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FORD & Fordson TRACTORS

DECEMBER 2022/ JANUARY 2023

ISSUE 113



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Everything – including preserving old tractors – is easier and more productive with good teamwork.



Welcome!

The news that the organisers of the Great Dorset Steam Fair have taken the decision to cancel the 2023 show has come as a shock, especially given the apparent success of this year's event. Of course, while it's pointless to speculate about the reasons behind the surprise move without knowing the facts, it's certainly safe to say that the show will be missed by enthusiasts up and down the country. I only hope that things work themselves out and that the event does indeed return in 2024; as always, only time will tell.

On a more positive note, how refreshing it was to spend time with the enthusiasts responsible for the HDH Collection. While that name might not be instantly recognisable to some of you, what the group is doing could well strike a chord

with many. While pooling resources, experience, skills and time certainly isn't a new concept, I've not come across it being done so effectively in the tractor preservation world before.

The feature spotlighting the HDH Collection – which starts on page 22 of this issue – provides an introduction to the group's aims, objectives and

achievements, and it strikes me that the concept behind the project is one that others may wish to think seriously about. As we head into seemingly ever more uncertain times, the old adage about there being strength and safety in numbers becomes increasingly apt.

So, with that in mind, the idea of sharing costs and other overheads among a group of trusted and enthusiastic friends, rather than bearing them as individuals, could well become ever-more attractive. Support networks

are always important in any hobby, and it seems to me that the HDH Collection's arrangement offers a near perfect solution for those involved. I hope to make a return visit next year, to find out more.

Finally, I'd like to take this opportunity to wish you and your

loved ones a peaceful, happy, and restful Christmas and New Year, and here's to a prosperous and productive 2024.

Chris Graham, Editor

“The idea of sharing costs and other overheads among a group of trusted and enthusiastic friends, rather than bearing them as individuals, could well become ever-more attractive”

• Find the perfect gift for a tractor lover this Christmas by visiting: SHOP.KELSEY.CO.UK/CHRISTMAS-GIFT-IDEAS

Meet the contributors



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



Peter Love
A tractor enthusiast with boundless energy and limitless knowledge



Pat Pawsey
Long-serving chairman of the Ford & Fordson Association and tireless tractor enthusiast



Ben Phillips
Tractor repair and restoration specialist, writer and book author



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



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



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NEWARK SUCCESS!

The Newark Vintage Tractor & Heritage Show – the last major event of the year – was up to its usual excellent standard and a tremendous success for the Ford & Fordson Association.

This year the marquee was full of Ford and Fordson exhibits, be they tractors, lorries or their derivatives, so there was plenty to see, whatever your particular interest. Phil Gibson organised the club's impressive display of 71 vehicles, and committee members – together with a willing band of helpers – were kept busy all weekend serving refreshments and answering members' enquiries.

Merchandise sales set a club record for this event, and 67 memberships were taken, out of which 31 were new to the club. It was a truly memorable weekend and, as always, the real pleasure came from the opportunity to chat with so many like-minded enthusiasts, and catch-up with friends both old and new.

Richard Mason's 1977 Muir-Hill 171 provided a suitably impressive taster for the goodies to be found inside the marquee at Newark, where the Ford & Fordson Association enjoyed a record-breaking show.



ARTHUR BATTELLE

One of our 'Old Tractor Boys' has, after 97 years, moved on from this life, having always made the most of his part of the tractor world before budgets, risk assessments, health and safety, targets and reports to management.

On the whole he enjoyed what he did and where he did it, and that could have been virtually anywhere in the world. However, we're very fortunate because he recorded most of what he did in memoirs and workshop repair manuals.

His journey through life took him from the family farm in Derbyshire to the Ford Motor Company in Dagenham, then on to Roadless Traction in Hounslow and, finally, to a family business successfully marketing



Arthur Battelle will be very sadly missed.

4WD conversion kits for Ford and Massey Ferguson tractors.

