
northroderally.co.uk

11-12
THORNEY OPEN FARM & VINTAGE WEEKEND
Park Farm, Sandpit Road, Thorney, Peterborough, Cambridgeshire PE6 0SY Organised by: Peterborough Farm Machinery

Preservation Society
Tel: 01733 270298
parkfarmthorney.co.uk

11-12
WEST BAY VINTAGE RALLY
Melplash Showground, West Bay Road, Bridport, Dorset DT6 4EG
Organised by: West Dorset Vintage Tractor & Stationary Engine Club
Tel: 07555 097978 wdvtsec.com

11-12
41ST SLAIDBURN STEAM & VINTAGE VEHICLE DISPLAY
Hark to Bounty Inn, Slaidburn, Lancashire BB7 4EP
Tel: 01200 446605

11-12
WILTSHIRE STEAM AND VINTAGE RALLY
Lydiard Park, Swindon, Wiltshire SN8 4HZ Tel: 01672 562783
wapg.co.uk Admission: None stated Opens: 10am-5pm

11-12
WHITWELL STEAM & COUNTRY FAIR
Mansell's End Farm, Bury Lane, Codicote, Nr. Hitchin, SG4 8XY
Tel: 07484 327312
whitwellsteam.co.uk

11-12
STOKE ROW STEAM RALLY
Hill Bottom, Whitchurch Hill, Reading, Berkshire RG8 7PU
stokerowsteamrally.com

11-12
ALDHAM OLD TIME RALLY
Marks Tey Racecourse, Easthorpe Rd, Colchester, Essex CO5 9EZ
Organised by: North East Essex Tractor & Engine Club
aldhamrally.co.uk

11-12
CORBRIDGE STEAM RALLY
Tynedale Rugby Ground, Corbridge, Northumberland NE45 5AY Organised by: South Tyne Traction Engine Society
Tel: 07817 368354
corbridgesteamrally-sttes.com

11-12
VINTAGE WEEKEND
National Brewery Centre, Horninglow St, Burton-upon-Trent, Staffs DE14 1NG Tel: 01283 532880
nationalbrewerycentre.co.uk

12
EUSTON PARK RURAL PASTIMES
Euston Park (A1088) Thetford, Norfolk IP24 2QW
eustonruralpastimes.org.uk

12
LUTON FESTIVAL OF TRANSPORT
Stockwood Park, Farley Hill, Luton, Beds LU1 4BH Tel: 07852 948868
cvpg.net/luton-festival-of-transport/

12
BROMLEY PAGEANT OF MOTORING
Norman Park, Hayes Lane, Bromley, Kent BR2 9EF
Organised by: Kelsey Publishing Group Tel: 01959 541444
bromleypageant.co.uk

12
KILDRUMMY VINTAGE RALLY
Deeside Activity Park, Dess-by-Aboyne, Aberdeenshire
kildrummyvintagerally.weebly.com/news.html

18
DERG VALLEY VINTAGE CLUB RALLY
Castlegore Rd, Castlederg, N Ireland BT81 7RU
facebook.com/dergvalleyvintage

18-19
1940s WEEKEND
Keith & Dufftown Railway, Dufftown, Banffshire AB55 4BA
Tel: 01340 821181
keith-dufftown-railway.co.uk

18-19
WESSEX MIDSUMMER VINTAGE SHOW
Semington (A361/A350), Nr Trowbridge, Wiltshire BA14 6JF
Organised by: Wessex Stationary Engine Club Tel: 07751 918283
wessex.org

18-19
CLWYD VETERAN & VINTAGE MACHINERY SOCIETY ANNUAL SHOW
Oswestry Showground, SY11 4TB (just off the A5) Sat Nav: SY11 4AB Tel: 01978 762889
cvvms.co.uk

18-19
BON ACCORD STEAM ENGINES CLUB 50TH ANNIVERSARY RALLY
Castle Fraser, Sauchen, Inverurie, Aberdeenshire AB51 7LD
bonaccordsteamclub.co.uk

18-19
YAXLEY VINTAGE FESTIVAL
Yaxley Scout & Guide HQ, Great Drove, Yaxley, PE7 3TW
Tel: 07712 593873
facebook.com yaxleyvintagefestival/

18-19
SCORTON STEAM WEEKEND
Woodacre Lodge Farm, Gubberford Lane, Scorton, Nr. Preston, Lancashire PR3 1BN
Tel: 07772 264363
scortonsteam.co.uk

18-19
25TH HOLBEACH TOWN & COUNTRY FAYRE
King's Field, Fen Road, Ravensgate, Holbeach, Lincolnshire PE12 8QG
Tel: 07850 283109
holbeachtownandcountryfayre.co.uk/

18-19
BOLNHURST VINTAGE & COUNTRY FAYRE
St. Neots Road, Bolnhurst, Bedfordshire MK44 2ER
Tel: 01234 376577
bolnhurstrally.org.uk

18-19
HIGH WEALD STEAM WORKING WEEKEND
Heaven Farm, Furners Green, Nr Danehill,
E Sussex TN22 3RG
highwealdsteam.co.uk

18-19
BOTTISHAM AT WAR!
Bottisham Airfield Museum, Wibraham Rd, Bottisham CB25 9BU Tel: 01223 813952/07791 971799
bottishamairfieldmuseum.org.uk

19
20TH CLASSICS IN THE PARK
Hutton-in-the-Forest, Nr. Penrith, Cumbria CA11 9TH
Organised by: Great British Motor Shows Ltd Tel: 01697 451 882
greatbritishmotorshows.com/events-2/

19
WELSH NATIONAL TRACTOR ROAD RUN
Dinarth Hall Camping & Caravanning Site, Rhos-on-Sea, N Wales LL28 4PX
Tel: 01492 580724

19
MARSWORTH STEAM & CLASSIC VEHICLE RALLY
Startop Farm, Marsworth, Bucks HP23 4LL
marsworthsteamrally.co.uk

21
SUFFOLK DAY
The Long Shop Museum, Leiston, Suffolk Tel: 01728 832189
longshopmuseum.co.uk

22-23
LINCOLNSHIRE SHOW
Lincolnshire Showground, Lincs LN2 2NA Tel: 01522 522900
lincolnshireshow.co.uk

24-26
BATTLE OF BRITAIN AIRSHOW
Headcorn Aerodrome, Headcorn, Ashford, Kent TN27 9HX
Tel: 07769 683345
headcornevents.co.uk/home

BLUE FORCE CELEBRATIONS!

Jonathan Whitlam reports from the Blue Force club's 11th anniversary event held recently at Harby, in Leicestershire

A Fordson Model F gets raised aloft complete with birthday banners, as part of the Blue Force club's 11th anniversary celebrations.

Postponed from last year due to lockdowns, the Blue Force club enjoyed its 11th birthday celebrations on April 10th, at Ben Craig's premises in Harby, Leicestershire.

The event attracted 73 exhibits one of which – a Fordson Model F – was hoisted, with suitable banners, off the ground and supported by a New Holland T6 and loader and a New Holland telehandler.

Fordson tractors were very well represented at the celebration, with both Model F and N examples together with Major E27N and several later E1A family machines in attendance, including Doe and Roadless conversions. Later Ford 1000, 600, 10 and TW Series tractors were also all present, as were several New Holland machines. In addition, there were conversions from County, Roadless and Muir-Hill on show, plus Ford D Series and Cargo trucks as well as a couple of American Ford pick-ups.

A very interesting display saw the story of tractor fuels come to life through Ford and New Holland tractors. A

A Ford 4610, with 8730 looming in the background, was found in one corner of the impressive, 73-exhibit display.

Fordson Model F built in Cork (actually number seven off the line) represented petrol power, while a green Fordson N showed the use of petrol/paraffin. A Super Major was included to mark the growing popularity of diesel as tractor fuel and, next in the sequence came a Ford 7000, with its turbocharged diesel engines. Bringing things more up to date, a New Holland TM190 and its electronic engine management system was included, plus a T6.175 with

New Holland Agriculture kindly brought its very patriotically-finished, methane-powered tractor to this Blue Force event, just ahead of the model's official commercial launch in the UK.

Ad-Blue and, finally, the New Holland methane-powered tractor that's brand new to the market.

With well over 300 visitors through the gate on a gloriously sunny spring day, the event was a huge success, and was certainly enjoyed by both members, family visitors and friends. The club would like to extend a big 'thank you' to all the exhibitors, and also to the Craig family for hosting the event and making it all possible.