In the end he quietly went to sleep while sitting in his chair watching television. But he leaves behind a hole in our family and we shall all miss his views, ideas and thoughts that he was always so ready to share.

Nick Battelle

JOHN CROWDER'S SUCCESSES



John's ploughing is wonderful to admire, that's for sure.

John Crowder won the European Vintage Ploughing Championships in Northern Ireland, using a borrowed Fordson Standard N petrol/paraffin (inappropriate conversions aren't allowed for the European), despite atrocious weather conditions at the end of the summer. He finished 120 points ahead of the opposition and used a Ransomes RSLD Major plough.

Also, at the British National Ploughing Championships (October 8th-9th) on the Chatsworth Estate, in NE Derbyshire, John took the coveted Vintage Champion title for the second time, using his diesel-powered Fordson N Special.

Back at the European match, John had decided beforehand that, if he won his class, he'd propose to his girlfriend, Laura Dickson. So, having also taken the overall title and immediately after the trophy presentation ceremony, he asked her the all-important question. Happily, Laura said 'Yes!', so we all wish the couple all the best for the future.

SHREWSBURY SPECTACULAR

The County of Salop Steam Engine Society's August Bank Holiday rally was back on track again, following a two-year, Covid-induced absence.

The show committee went into overdrive to ensure the rally returned to its former glory, with the event occupying a 45-acre parkland site that included six acres of trade stands.

More than 100 tractors were on show and there was also a busy working field in operation on both days. Elsewhere there was vintage tractor pulling, with the 'Challenger' sledge taking on all comers. More peacefully, a dozen working shirehorses also attracted a



Ian Wilde on his 1960 Fordson Dexta at the County of Salop Steam Engine Society's August Bank Holiday rally.

knowledgeable crowd.

Bob Weir

GDSF 2023 CANCELLED

Sadly, the Great Dorset Steam Fair organisers have announced that next year's event has been cancelled, so visitors and exhibitors will have to wait until the August Bank Holiday weekend in 2024 for their next visit to Tarrant Hinton.

Commenting on the decision, the organisers explained: 'This has been an extremely difficult decision for us



There's nothing like the Great Dorset Steam Fair, in terms of overall size and the variety of exhibits found there. Fingers crossed for its return in 2024.

to make. While the 2022 event was a fantastic and resounding success as a spectacle, it was also mired by significant and spiralling increases in contractor, infrastructure and organisational costs. These costs have risen disproportionately this year and, crucially, are very difficult to forecast for next year, given the current economic climate.

'While we appreciate that this will come as a surprise to many – given the success of the 2022 event – as the organisers of such a large-scale event, we are acutely aware of the financial unknowns moving into 2023, with further cost increases likely and our regular customers, exhibitors and traders also feeling the financial squeeze.

Given the ongoing economic situation, rising inflation and the cost of living crisis, the reality is that it would be financially challenging for us to run the event in 2023. To safeguard and preserve the future of the Great Dorset Steam Fair, we believe this to be the right decision, and one that will enable us to continue to run a high-quality event in 2024 and beyond.

'We'd like to thank you all for your continued support, and look forward to seeing you again on August 22nd-26th, 2024.'

TRACTOR SEARCH

FFA member Paul Nicholls is trying to track down a number of tractors that he used while working for a contractor in Shropshire, and wonders if readers can help?

The machines he's looking for are: Ford 4000 tractors with registrations PUJ 752M, GNT 242N, UAW 834J, TUX 552J, WUX 127K, BNT 963L, PUX 700H, RUX 747H, EUX 168C, EUX 207C, DNT 178L; Ford 4600s (with Q Cab) with registrations TNT 509S and HAW- - - V

All these machines were Shropshire-registered and, if you have any helpful information about their whereabouts, please give Paul a call on: 07789 904156.

SALES DIARY

December

1

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

2

Machinery Sale. Shrewsbury Auction Centre, Bowmen Way, Shropshire SY4 3DR. Halls, tel: 01743 462620.