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FORD 3000 REBUILD

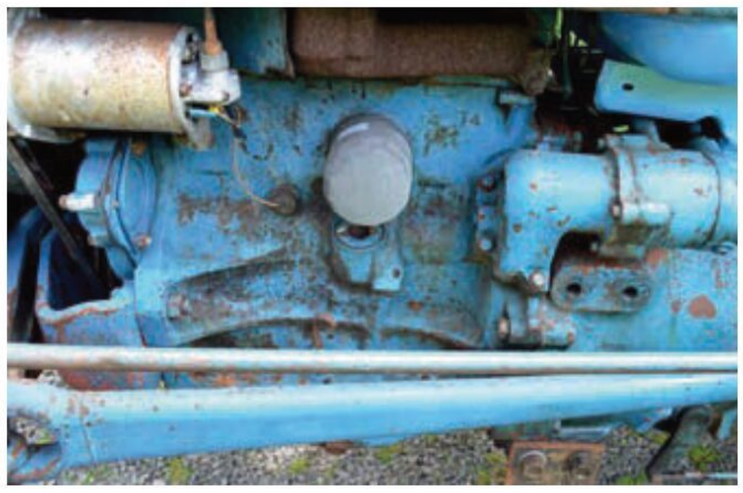
Part 1: Tractor restoration specialist Ben Phillips kicks off a new project with a condition assessment plus cleaning and painting

In recent years, the popularity of Ford's 1000 Series range of tractors has been on the increase. Introduced to rival the 100 Series machines from Massey Ferguson, the Basildon-built machines suffered with a few teething problems to begin with but, by the time the one featured here was built, most of the issues had been ironed out.

This Ford 3000, belonging to Tony Maikliem, arrived with me for a full,

Tony's Ford 3000 arrived looking like this; some bits were original and some bits were new.

This side view clearly highlights the colour difference between the new cowl and the rest of the tinwork. The grass tyres will be replaced with the standard pattern ones.



The engine runs well so no mechanical work is needed apart, that is, for the fitting of a new oil filter.

The front cowl had been replaced with a new one but the plastic grille was missing. There was a homemade bracket underneath that was fitted to help when securing it on a trailer.

The gearbox and back end castings still had the original paint on, but the footplates, clutch pedal and external services might have been later additions.

cosmetic restoration. Much of the machine is still original, but I could also tell that quite a few replacement parts have been fitted in the past. New reproduction parts are easily identified as they're often finished in different colours; in this case, mainly different shades of blue.

The first of these was the front cowl section, which was a noticeably darker shade than the rest of the tractor. I wasn't surprised to see this, though, given that the front of old tractors have so often either been bent or twisted, or simply gone rotten. By the time Tony's tractor was made, the use of plastics was becoming more and more commonplace in vehicle manufacture. The whole of the 3000's grille section was made of it. In this case the original wasn't fitted, but a new replacement was supplied loose.

Under the front cowl, Tony had installed a good, strong bracket with a hitch and pin, not only making it easier to pull or tow something about, but also providing a useful anchor point. Inside the front cowl, the oil bath air cleaner was original, but the pre-cleaner mushroom wasn't; it is painted black, which is a classic, tell-tale new part giveaway.

Viewing the tractor from the side, I couldn't help noticing that the rear tyres were smaller than standard. These had grass-pattern tread and didn't fill the mudguards, and will

The mudguards are another new addition, hence their lighter blue colour.

This tractor came with two levelling boxes and the proper drop arm was with it and will be refitted. Also, there's a reproduction toolbox on the left-hand mudguard

be replaced by proper agricultural, chevron tread-type ones as part of the renovation. These will look much better, filling the space under the mudguard much more effectively.

I also noticed that the mudguards had been replaced, and had been sprayed in a lighter shade of blue than Ford used at the factory. In fact, the correct colour for these should be Ford Grey, which is what I shall be applying when we get to that stage. Also, given the age of this tractor, the mudguards should be of the full-length safety-type, still leaving plenty of room on the footplates. Talking of which, these were found to be quite rusty and didn't have have a scrap of original paint left on them. In places there were dabs of red oxide, providing some protection.

The engine ran well when I tested it but, nevertheless, I'll take it through the usual process of oil and filter change – incidentally, the filter is on the left-hand side of the engine and is the spin-on type as opposed to an element in a

From this side the engine is very cluttered, which can make it harder to work on; the starter motor, fuel pump, filter and associated pipework all get in the way.

There's plenty of room for getting on and off the Ford 3000, and the footplates are quite wide, too.

These decals are original, and replaced the white-painted strip found on the earlier 3000 model.

Even the worst tractors look better when they've been sand-blasted; a good morning's work got the skid unit and other parts done.

housing. The dynamo is just above the filter, and this has the drive for the tractormeter in the dash. This drive system can be quite feeble, so this is

When sand-blasting, the sand gets everywhere and, while its certainly a very effective cleaning technique, many areas need protecting.

Immediately after sand-blasting, a good coat of red oxide was applied to protect the bare metal.

After the red oxide came the grey undercoat. I love this idea; the battery tray swings out to reveal the engine.

A lot of the tractor gets a coat of blue applied before the final coats. Note the extra step below the steering arms that will have an insert fitted after the restoration.

Here the whole lot has been painted in the final coat of blue, and the Ford grey wings are starting to be fitted.

usually the first thing that I check if the tractormeter isn't working.

I found the rest of this side of the engine relatively clear but, not so the other side, where the injector pump and starter motor are to be found. These two components are situated quite close together and, with the fuel filter stuck right up in front of them – plus the fuel supply pipes – gaining access is trickier than it should be. Also on this side of the engine you find the battery tray, which is of a neat, swing-out design that gives access to the top of the engine.

The bonnet looked to be just about the most original item on the whole tractor, still with the authentic 'Ford 3000' decal in place and in relatively good condition. A decal along this strip had replaced the painted section found on the older model, which certainly makes painting easier and cuts down on the amount of masking required. Beneath the decal I could clearly see where a dealer's badge had once been; it's always a shame when they are lost as I love to see where individual tractors have come from.

It was clear from my inspection that the original tinwork – the bonnet and fuel tank cover – would need very little work once it had been sand-blasted, which was good news. There were were no rusted holes to be dealt with and I couldn't even see any dents that would need to be tapped out and then skimmed with filler.

Having completed my initial inspection, the next job was to move the whole tractor under cover, in preparation for the sand-blasting stage. Stripping tractors down can be quite quick, or it can take ages. Stuck bolts can slow things down enormously and I usually find that the mudguard bolts are among the hardest to deal with, once they become seized in the axle castings but, as the wings weren't original, it probably hadn't been long since these bolts had last seen action! In this case, though, the strip-down went pretty smoothly.

Getting the tractor down to a bare skid unit meant I was nearly ready for it to be sand-blasted. However, before that could happen I had to protect certain areas with strong tape. It's very important to prevent sand from getting where it shouldn't. I then put the job in the capable hands of Darren, from PukkaBlast sandblasting and, after an hour or two of his expert treatment, the skid unit and associated parts were back to clean, bare metal. I could then remove the protective plastic tape and, in a few areas, apply masking tape in preparation for the next stage.

As with all the tractors I restore, red oxide is the first layer of paint protection that I apply, which adheres well to the slightly rough, sand-blasted surface. Then, once that's fully dry (generally 24-48 hours, depending on atmospheric conditions), it's time for the second layer, this time of grey undercoat. The fact that this is a lighter shade than the red oxide means that the final, blue topcoat will cover so much better. The blue paint is applied to all the awkward areas first, such as under the fuel tank, then I build it up as much as possible. Then I always get the tractor running before the final top coats are sprayed on. ■

FORD & FORDSON FUN

Here's a selection of the Fords and Fordsons that were on show for visitors to enjoy at this year's Stradsett Park Vintage Rally in Norfolk, on May 1st-2nd

One of the star attractions at this year's Stradsett Park Vintage Rally was a special display of 26, assorted Fordson E27N tractors. This is one of the later models on show; a 1951 machine belonging to J Lyons.

Here's C Downing displaying his steel-wheeled, 1921 Fordson F in the ring at Stradsett.

Ford tractor enthusiasts don't have to have large sheds or garages to store their machines. This pint-sized but still usefully practical Ford 1210 was made in Japan, in 1983. Its 16hp engine powers all four wheels and this one, owned by Conrad Hopkins, is regularly used at competitive ploughing matches.

P Kidd's smart-looking, 1944 Fordson N was paraded with an immaculate Wilmot plough attached.