2-3

Auction with telephone, online and commission bids only. Mathewsons, tel: 01751 474455, mathewsons.co.uk

3

Monthly Live & Online Machinery Sale. Holsworthy Livestock Market, Devon EX22 7FA. Kivells, tel: 01409 253275.

5

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

15

Online Timed Implement Sale. Lawrie & Symington, lawrieandsymington.com

JANUARY 2023

26

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

LYNDON PALLOT REMEMBERED

The Jersey Classic Vehicle Club held its 5th tractor run on September 11th, and dedicated the event to the late Lyndon Pallot of the Pallot Steam & Motor Museum, in Jersey, who sadly died on April 10th, aged 87.

A fine turnout of 46 classic tractors of varying makes, models and ages participated in this special event against a backdrop of glorious sunshine. A collection was made in aid of Jersey Hospice Care and, before the tractors set off, the drivers and Lyndon's widow, Dinah, gathered to exchange fond memories and stories. A minute's silence followed to remember both Lyndon and Her Majesty, Queen Elizabeth II.

The route was mostly along tranquil country lanes, with the highlight being a stop at a dairy farm



Lyndon Pallot ploughing with his Fordson water-washer.

in the grounds of the magnificent Trinity Manor, where the tractors lined-up for photographs before continuing on to the finish back at the museum.

With the run completed, 70 or so members enjoyed an excellent BBQ, followed by a sociable afternoon relaxing in the sunshine.

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JONATHAN WHITLAM

... wonders how best to judge the Fordson Model N; the most important tractor ever made, or an outdated and often troublesome dinosaur?

Ninety years ago, in 1933, the Ford Motor Company of Great Britain was ramping-up production of a new, restyled Fordson Model N in its huge factory at Dagenham, in Essex. The Model N had originally been introduced in 1929 and had been built in Cork in Ireland. However, by this time and with the tooling having been shipped over to Essex, a slightly changed version of the tractor was being produced, painted a striking dark-blue colour.

The move to Dagenham allowed for mass production in its truest form, with raw materials going in at one end of the giant facility, and finished tractors emerging at the other. The factory even had its own docks and mainline railway connections. The whole idea of moving tractor production here was to increase that production one hundred-fold – and that's exactly what Ford did.

The result was a tractor that would end up saving Britain, and that's no understatement! With the arrival of the Second World War in 1939, Ford already had a huge reserve of Fordson Model N tractors in stock, ready to go out to the farmers in Britain who desperately needed them to help increase the output of home-produced food. This was a growing necessity thanks to the German blockade of shipping bringing in much needed supplies to the country.

It would be the Fordson Model N – or Fordson Standard as it was probably more often called – that would enable British farmers to rise to the challenge of producing more food. In fact, this tractor really was the only viable alternative as production from other manufacturers in Britain had ceased completely, and the supply of American-built machines only trickled in for a time. Right up until 1945 and the cessation of hostilities, the main tractor to be found working on British farms was the Fordson Model N. It changed history and played a major role in saving Britain from starvation and the almost certain defeat that would have gone hand-in-hand with that.



The Fordson Model N; one of the most important tractors ever made, or a cantankerous and outdated machine from a bygone age?

Despite this, the tractor was a very outdated concept. It was really only a slightly tweaked version of the original American-built Fordson Model F that had first seen the light of day in 1917. It was crude, simple and sometimes rather cantankerous to use. For all its faults, though, the Model N was ideal for the role it fulfilled during the

The Fordson never offered the sophistication of contemporary machines from American manufacturers, such as the International Harvester Farmall range, or the likes of the Case Model C. But it certainly did what was needed, plus it was cheap and relatively easy to produce despite the wartime shortages.

The Fordson Model N had been designed at the end of the 1920s as a tractor that could be put into mass production in Europe. It was never supposed to be the most spectacular, feature-packed machine on the market. Instead, it was designed to work hard and keep on doing

so. In the end, that fact led to it becoming one of the most important tractors in history, at least as far as British farmers were concerned.