The Fordson Super Dexta is becoming an increasingly desirable machine, and we're sure that D Kidd's very appealing, 1964 model drew many admiring glances.

Spotted among the ranks of parked Fordsons at the show, this 1958 Dexta had been fitted with a V6 engine. Unfortunately, we didn't hear it running!

You don't see too many Ford 2000s on the show circuit, so we were pleased to get the chance for some close-up time with P Timms' well cared for – and weighted – 1965 example.

Among the newest Ford tractors on the showground were N Ayres' 1985 8210 II and G Aspin's 1987 6610 II; both in very presentable condition.

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FORD & Fordson ASSOCIATION

The Association will be represented at the following events in the coming months:

16th April - East Dorset Trac Pack

Wimborne, Dorset

Our Easter Bunny Tractor Run including lunch stop at Witchampton

For more details contact: JOHN MAIDEN - 07836 525330

1st May - Witchampton Club Tractor Run

Wimborne, Dorset

For more details contact: JOHN MAIDEN - 07836 525330

1st - 2nd May - Stradsett Park Vintage Rally

Stradsett, near Downham Market, NorfolK PE33 9HA Show

For more details contact:JANE BROOMHALL

07884-115089/01379 677866

14th May - Ayr Agricultural show

Ayr Racecourse, Craigie Road, Ayr KA8 0JE

For more details contact: ROY COWGILL– 07971 104695

15th May - Borders Vintage Rally

Springwood Estate, Kelso TD5 8LS

For more details contact: ROY COWGILL– 07971 104695

21st - 22nd May - Tractor World

Three Counties Showground, Malvern WR13 6NW

MEMBER TRACTORS NEEDED FOR LARGE DISPLAY AREA

For more details contact: PHIL GIBSON – 07713 251155

3rd - 5th June – Tractor Fest

and celebration of the Queen's Platinum Jubilee

Newby Hall, Ripon HG4 5AJ

MEMBER TRACTORS NEEDED FOR LARGE DISPLAY AREA

For more details contact: PHIL GIBSON – 07713 251155

3rd June Verwood Carnival/Queen's Platinum Jubilee Procession

Verwood, Dorset

For more details contact: JOHN MAIDEN - 07836 525330

5th June - Glenluce Rally

Wigtonshire

For more detail contact: ROY COWGILL– 07971 104695

12th June - Fife Vintage Rally

Cupar,Fife

For more detail contact: ROY COWGILL– 07971 104695

For membership/merchandise enquiries please contact Keith and Jane Broomhall on 01379 677866.

www.fordandfordson.co.uk

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

Most members' vehicles were made as agricultural tractors but, whether taxed as either an historic vehicle or an agricultural machine, aren't genuinely used for agriculture as defined. They are therefore not entitled to use rebated fuel.

Red diesel: I've received more questions about this than any other subject in recent years; mostly from members just wanting to know if they're allowed to use rebated fuel or not? In the previous issue I said that a reply was awaited from the government about the use of rebated fuels for road runs, ploughing matches and the like. Below is the unabridged reply to that enquiry from **reddieselentitlement@hmrc.gov.uk**

Many thanks for your query about the use of rebated fuel in tractor runs.

Under the existing rules, agricultural vehicles, such as tractors, are entitled to run on rebated fuel when using public roads only for purposes relating to agriculture, horticulture and forestry, as well as cutting verges and hedges that border public roads, clearing snow and gritting. Agricultural tractors will remain entitled to run on rebated fuel on public roads after April 2022 for these specific purposes only, as well as for purposes relating to fish farming and for clearing or otherwise dealing with flooding.

The activities accepted as purposes relating to agriculture, horticulture and forestry are defined in HMRC Excise Notice 75. The government considers that running or participating in events which provide information and education that benefit agriculture are purposes relating to agriculture, and this includes taking part in charitable activities that promote these industries. Examples of such events are agricultural shows, ploughing matches and charity tractor runs. HMRC will be updating Excise Notice 75 accordingly. Rebated fuel can also be used to travel to and from where the vehicles or machines are to be used for these activities.

This is certainly good news and a valuable concession. However, HMRC Excise Notice 75 has not yet been updated and, as with all government regulations, the devil is always in the detail. In my view, this isn't a general relaxation of the rules, but a very specific one that applies solely to tractors genuinely used for agriculture, or another qualifying use. In other words – and this, again, is my interpretation, a farmer can drive the farm tractor to a 'charitable' road run and take part using rebated fuel, but that a member whose tractor (whether taxed as either an historic vehicle or an agricultural machine and not genuinely used for agriculture) cannot.

Most members' vehicles were made as agricultural tractors but, whether taxed as either an historic vehicle or an agricultural machine, aren't genuinely used for agriculture as defined, they are therefore not entitled to use rebated fuel. The guidance also states that even if the DVLA's taxation class is 'agricultural

machine', this in itself doesn't entitle the use of rebated fuel.

I do wonder why people get so obsessed by this issue. If it is your business and fuel tankers are a regular visitor to the yard, then the lower tax rate on rebated fuel is a very valuable concession. But, for the majority of owners of vintage and classic tractors now in preservation, the potential savings achieved by using rebated fuel typically add up to very little over a year. This is a hobby to be enjoyed, so is it really worth the risk of a court appearance, possible fine and seizure of your pride and joy?

DVLA – proof of identity: Guidance from government agencies is updated from time-to-time, and these updates aren't always well publicised. However, I have to put my hands up here and admit that I've been telling registration applicants to send more evidence of identity than is actually required.

In fact, when applying for an age-related registration mark, the only evidence of identity required is a photocopy of your photo card driving licence; you don't need to send proof of your address. I can only apologise for my mistake.

Application delays: It appears that the delays experienced when renewing driving licences or registering vehicles weren't primarily caused by staff – on full pay – being told to stay at home and not work, as politicians and the press have led us to believe. In reality it's the new computer system that's unable to handle attachments, thereby making working from home impossible. Surely, if true, this is a 'failure to manage', and both politicians and managers are guilty of conniving to lay the blame, for which they are responsible, at someone else's door?

Pat Pawsey, FFA chairman

DEVON DISPATCHES

I reckon the driver would have taken 'a lot of stick' after this mishap.

It's great to be able to report that, at long last, there seems to be a much greater air of confidence in our lives and, dare I say, some normality. I guess this is mainly due to the fact that the upcoming show season is largely based outside, and the sun is shining, which makes all the difference for a feel-good factor.

It's interesting to note that quite a high number of farm dispersal and collective sales remain as online auctions, which, I think, will continue. But I also think that this is a pity as a large part of country life will be lost. Yes, these rural auctions are where livestock or machinery is bought and sold but, equally importantly, they're where friends and neighbours get together to put the world to rights!

With regard to events and shows, it's certainly good to be able to pass on a long list of dates for your diaries, starting with a plug for my own village of Coldridge, here in Mid-Devon, which is holding its first combined fete, vintage rally, dog show and flower festival on June 25th, starting at 12 noon. This is normally a biennial event but is back with a vengeance after a four-year absence! You'd all be very welcome to come along with your families as there really will be something for everyone. The venue has been described as one of the most quintessentially English fete fields in the country, and I'm not the least bit biased, of course!

The Devon County Show is being held from June 30th to July 2nd (Thursday to Saturday), at the Westpoint arena. I understand there's already a useful list of entries, with the theme being Ford, Fordsons and their derivatives. I'm planning to be there, so hope to meet as many of you as possible. The Mid-Devon Show is being held on July 23rd, just outside Tiverton in the grounds of Knightshayes. This is a nice one-day event, and I plan to be at this one, too.

Moving into August, there's the North Devon Show on the 3rd, followed the very next day, by the Honiton Show. Then the following week it's the Okehampton Show on the 11th and the Chagford Show on the 18th (good to see it back!). I hope to be at both events.

In addition, Nick Gilbert has asked me to plug his local – the Christow on August 20th and, finally, I should mention the Honiton Hill Rally, which is a great, two-day event held over the weekend of August 28th-29th.

I thought I would conclude this time with an interesting Ford tractor photograph that was taken in 1989, from a rather unusual angle! I imagine that the driver had a rather difficult and awkward climb out of his cab! Thank goodness for safety cabs and, hopefully, the only damage done was to the driver's pride! Anyway, keep safe everyone, look after family and friends, KBO. Please keep in touch; as always, I can be reached at: **andrew@chilverton.co.uk**

Andrew Green, FFA rep, Devon

THE EASTER BUNNY RUN!

Will Martin's Perkins V8-powered Major; you either love or hate these!

The East Dorset Trac Pack's Easter Bunny Run took place on April 16th, the sun shone and the tractors turned out in good numbers. There were so many, in fact, that we nearly ran out of room at the start in the Barley Mow pub's car park.

The route took us through the crowds waiting in Wimborne Minster to see the Vintage Agricultural Convoy. This was followed by a leisurely trundle through the River Stour and Tarrant valleys.

Lunch was at a Pack favourite, the Witchampton Club, where more spectators came and viewed then, after the refreshments, the tractors headed into East Dorset, visiting many small villages including More Crichel, Horton and Holt before returning to the Barley Mow for some much-needed liquid refreshment!

John Maiden, FFA rep, Dorset.

Michael Gary Welch with his tidy, late Power Major on the Track Pack run.

A lovely photograph, but there really shouldn't be two on the lead tractor.

Just how I like them; a Super Major in its working clothes, helping change a Fergie's wheel.

ISLE OF WIGHT WORKING DAY

A good looking New Performance Super Major doing the business with a Ransomes plough.

A Super Major on heavy cultivation duties.

This event took place on April 16th at Chapel Furlong Farm, Hulverstone, on the Isle of Wight, by kind permission of Todd Carder.

Following more than two years without a working day here on the IoW, we were lucky to be offered a field at short notice to shine our ploughs and hone our ploughing skills! Fifteen or so tractors turned out in beautiful spring sunshine, on a site offering views of the English Channel and the Needles area of the island.

Needless to say, there were a few rusty ploughs that struggled to get going in the very dry soil but, eventually, success prevailed. Happily, we welcomed quite a few Ford and Fordson models to the event – a couple of Standards driven by Glen Draper and David Thompson, plus a newcomer to the fold, Lisa Hurrell with her Super Major. Two other Majors, a Dexta, two Pre-Force 4000s, Pre-Force and Force 5000s and a NH TS90 completed the 'blue' line-up.

Following donations made during the day, we were happy to be able to send £500 to the local, Earl Mountbatten Hospice.

David Leominus, FFA rep, Isle of Wight

Two Fordson Ns at the Isle of Wight working day; one pre-1943 model and a later one.

71st BRITISH NATIONAL PLOUGHING CHAMPIONSHIPS

OCTOBER 8th-9th, 2022

The Chatsworth Estate, Glapwell, Derbyshire S44 5QE

The Ford & Fordson Association

has once again been invited to participate in the Championships, and will have 10 plots available on October 9th October. Experienced ploughmen and women who are members of the Association are invited to apply now.

Please contact Jane Broomhall via
email: jane.broomhall@btinternet.com
or telephone 01379 677866/07884 115089
Closing date June 23rd

Witchampton Club Tractor Rally

Chris Barnes' lovely, early 'Green' Roadless Ploughmaster 6/4.

Mike and Michael in the saddles and ready for the off on a lovely day.

The Witchampton Club Tractor Rally, held at Wimborne in Dorset on April 30th, was accompanied by glorious spring sunshine which attracted an impressive 39 tractors, half of them towing trailers.

The route stuck mainly to the private and picturesque Crichel Estate, between the Allen and Tarrant valleys, and included plenty of woodland track sections along which the tractors were flanked by spectacular carpets of bluebells in full bloom; it made for quite a sight.

Ford 3000s belonging to John Maiden and Mike Boyt. It's always good to see families enjoying our hobby, especially children – they are the future!

The four-hour run included a 'welcome stop' at the half-way point, where a mobile bar had been set up by the club, offering light refreshments. Of course, there were many other, unofficial 'comfort' stops made in the woods, too! From the greens and blues of the woods, and the bright yellow of the oilseed rape in the fields, this was certainly a colourful run.

Once back at the Witchampton Club, everyone was greeted by a well-stocked bar, a barbeque and live music. All-in-all it was a great, long and memorable day spent in a beautiful part of Dorset, with tractors a' plenty!

John Maiden, FFA rep, Dorset

STRADSETT PARK VINTAGE RALLY

The FFA's stand at Stradsett.

The last time I attended this show must be at least 25 years ago and it wasn't a pleasant experience. I was with my local Norfolk tractor club and, while trying to start Max Knight's Field Marshall, got a huge and painful whack on my thigh from the starting handle – after that it was definitely cartridge time! Happily, though, this time was a much more pleasurable experience.

The show, which took place on May 1st-2nd, was well laid out and catered for all types of vintage/classic vehicle enthusiast. My particular interest, as an FFA member, was the tractor display, which included a celebration of the Fordson E27N Major's 70th anniversary (admittedly slightly late, due to Covid). There were 26 E27N Majors of all variants on display but, sadly, mine wasn't among them as my Ford Cargo needs some TLC and a new test. The prospect of driving the tractor 48 miles to the show didn't appeal, especially after the 34 miles to Marsham I covered last year – never again!

The FFA's stand presented a display of nine tractors, with the highlight being Mike (Dodge) Stevenson's County Hi-Drive, based on an E1A Major (Pat Pawsey decided it was 1952, so an early one). Dodge had only purchased it a week before, at the Cheffins April vintage sale.

Other members' tractors on the stand included Ken Bailey's 1969 2000, Michael Garnham's 1962 Super Major, Michael and Chris Platton's 1946 E27N and 1952 E1A, Stuart Eastmead's 1950 Fordson N and Mark Coupland's 2000 and 4000 tractors, both from 1974. A Sun Mechanical – with Ford 10 engine and transmission – was also on show but, unfortunately, we didn't have an exhibitor's name. Thank you to everyone for bringing their machines, and for continuing to support the club so enthusiastically.

As a classic car owner – a Reliant Scimitar GTE – I was very impressed with the show's vintage/classic car display. However, whatever your interest in the classic/vintage movement, there was something for everyone. Also, for the dog lovers, there were a great many attractions; the gun dog display attracted the largest ring crowd.

One of the two impressive rows of Fordson E27Ns; a varied and interesting selection.

A good looking, early 1945 tractor but, as with many Fordsons, this one has newer additions – very few haven't!

This leads me on to the ring parades. The commentators on the various displays are all very knowledgeable people. However, watching the ringside crowd gradually leave – due to many having little or no understanding of the technical commentary – was frustrating. Surely it would have been better to have a slow, continuous parade of the exhibits, a short description of each and fewer burnt-out clutches. Right, that's my moan done with!

Will we be back next year? Yes, I certainly will. We'll also be providing teas for FFA members, and my E27N will be there, too!

Keith Broomhall. FFA membership sec.

VISITING THE ROADLESS WORKS

A replica E27N, originally built for Tanganyika swamp work with two-wheeled drive.

This looks like the later RAF Roadless Fordson N half-track, fitted with a winch.

I went to the Roadless Factory on several occasions to get urgently-needed parts, as I had farmers and land drainage customers that were running Roadless tractors. The factory was in what was once the garden to 717 London Road, in Hounslow; it was in Bridge Street, just off Stains Road. The property that had once been the garden was completely walled, except for the entrance, and the factory was right at the back, adjoining the house area. The building was open-fronted, and extended the full width of the site, and I don't think it had much in the way of heating or other creature comforts in the working area.

Visitors would see large numbers of four-wheel-drive axles heaped around the place, painted in War Department olive green, plus piles of wheel rims, of various sizes. Occupying the area between the Bridge Road entrance and the factory, you'd see many piles of variously-sized tyres and wheel weights, and I also remember a large diesel oil tank.

A lovely Roadless Major belonging to Peter Matthewson, who is a long-time FFA supporter.

Interestingly, there didn't appear to be much security, other than the entrance gate itself.

I well remember that, in 1965-1966, we received an enquiry from London Co-Operative Farms Ltd, at Paslow Hall Farm, Blackmore, requesting a demonstration of a tractor with a plough. This was all arranged, and the demonstration took place at Berners Hall Farm, at Berners Roding. When the lorry arrived, the tractor had been painted entirely in red – including the wheels – and didn't have any markings at all. The engine was a Ford 2704 with a CAV rotary fuel injection pump that, from memory, was very responsive on the governor.

I've never seen that tractor from that day, since. The late Mr Van Dodge was the sales manager, and he came to support us. This tractor was to become the Roadless 115 and, when it went on the market, the salesman for London Co-Op Farm had to quote for two of them, and so Ernest Doe & Sons' Fyfield, Ongar, depot got an order for those two.