So what do you think? Was the Fordson Model N one of the most important tractors in history, or does another Ford tractor, such as the 9N, deserve that accolade? If you have any thoughts on this, please let us know.

“It was crude, simple and sometimes rather cantankerous to use. For all its faults, though, the Model N was ideal for the role it fulfilled during the 1930s and ‘40s”

1930s and ‘40s; the very simplicity that made it seem outdated, actually proved to be a huge benefit as it was often being used by farmers whose previous experience of ‘mechanisation’ was limited to working with horses. However, once they’d got the hang of looking after it, the trusty old Fordson gave pretty much trouble-free service, day in, day out.

CLASSIC DOUBLE-HEADER!

Bob Weir meets Paul and Wilma Dillow, and their treasured
Ford 7710 and 7810 veterans



Paul and Wilma Dillow are life-long Ford and Fordson fans.

Paul and Wilma live in rural Shropshire. Agriculture plays an important role in the economy, and the county has the sixth largest number of farm holdings out of 74 local authorities. Shropshire has more people working in agriculture than any other local authority, with the exception of Herefordshire and Cornwall. Most of the farmland is given over to grassland to raise stock, while a quarter is used to grow cereals.

Wilma is a private support worker by profession, and Paul works at a local factory. But they've both been 'blue oval' fans for many years, and are members of the Ford & Fordson Association.

Starting young

"I was born and raised in Shropshire,

and come from a farming background," Paul explained. "My grandad owned a smallholding and I learnt to drive tractors at an early age. I remember he had a Ford 2000 and loader that he used around the premises. He eventually upgraded the machine to a 3000, which was great fun to drive. I liked the outdoor life and, once I left school, started work at a local farm."

Paul recalls he worked on a number of mixed farms and also did a lot of contracting. He drove many types of tractors over the years, including several makes of Ford. "I started working with a 4000," he recalls. "We also had a 5000, but I was never a big fan of the Select-O-Speed transmission.

"The farm eventually acquired a 7600 with a 'Q' cab, followed by a 7700. The

boss then bought a brand new 7810 similar to our own tractor. I drove Ford tractors for many years, although I spent some time on a farm where they were using John Deere machinery. I also did a stint on a holding where the main tractor was a 7840. Then the farming stopped, and I went to work at a local food-processing factory."

Paul had always fancied owning his own tractor and when he reached his 50th birthday, he decided to take the bull by the horns. "I was invited along to a local tractor run, and had a great time," he explained. "On the next run it poured with rain, which convinced me that, if I was going to buy a tractor, it had to have a cab. I'd always fancied the 7700, so I started looking for one of those with a 'Q' cab."