Jeffrey Giblin

A smart Roadless 120; a development of the prototype Jeffery Giblin remembers.

If anyone has a photo of the Roadless Works would they send a copy to Pat Pawsey please as I can find only one very poor quality one of the inside of the factory.

PRICE INCREASE – please note that our merchandise prices increased from 1st May to recognise increases being passed to us by suppliers.

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

COOMBES' SPRING CHARITY TRACTOR ROAD RUN

A mixed bag of Fords and Fordsons arriving at the Coombes' Spring Charity Tractor Road Run's coffee stop.

Nick Cox in his Ford 7700, with muddy wheels being the only sign of his unfortunate encounter with the drainage ditch!

With spring well and truly in the air, March 5th saw a dry and sunny day for the running of the reorganised, renamed Coombes' Spring Charity Tractor Road Run.

Starting from Chadwell Grange, Newport (by kind permission of Mr & Mrs Richard Maddocks), 81 tractors and six 4x4s descended on the potato farm for the event. Once again, this event was supporting the fundraising efforts of the Gnosall & Newport Lions Club, raising money for Prostate Cancer Testing & Awareness.

Roger Perry led the convoy away and the tractors soon tackled their first stretch of off-road route. Nick Cox dropped a front wheel of his Ford 7700 into an irrigation trench which, in turn, dragged the rear wheel in, too. Luckily, the landowner – Mr Bubb – was on hand to pull Nick's machine out of trouble, after which he continued on his way.

The mid-morning coffee stop beckoned as the procession paraded past the Harper Adams University campus, then on to the Newport Showground at Chetwynd Deer Park, where waiting Lions Club members were on hand to assist with parking.

After warm drinks were enjoyed by all, the group set off again, weaving along the picturesque, hedge-lined lanes of the area. They then turned for home, passing through the hamlet of Moreton towards Lynn, and along a section of road with what must be the worst adverse camber in the country!

At the finish the drivers enjoyed a well-earned lunch before the raffle was drawn The Coombes family wishes to thank all landowners, and participants for helping raise a magnificent £2,185 towards the Gnosall & Newport Lions Club's fundraising effort for Prostate Cancer Testing & Awareness.

HERITAGE TRANSPORT SHOW

This year's Heritage Transport Show, which took place on April 2nd at the Kent County Showground, Detling, was bigger than ever.

The entry was impressive, with most sections – including the better-located tractors – up on 2021. The very hard-working Rodney Gibson and his Ford & Fordson Association team did an excellent job with the FFA's stand and associated tractor display.

It was great to see the Stormont Engineering-made Fordson Standard N orchard tractor on display, which is really a Stanhay of Elwick Works, Ashford conversion. It was brought to the event by Simon Hiscock and Phil. Other tractors of note included a grey Ford 9N that was making its debut at the show, and a recently-bought 1943 Fordson N Utility owned Andy and Sarah Champion. This machine carries the correct engine, complete with the right Fordson E27N manifold. All-in-all, an excellent, start to the season.

Just some of the 1960-'90s line-up of Fords and Fordsons at the Heritage Transport Show; all credit to Rodney Gibson's hard work.

Andy and Sarah Champion at Detling, with their just-purchased Fordson Standard N Utility that runs so well.

NVTRR NATIONAL, 2022

It was a long day for Martyn Nicholls and his County 1174. He drove 80 miles to be on the run, then 80 miles home again. Now that's what you call enthusiasm! (Pic: Anne Bates)

Dorset's Tony Fowler enjoying this year's National Vintage Tractor Road Run in his cabbed 1953 Major. (Pic: Anne Bates)

Jac Vaughen – here with his wife and grandson – has completed many National Vintage Road Runs over the years with this very smart, 1965 Ford Pre-Force 3000. (Pic: Anne Bates)

After two years of waiting, the National Vintage Tractor Road Run (NVTRR) eventually took place on Easter Sunday (April 17th) at Llanilid Farm, Pencoed, near Bridgend. The blue entry was outnumbered by the red and grey liveried machines among the 420 tractors entered.

The event was raising money for the Welsh Air Ambulance and Marie Curie Cancer and, after the customary tractor blessing by the Reverend Glenda Oglesbee and a speech by the founder, Ashley Godsall (who drove a borrowed Fordson Dexta), it was time for the off. The tractors were led away by entrant number 500, who was three-and-a-half-year-old Gwilym, on his electric New Holland T7 tractor, under the watchful eyes of his mum and grandmother.

As Gwilym peeled off soon after the start, Huw Jones took over the lead on his Fordson E1A Major, ahead of Ashley Godsall and the club chairman and host, Wayne Griffiths. They and all the rest continued on a very enjoyable tour of the Vale of Glamorgan and the south Wales coast.

An honourable mention must go to participant Martyn Nicholls, who drove his County 1174 80 miles from New Radnor to take part in the run. The journey took him nearly three-and-a-half hours and, we gather, he was back at home eating supper by 8pm that evening!

The convoy headed away from the start, passing under the M4 motorway, on to the hamlet of Llangan and then towards Craig Penllyn. After this they moved on to Penllyn, where a steep hill and sharp junction caused them to back-up through the village, giving residents plenty of opportunity for a closer look at the variety of models taking part.

The group then moved on to the Penllyn estate, passing its Forage farm shop (by courtesy of the Homfray family) before joining the A48 for a short while. An off-road section followed with wonderful sea views, then lunch was taken at Sealands Farm, by kind permission of R&L Anthony, agricultural contractors. The vendor kindly opened his buildings to display his various tractors and machines. Mrs Prichard (wife of Tom Prichard whose plant hire, recycling and civil engineering company was the event's main sponsor), drew a £1,000 ticket.

Cornish driver, Martin Dymond was on the run with his 1956 Roadless Fordson E1A Major rowcrop, as were plant contractors and rally organisers, Ian and Pearl Davies with their bench-seated Fordson E1A Major fitted with a six-cylinder Ford 350 engine. Their

A 'rogue' entrant; this massive 1983 Ford FW-60 joined the run during the off-road section around Sealands Farm. (Pic: Anne Bates)

son-in-law, Emyr Chilcott, was also taking part on another bench-seated, six-cylinder Major with his wife, Nicola.

After lunch the convoy toured the farm tracks and blooming oilseed rape fields before meeting the tarred road again. They then headed for St Brides Major where appreciative crowds were out in force. The tractors next turned towards Southerndown, and all enjoyed great views across the Bristol Channel and Southerndown beach.

Heading for home, the procession entered the village of Ewenny, where a quick left/right turn was taken, en route to Cornhill. Participants were then presented with a view of the old Ford Motor Co plant at Bridgend, and on towards the hills of the Mynydd Y Gaer and the windmills of Mynydd Maerdy. All agreed what an enjoyable run it had been, and everyone is looking forward to next year's event that will take place at Kirkcolm, Wigtownshire, in Scotland.

SPRING PLOUGHING CHAMPIONSHIP

The overall winner at Henfield was Derek Turner, with his Fordson Diesel Major and TS59J.

Now in its 12th year, the much-loved Woodhouse Ploughing Match, held near Henfield, in West Sussex, is staged by Colin and Gilly Broucke.

The event took place on April 9th, with 30 entrants competing across trailed, vintage and classic plough classes in glorious weather. Three top, former champion ploughman from Essex – Paul Wyle, Colin Fenner and Angus Montgomery – were the expert judges, and the chief steward was Jim Braiden, ably supported by Bill Parsons and Sam Peacock.

The trailed class included the ever reliable Jonathan Tester, with his Fordson N Utility and Lister-Cockshutt plough, while Rob Lawrence and his Fordson N (Perkins conversion) were making their debut.

Talking of conversions, the meticulous Gary Rutter was present with his Kent-registered Fordson Standard N (OKE 155), with an early Perkins P6 fitted. On the back was a RSJ TS45 Midtrac plough, and the outfit was to take first prize in the trailed class. Peter Crockford was in fine form, and secured second place with his Standard N and RSJ RSLD 9 plough.

In the classic class, Derek Turner and his Fordson Diesel Major and TS59J plough took the overall award. Third place went to Bob Little with his Ford Pre-Force 4000 and RSJ FR plough. However, the tractor that the punters liked best in this class was James Hawkins' working-style, 1964 Roadless NP Super Major, fitted with an RSJ FD plough.

Overall, it was a very good day, with everyone appreciating and enjoying the friendly atmosphere.

Winner of the trailed class at the Woodhouse Ploughing Match was Gary Rutter with his very early, Perkins P6-engined Fordson Standard N.

James Hawkins' Roadless Super Major was the tractor that everyone wanted to take home!

CRANK HANDLE RUN

When the South Eastern Vintage Agricultural Club (SEVAC) formed in 1990, it staged a road run for a number of years based at Eridge railway station. In an effort to return to those roots, Fordson enthusiast Anthony Bradford (who wasn't even born in 1990!) devised the SEVAC Crank Handle Road Run.

The event, which started and finished at the Edenbridge & Oxted Showground, in Lingfield, Surrey, was aimed at slower, older tractors that require a starting handle to get going. While most of the entrants followed this guideline, a number of tractors did have starter motors, but the majority were pre-1963 models (apart from two).

Original style Fordson Standard Ns were very much part of the SEVAC Crank Handle Road Run. This 1938 model was certainly going well. (Pic: Caz Pike)

This industrial Fordson N, complete with timber winch, front bull bar and wings, was one of the participants on the new, 12-mile Crank Handle Road Run.

Plenty of Fordson Ns, E27Ns and a few E1A Majors took part in the 12-mile run, which included some off-road work both before and after the refreshment break. Back at the showground a barbecue was enjoyed by all and a special tree-planting event added some extra interest, with more than 100 – including a 12-foot oak – being planted.

Anthony and his team were pleased with how things went, and are hoping that this run will become an annual event.

DRIVE IT DAY SUCCESS!

This original, Roadless Super Major is an example of the biggest production tractor of this make.

The tiny, East Sussex village of Bodle Street Green saw 250 veteran, vintage and classic vehicles – including nearly 80 tractors – assemble on April 24th for Peter Love's FBHVC 'Drive It Day' Charity Gathering & Road Run event.

Experienced marshals, including well-known tractor gurus Bryn Kemp, Trevor Manual and John D, ensured everything ran as smoothly as possible, and the event secretary was Richard Wade – a keen Ford fan – while the raffle was under the control of Wendy D.

As well as the outdoor exhibits, the Bodle Street Green village hall hosted a model railway exhibition plus a fine horticultural display by Paul and Wendy Mackelow. Elsewhere, visitors also enjoyed the working stationary engines displayed by members of the Weald of Power Club, under Lynne and Alan Cullen as well as food and a licensed bar.

The event was well compered by David Vaughan, using a PA system kindly provided by Guy Osborne. At 11am some 52 of the 79 tractors set off on a 13-mile road run on a route that included the villages of Ashburnham and Penhurst, and was led by Colin Anton.

Those taking part included Tim and Vincent Keeley with their original Ford 8000, Rodney Broadley who travelled from Canterbury with his lovely, 1965 Pre-Force Ford 3000 and Peter Price from Worcestershire, with his Fordson NP Super Dexta. Others on the run were Mark Hardy aboard his E1A Super Major, Paul Last and his NP Super Dexta and Stephen Page-Mitchell with his Fordson Super Major.

Here's Paul Last and his 1963 Fordson New Performance Super Major powering through Bodle Street Green village.

There were various Fordsons among the static displays, including a genuine, RAF-type industrial. The raffle was drawn and, despite the event officially finishing at 3pm, people simply didn't want to leave; the final visitor didn't actually go until 6:45pm!

Thanks to the team under Wendy D, just over £1,600 was raised from the raffle for Prostate Cancer UK and Ukraine Refuges, which was a great result.

BIGGEST STRADSETT EVER!

Here's Michael Garnham with his 1962 Fordson Super Major on the FFA stand at Stradsett. The tractor was rebuilt for him by Robert Self in 2018.

Gordon Carson and his team of East Anglia NVTEC members, are to be congratulated for making the 44th Stradsett Park Vintage Rally (May 1st-2nd) such an impressive and successful event.

Taking place at Stradsett Park, near Downham Market, in Norfolk, this event really does offer something for all tastes, and the record-breaking crowd obviously approved. A special display celebrated the 75th anniversary of the Fordson E27N (a couple of years behind schedule, thanks to Covid cancellations)

Most of the nearly 40 E27Ns at the event paraded around the show ring, including petrol, paraffin and early/late Perkins P6 examples.

This 1949 Fordson E27N Land Utility, belonging to D Waters, really looked the part and was part of the model's 75th anniversary celebrations at the Stradsett Park Vintage Rally.

The Fordson N Utility was introduced in 1943 with the Perkins P4 fitted. This example belongs to A Websdale.

Many tractor club stands were present, including the FFA, which featured a County Fordson E1A Major Hi-Clear on its stand. This tractor had been purchased from Cheffins just a week before the show and, together with much else besides, made this one a show to remember.

SALES CORNER

Peter Love offers a snapshot of the Ford & Fordson movers and shakers changing hands at recent, record-breaking Cheffins collective sale

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

FORD CLASSICS DOMINATE

This is the highest-priced classic tractor to be sold in Europe this year; a 1982 County 1474 short-nose (No. 48211/910198) which made £200,000 plus buyer's commission.

Looking good after an extensive restoration over a number of years, this County 1164 sold for £40,000 + VAT.

This 1984 Ford 6610 2WD with just 197 hours on the clock reached £13,500, but that wasn't enough for it to sell.

This very well restored, 1968 Ford Pre-Force 3000 changed hands for £11,500, plus commission.

The first Cheffins vintage collective sale of 2022 grossed over £2m as record prices were paid for classics and a small number of vintage machines. Taking place on April 22nd-23rd at the company's saleground in Sutton, near Ely, the auction saw more than 2,800 lots go under the hammer, with buyers in attendance from across the UK and Europe.

The highest price paid (with commission) on the day was £214,400 for a 1982 County 1474 (No. 48211/910198,

This rare-to-see Ford New Holland TK95M crawler created great interest at the recent Cheffins collective, and sold for £14,500 + VAT.

This 1959 Fordson E1A Power Major six-cylinder conversion sold for £4,800.

This 1975 County 1164 open centre (No. 47925) sold for £13,600 + VAT.

This 1963 Fordson Super Dexta changed hands at £4,500.

Reg. BWF 699X) short-nose, which comprehensively smashed its pre-sale estimate of £120,000-£140,000!

Having been fully restored, the tractor had generated significant pre-sale interest, and now holds the record for the most expensive European classic tractor sold to date. Other significant prices achieved in the tractor section included the £42,880 + VAT paid for a stunning, 1974 County 1164, which had been a previous winner at the Newark Vintage Tractor Show.

Oliver Godfrey, head of the machinery department at Cheffins said: "We knew the April sale was going to be a record-breaker, given the strong catalogue of varied items being offered. However, to sell over £2m-worth is just bonkers! As a result, I'm happy to report that the market is alive and well. In fact, it's thriving, as collectors still have cash in the bank, which they want to invest in

something tangible. Something they can see and use and enjoy.

"Collectors are getting younger, so the focus in the market is really on tractors and machinery from the years between 1970 and 2000, as these keen individuals look to buy up a part of their youth. It's impossible to put a price on the value of nostalgia.

"Many buyers are also looking for tractors which they believe will become the next collector's piece, and an investment that will pay dividends. It appears that, at the moment, the market's bets are mainly focused on Ford variants, such as County and Roadless, which are seeing double-digit price growth year-on-year."

The next collective sale will take place on July 23rd, at Cheffins' machinery saleground in Sutton, Ely (CB6 2QT). For more information, you can visit the auctioneer's website at: **cheffins.co.uk**, or call for details on: 01353 777767.

Another overseas import was this Ford 2000 with Selene front axle conversion. It sold for another record price – £14,000 + VAT.

Some £35,000 + VAT was paid for this 1977 County 1454 (No. 37545); a huge price record.

Brought in from Italy, this 1960 Fordson Dexta sold at this Cheffins sale for £3,200 + VAT.

This 1962 Fordson Super Dexta did well to sell for £5,800.

The paint was going off slightly on this 1963 Ford 6000 Commander Select-O-Speed. Nevertheless it still made £5,200.

Some £15,000 was paid for this 1986 Ford 6610 II 2WD that was in lovely condition.

This 'bitsa' of a County 1164 went on to sell for £5,800.