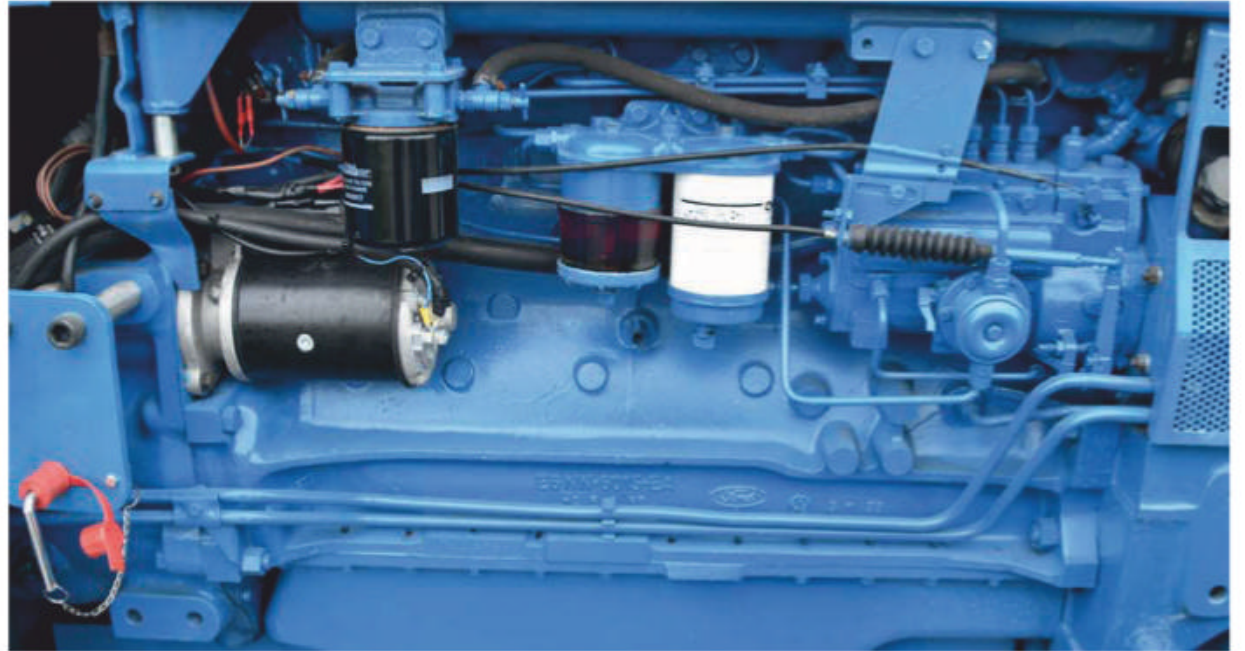
Ford Generation III models like the 7810 were popular with farmers, but their production run was relatively short-lived. Paul and Wilma's model is equipped with the optional 4WD. The front box still needs to be fitted, but at least Paul has got himself the right bracket.



The 7810's hydraulics are still in good working order, as one would expect for a tractor of this age.



The inside of the 7810's cab is clean and compact



The 7810's engine was normally-aspirated, although turbo kits were available.



Series 10 tractors, like Paul and Wilma's 7710, are still popular and sought after by collectors.

Wasted trip

In 2015 Paul saw an advert in a specialist magazine offering a Ford 7700 for sale. "The owner lived in

“My grandad owned a smallholding and I learnt to drive tractors at an early age. I remember he had a Ford 2000”

Yorkshire, which is a bit of a hike," he said. "But the advert said that the tractor was fitted with a deluxe Bostrom seat, so we decided to check it out."

Unfortunately, despite a four-hour drive, Paul and Wilma were in for a shock. "I opened the tractor's door and, lo and behold, there was no seat!" he said. "I buttonholed the owner, and he said he'd decided to take the seat out and use it in his own tractor. This, despite the fact he'd listed the seat in the advert! There were other things I didn't like about the machine so, unfortunately, we'd had a wasted trip."

Luckily, all was not lost, and Paul soon discovered another tractor for sale at a Shropshire dealer. "As soon as I got back from Yorkshire, I went straight on the internet and found this 7710 with a Super 'Q' cab," he recalls. "The tractor was for sale at Ford and New Holland dealers John Tomkinson, in Market Drayton, so we went along to have a



With the oldest Series 10 models now 40 years old, most examples will require some TLC!

look. The tractor's condition was fair, so we went back the following week and closed the deal."

The Ford 7710 was introduced in 1982, as part of the 10 Series updates replacing the Ford 7700. The model remained in production until 1990, and was available in two- or four-wheel-drive variants. It was powered by a 4.4-litre turbocharged diesel engine, and buyers could choose one of three transmission options, including Dual Power, which was designed as a two-speed powershift. This meant it could be shifted on-the-go, without using the clutch.

The tractor was equipped with power steering and differential mechanical wet-disc brakes. The model was also fitted with a conventional, floor-mounted gear selector that operated through a standard, H-pattern gate.