This Spanish, 1993 Ford 8830 Dual Power sold this time for £25,000. Last time it went for £14,000

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

Price guide key

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

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
CHASESIDE							
Fordson N Hi-Lift Shovel	1934-45	£750	£900	£2,200	£2,400	£3,100	NA
Fordson N Super-Lift Crane	1934-45	£800	£850	£2,200	£2,400	£2,100	NA
Fordson N Industrial Shunter	1934-45	£1,200	£2,300	£4,200	£2,500	£3,600	NA
Fordson E27N Hi-Lift Excavator	1946-51	£1,100	£2,100	£2,900	£2,400	NA	£3,800
Fordson E27N P/P Ind Shunter	1946-51	£950	£1,300	£3,200	£2,900	£3,600	NA
Fordson E1A Industrial Shunter	1952-64	£980	£1,100	£2,900	£3,100	£4,300	NA
700-700A	1960-68	£1,100	£2,100	NA	£3,100	NA	NA
COUNTY							
CFT E27N p/p crawler	1948-51	£1,900	£3,600	£6,100	£4,200	£8,100	NA
CFT E27N Perkins P6 crawler	1948-51	£3,700	£6,200	£18,500	£11,200	£16,250	£17,200
Major Z crawler	1951-54	£1,950	£3,400	£6,800	£4,700	£5,900	NA
Major Z Mk II/III/IV crawler	1954-59	£1,900	£3,100	£4,800	£5,600	£5,300	£6,200
Major Ploughman crawler	1957-58	£1,950	£2,900	£4,200	£3,400	£5,100	NA
Major Ploughman P50 crawler	1958-61	£2,700	£2,900	£4,400	£3,400	£5,800	£8,500
Major Ploughman P55 crawler	1961-65	£2,900	£3,100	£10,800	£3,900	£5,900	NA
Major Ploughman 6-cyl crawler	1963-65	£2,200	£4,200	£5,400	£4,500	£5,420	NA
Four-Drive	1954-58	£7,700	£8,100	£15,750	£11,500	£12,900	£14,000
Hi-Drive	1958-62	£2,500	£3,600	£5,200	£7,700	£9,100	NA
County Dexta forestry 4 x4	1964	NA	£9,800	NA	NA	NA	NA
Super-4	1961-65	£4,600	£6,700	£12,600	£13,200	£16,500	£22,000
Super-4 Sea Horse replica orig scrap	1963	NA	NA	NA	£18,000	NA	NA
Super-6	1962-65	£4,800	£8,200	£15,300	£12,500	£18,000	£24,000
654	1964-68	£4,100	£8,230	£15,800	£11,900	£16,800	NA
FC654	1965-68	£6,900	£8,100	£14,700	£10,900	£15,600	NA
954	1965-67	£5,750	£8,900	£14,500	£11,600	£16,200	NA
1004	1966-75	£5,900	£7,500	£15,200	£12,100	£15,700	£26,300
854T	1967-68	£5,200	£9,300	£16,300	£12,900	£14,800	NA
FC1004	1967-77	£7,800	£10,600	£13,000	£12,500	£16,200	NA
1124	1967-72	£5,900	£10,200	£19,500	£14,900	£18,700	£21,800
1124 drainage machine	1967-72	NA	£9,300	NA	NA	NA	NA
754	1968-75	£6,600	£9,500	£14,2000	£11,950	£14,950	NA
FC754	1968-75	£6,200	£9,400	£14,200	£11,950	£14,800	NA
4000-Four	1968-75	£6,100	£8,400	£14,400	£9,800	£14,200	£16,200
IHC 614	1966-68	NA	£12,500	£16,200	£14,500	£18,000	NA
IHC 634	1969-72	£11,900	£15,500	£17,300	£21,000	£25,500	NA
1164	1971-77	£5,200	£11,400	£21,300	£16,600	£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 Galion Road Roller	1922-34	NA	NA	£5,200	NA	NA	NA
F Galion 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

FORD & Fordson TRACTORS CLASSIFIED COUPON FREE ADS!

UP TO 30 WORDS (trade excepted)

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

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

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

Complete the coupon below and post to:

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

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

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

CONDITIONS OF ACCEPTANCE

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

FORD & Fordson TRACTORS CLASSIFIED COUPON FREE ADS!

UP TO 30 WORDS (trade excepted)

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

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

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

Cost of Insertion: £.....

Description:.....

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THIS PART MUST BE COMPLETED

NAME:.....

ADDRESS:.....

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.....COUNTY:.....

POSTCODE:.....

TEL No:.....

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

For AD QUERIES call: 0906 802 0279

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

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

OR I wish to pay by MasterCard ☐ VISA ☐ AMERICAN EXPRESS ☐ Maestro ☐

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

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

Signature:.....

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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 6610

£7,950. Ford 6610. 4wd. 7.000 hrs. 2owners from new. Straight original condition. New battery. Column change. Please call 07715 612018, East of England.

113568

FORD 5030

£8,500. 2wd with loader includes bucket and muck fork in full working order all serviced ready to go located chester. Please call 07747 608341, South West.

113573

FORD 7810

1990, £22,500. Ford 7810 series 3 Partially restored to very high standard everything works as should. Excellent all round condition. Please call 07854893172, Yorkshire and the Humber.

113611

FORD 200

POA. Fully restored, in pristine condition. Please call 07929 969702, Wales.

112644

FORD 4610

1989, £10,999. 4wd tractor, gear sticks on the floor, power loader, 6000 hours, pick up hitch, road legal, 60 hp. Please call 01249 740377, South West. (T)

112657

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 4000

1970, £5,500. In sound condition, new tyres and battery. Road registered. Please call 01379 741378, East of England.

112741

FORD 8N

1948, £3,500. Petrol TVO. 1948. Import from Southern Ireland. Older restoration. New brakes, battery and front tyres. Please call 01630 672302, West Midlands.

114057

FORD 4600

£4,500. New power steering, new battery, complete with twin bale spikes and flat eight bale grab. Needs a tidy up. Please call 07779 281191, East Midlands.

114064

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

FORD 4000

POA. Ford 4000 with loader ex farm, for work. Please call 01747 828272, South West.

114072

FORD FORD 8210

1984, £6,500. 1983 bought has a retirement project times got the better of me. 2 spare rear tyre and manuals to go with it. Please call 07764432572, South West.

113154

FORD RARE FORD 3000

1965, £4,750. Very rare Ford 3000 tractor, diesel 18 speed. needs restoring, year circa 1965. For the for the last 21 years, it has been used for paddock maintenance of a small, probably about once a month. Start and runs well, needs some work but starts and runs well. Comes with a Zappator Flail mower, for pictures look on Gumtree. Please call 01702200222, East of England.

113314

FORDSON MAJOR

1957, £2,395. Fordson Major 1957. Good working order, with rear wheel weights. Please call 01622820768, South East.

113520

FORDSON NEW PERFORMANCE SUPER DEXTA

1964, £3,000. Good Tyres, hand painted. Year 1964, good working order,. Please call 01622820768, South East.

113522

FORDSON SUPER MAJOR

1961, £5,000. All working, swinging drawbar, V5. Please call 01228 675296, North West.

113727

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

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 MAJOR DIESEL

1954, POA. Early 1954. Unfinished project due to ill health lots of new parts/ new rear tyres fitted. Please call 01608684026, West Midlands.

113911

FORDSON MAJOR DIESEL

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

110193

SALE *Highlight*

GENUINE NUFFIELD M3 ROWCROP

This rare 1951 Nuffield M3 is badged as a row crop tractor and is not a conversion. Engine runs very well, starting on petrol and when hot turning onto paraffin perfectly, there are no water or oil leaks on this tractor.

The hydraulics all work and the tractor features the correct: belt pulley, lights, plough light, period horn, correct original period parts, including toolbox, top link side step and radiator shutter blind. The rear axle shafts have not been cut unlike so many which have been used to access through narrow gateways in past years.

Goodyear tyres to rear and original single rib tyre/wheel to front.Tractor includes front Nuffield weight but not fitted. This tractor is earlier restoration with great tin work paint that is still excellent condition as the rest of the tractor is.

This tractor would suit a serious Nuffield collector who understands the rarity of this genuine M3 badged tractor (not an M4 conversion),very few come on the market. Only for sale as I am now cutting down my collection. The tractor is fitted with a registration number, which I understand to be correct, but no V5c documentation.

The last Nuffield rowcrop tractor I saw for sale sold at £7,000 and I believe to be an M4 conversion (not an original example), price open to serious sensible offers only. Tel 01406330409 after 7pm.

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 posisble. 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

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

Ford 200

POA. Fully restored, in pristine condition. Please call 07929 969702, Wales.

112644

FORDSON MAJOR INDUSTRIAL

£2,250. Runs well, great for restoration. Formally RAF snow plough OIRO. Please call 07516 281534, Wales.

112716

FORDSON SUPER DEXTA

1963, £3,000. 1963 Fordson super dexta. 4 new tyers, excellent runner. Comes with v5-logbook. Please call 07977 653048, South East.

114055

FORDSON SUPER DEXTA

£3,500. Fordson Super Dexta for work or restoration. Please call 01747 828272, South West.

114078

FORDSON MAJOR

POA. Fordson Major genuine ex farm tractor. Please call 01747 828272, South West.

114084

FORDSON NEW MAJOR E1A

£4,500. Underslung exhaust. Starts and drives well, solid tinwork. PTO, hydraulics, belt pulley wheel, brakes, dials, lights all operational. Good tyre tread. Very reliable tractor. V5 and metal number plate. Please call 07702 333087, South West.

112924

FORDSON DEXTA SPECIAL

1960, £3,500. Unique 1960 VGC. Single clutch trailor. All works. New tyres, swinging drawbar. Has V5 and age related plate. Please call 07949 571202, South West.

112958

FORDSON POWER MAJOR

£1,500. Starts and runs, hydraulics work. It has new nose cone, radiator, Vacuum pipes, exhaust elbow. Please call 07729614845, West Midlands.

113001

FORDSON E1A

1958, £3,995. 1958 Fordson major V5. Present, starts and runs, all PTO and hydraulics working, Lamborn cab, new front tyres, all steering bushes and bearings. Please call 07890651387, Scotland.

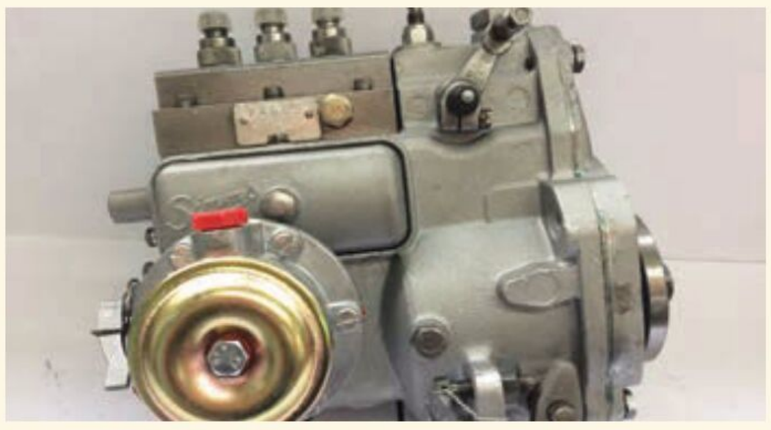
PARTS AND ACCESSORIES

FORD 7000 TYPE LIFT ARM LATCHES

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

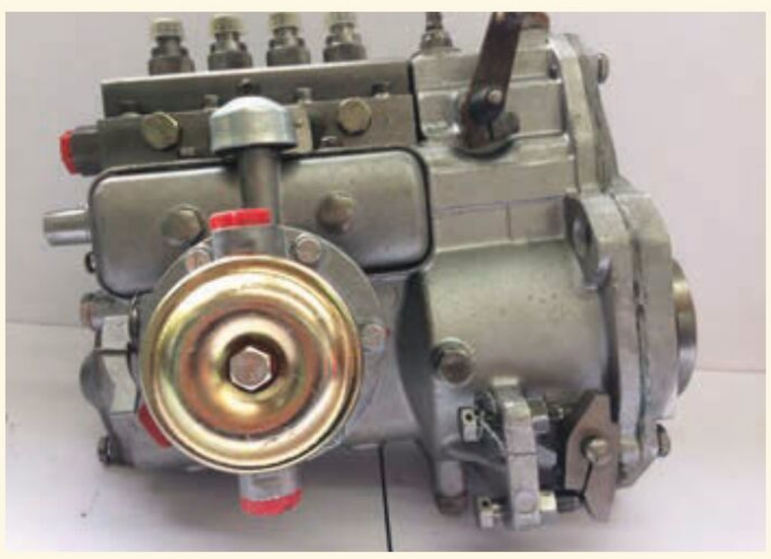
106920

FORD 300 INJECTION PUMP



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

FORD 5000 INJECTION PUMP



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FORD 6610 INJECTION PUMP

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FORD 6700 INJECTION PUMP

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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 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 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 MAJOR TIN WORK

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

106339

FORDSON FRONT AND REAR STEEL/LUGGED WHEELS

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

108081

FORDSON E27N CLUTCH RELEASE BEARING CARRIER

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

107560

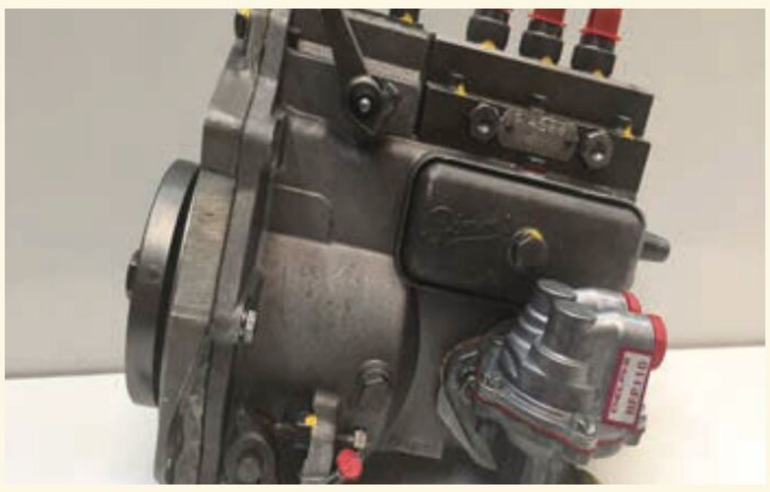
FORDSON SUPER DEXTA HYDRAULIC TOP COVER

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

FORDSON DEXTA INJECTORS PUMP

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

FORD DEXTA S INJECTION PUMP



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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 (T)

FORDSON MAJOR MUDGUARDS

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

106705

FORDSON SINGLE CLUTCH PP

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

104233

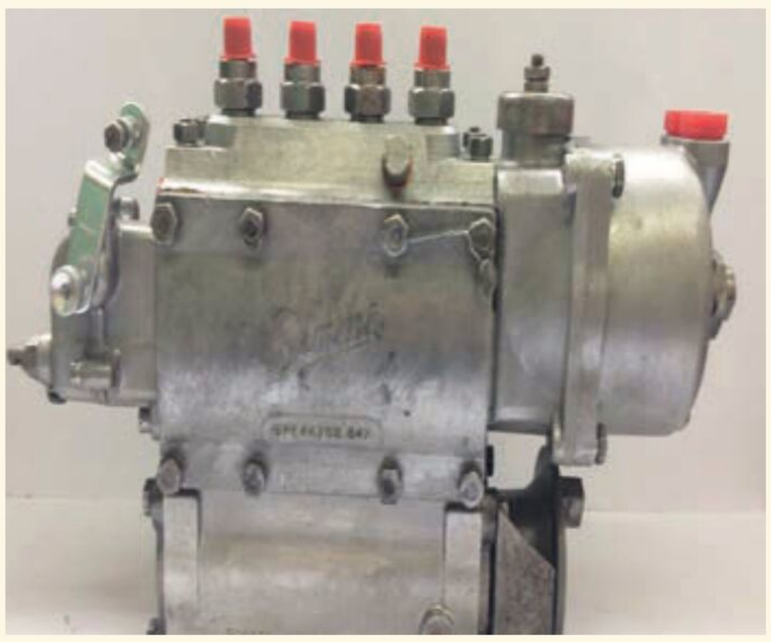
FORD WHEELS

FORD 4000/5000 OPERATORS MANUAL

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

106636

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 E27N CARBURETTOR

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

110435

WANTED

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 NOSE CONE BADGE

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

111671

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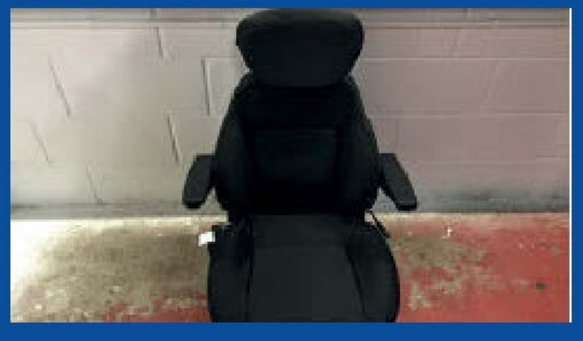

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