Tractors were specified with two-post ROPS (rollover protective structure) or a cab with optional air conditioning. Attachments included Ford 777B, 777D and 777F loaders.

A bit of history

"My 7710 was first registered in 1986, and was originally owned by a farmer at Buxton in the Peak District," Paul explained. "It was eventually auctioned off, and JR Tomkinson & Sons Ltd was the second owner."

Paul and Wilma both recall that although the tractor was in reasonable condition, it still required some work when

they got it. "The tractor certainly needed a makeover," Paul recalls, "Fortunately, it turned out that John Tomkinson had been brought up in the same village where I grew up, and he was happy to help in a private capacity. We came to an arrangement; if I stripped the tractor down, he would take care of the welding and painting. Then, once everything was finished, it was my responsibility to put the tractor back together again."

“Wilma prefers the 7810, even though it's fitted with 4WD. It's horses for courses, but so far there haven't been any arguments!”

This was the beginning of a three-year journey to restore the 7710 back to its former state. "Basically, John and I agreed to help each other out," said Paul. "Because Wilma and I were both working full-time, it was agreed that I would go to Market Drayton most Saturdays and Wilma would also come along if she was free. Some days we'd work on my tractor and, occasionally, I'd lend a hand on one of John's other projects."

Paul recalls that, although the job was time-consuming, he got a lot of

Paul and Wilma's parts supplier:

JR Tomkinson & Sons Ltd
Sandy Lane
Market Drayton TF9 2AE
Tel: 07860 230892
Email: johntonk@tiscali.co.uk
Web: jrtomkinsonandsons.co.uk

satisfaction restoring the 7710. "There was a bit of welding, and the door bottoms had to be cut off," he recalls. "John was able to get new parts through his business, although most of the tractor is original. While I was working on the Ford, I also learned some new skills. I've had to replace the main gasket and rocker cover since the restoration and managed to do that work myself."

Hairy moments!

Paul remembers that, although the work was fairly straightforward, there was the odd hairy moment. "We'd just finished putting the cab back together when I realised it was filling up with smoke," he said. "I'd been washing-off the engine and can only assume some water had shorted the electrics. Both brake cables had come off down to the back brakes, and were glowing red! One of the electric looms under the cab had also burned-out. Fortunately, there was a donor tractor parked at the side of the yard, and we were able to scavenge some parts. It was certainly a lucky escape!"

All's well that ends well, though, and the 7710 was able to make its debut at the 2018 Shrewsbury Show, and has been a reliable runner ever since. Then, with that project successfully finished, Paul turned his thoughts to acquiring another tractor. "Although I was quite happy owning just the 7710, the opportunity came along last August



The 7710 made the transition into Series 10 Force II, but was phased-out when the Generation III models appeared in 1988.



Thanks to its flat floor, the 7710 was equipped with floor-mounted gear levers, rather than the column-mounted system fitted to the smaller tractors.

to buy a Ford 7810, and we decided to go for it,” he explained. “This tractor also came from John Tomkinson, and was new in 1988.

According to Paul, the original owner lived in Stoke-on-Trent. “The tractor eventually ended up with dealers David Bland at Bowland Tractors, in Wrexham,” Paul said. “I believe David and John know each other quite well, and the tractor was passed on to Market Drayton.”

Although the 7810 hasn’t required a full restoration, Paul has removed and repainted the wheels. He’s also fitted a new set of tyres. “The two tractors are similar in many ways, although the 7810 has got the larger, six-cylinder engine,” Paul added. “The tractor is also fitted with the digital dash, although I prefer the 7710’s traditional analogue arrangement.”

No factory turbo

The 7810 was introduced in 1978, and manufactured at Ford’s factory in Basildon, Essex. Designed as a ‘row crop’, the tractor was updated three times in its brief career, but had a pedigree going back several years. Unlike the earlier model 7000, it was only available with a normally-aspirated engine, although turbocharger kits were widely available.

The 7810 was available with a 16-speed transmission, and the tractor could also be ordered with the option of front-wheel-drive assist. This offered a lot of the benefits of 4WD, but without all the extra cost, and was a useful alternative to a full 4x4 system.

Ford also produced a special edition of the model in 1989, to mark the 25th

Technical specifications		
Model:	Ford 7710	Ford 7810
Engine:	Ford turbocharged diesel	Ford diesel
Cylinders:	4	4
Bore x stroke:	4.40x4.40in (112x112mm)	4.40x4.40in (112x112mm)
Rated rpm:	2,100	2,100
Displacement	268 ci (4.4-litre)	401 ci (6.6-litre)
Horsepower:	97hp (72.3 kW)	90hp (67.1kW)
Transmission:	8 fwd/2 rev (dual-range); 16 fwd/4 rev (dual-power partial power shift); 16 fwd/8 rev (dual-power synchromesh partial power shift)	8 fwd/2 rev 16 fwd/8 rev (Dual Power)
Hydraulics:	Open centre	Open centre
Pump flow:	18.2gpm (68.9lpm)	-
Three-point hitch:	rear type 1, 2	-
Lift capacity:	4,473 lb (2,082 kg)	4,020 lbs. (1823 kg)
Tyres:	Front: 7.50 - 16 (2WD); 11-2-24 (4WD) Rear: 15.5-38	Front: 7.50x16 (2WD) 14.9x28 (4WD) 16.9x30 (2WD) 18.4 x 38 (4WD)
Weight:	6,587-10,800lb (2,987-4,898kg)	7,750lb (3,515kg)
Wheelbase:	101.6in (2,580mm) 2WD 97.6in (2,470 mm) 4WD	88in (2,220mm)
Cab	-	Super Q

anniversary of tractor production at Basildon. The tractors were given a coat of silver paint, and several items off the options list. But the celebratory paint job didn’t go down well with some farmers, who insisted that dealers repaint the tractors in traditional Ford blue. This



Ford’s 4.4-litre engine was used in the 6610, 6710, 7610 and 7710, with the two smaller models being naturally-aspirated. The 6710 and 7710 both had a longer wheelbase.

took place before delivery, or after a subsequent trade-in. The Silver Jubilee’s high specification also proved to be unsuitable for certain sectors of the farming industry, notably livestock.

Having acquired two tractors, it was time to divvy-up. Paul opted to stick with the 7710 and so Wilma now drives the 7810 when the couple go out on road runs. I was intrigued to find out how they both felt about driving each particular tractor.

“I’ve always liked the 7710,” Paul said. “Wilma prefers the 7810, even though it’s fitted with 4WD. It’s horses for courses, but so far there haven’t been any arguments!” And then it was time to ask the \$64,000 question; is the collection complete, or are there more Blue Oval nuggets gathering just over the horizon?

“I’d really like a TW-15,” Paul laughed. “But, with the price of diesel still on the up, and having to rent storage space, we’ll have to see. I’ve loved working and owning Ford tractors over the years, and they’ve definitely given me a lot of pleasure and satisfaction.” ■

THE MUIR-HILL STORY

Part 2: Jonathan Whitlam introduces the first Muir-Hill tractor that built on the concepts of the Northrop 5004 to start bringing real success

The idea of a large, four-wheel-drive tractor using a centre-drive propshaft with a high ground clearance was originated by Chaseside engineer David Brown, who wished to produce a machine that could be used for agricultural tasks while also, at the same time, be strong enough for forestry and sugar cane work. The result was the Northrop 5004, which was based on the Ford 5000 tractor and produced by Chaseside using the Northrop name, as we saw in Part 1 of this series.

However, Mr Brown left the firm not long after prototype testing of the new machine began in 1965, and went to join Muir-Hill. This firm, based in Gloucestershire, specialised in the manufacture of industrial and construction machinery, and had majored on dump trucks and loading shovels. It also had a long history of using Ford tractors as skid units for its machines. At that stage, though, the company hadn't had much contact with agricultural machinery, with

the exception of the Fordson Model N-based Powrcart dumper.

Nevertheless, Muir-Hill management obviously saw the appeal of a six-cylinder tractor that had all the benefits of the four-cylinder Northrop, but with more power output. It also recognised that such a machine could be used effectively for industrial tasks as well as in agriculture. So the green light was given for design work to begin and, in 1966, the Muir-Hill 101 was launched.



The Muir-Hill 101 was a very distinctive tractor with its bright yellow paint, square, no-nonsense bonnet lines and generous ground clearance. It was based on the Ford 5000 but fitted with a Ford 2703E 5.9-litre industrial engine producing 108hp. Performance was very impressive with near perfect weight distribution resulting in plenty of traction.



The rear end of the 101 came mostly from the 5000, although it was beefed-up somewhat to cope with larger and heavier implements, and the extra power from the bigger engine.

Muir-Hill 101

Four-wheel-drive tractors were gradually becoming more common on British farms during the mid-1960s, helped by the efforts of conversion specialists such as Roadless Traction and County Commercial Cars, which had both long used Ford tractors as the basis for their four-wheel-drive machines. County was the real specialist when it came to large, six-cylinder, equal-size-wheel conversions of the Ford 5000 tractor at that time, and it was models such as the Super-Six 954 that the Muir-Hill 101 would be going up against.

This was a tractor that used the Ford 5000 tinwork, albeit modified to house a 95hp Ford 2703E six-cylinder engine, and the same equal-size wheel design of earlier County machines. It also utilised twin-propshaft drive to the front axle, and featured the same ‘low build’ that gave the County tractors a very low centre of gravity, making them very stable on even steep gradients.

Roadless at this point, although offering a six-cylinder machine based on the 5000, concentrated on smaller-sized front wheels with a single propshaft drive, which kept its tractors looking very similar to the original Ford 5000 on which they were based.

When Muir-Hill launched the 101 in November 1966, however, this new machine looked very different to the other four-wheel-drive tractors. Despite still being based on the Ford 5000, the 101 had almost completely new tinwork instead of the Ford-derived bonnet, and was painted a bright yellow in keeping with the rest of the Muir-Hill line of industrial equipment. In addition

to the striking colour, the Muir-Hill 101 also stood very tall, with much greater ground clearance under its belly; the centre line propshaft being positioned safely out of harm’s way, well within the chassis itself. The front axle was a clever design that allowed for a pretty tight turning circle for a tractor of such size, and much tighter than the County machines – the difference being so apparent it seemed the County needed half a field to turn around in comparison to the 101!

Under the skin the new 101 was very similar to the Northrop, except for the six-cylinder engine which Northrop then also adopted the following year. For the 101, Muir-Hill chose the six-cylinder Ford 2704E engine, which was



This view highlights the 101’s short wheelbase. A narrow step between the wheels helps the operator with access to and from the driving platform. The model featured a standard Ford eight-speed gearbox, with the control levers placed conventionally below the steering wheel. A drop box took the drive from the transmission then routed it equally to the front and rear axles.

MUIR-HILL 101 BASIC SPECS	
Engine:	Ford 2703E (From 1971 Ford 2715E) 5.9-litre diesel
Power:	108hp (120hp from 1971)
Cylinders:	6
Transmission:	8x2 (from 1967 reduction box version with 16 speeds)
Weight:	4,371kg

more powerful than the unit used in the County 954, producng 108hp. The Ford Motor Company did very good business at this time, not only selling its tractor skid units to converters and machine manufacturers, but also with its extensive range of industrial engines that were used in an untold number of machines and applications.

The Ford content on the 101 also included the standard 5000 dashboard and steering wheel, while the 5000 gearbox was also utilised, with the eight speeds giving a good range for most tasks. A transfer box behind the main ‘box split the drive between the rear and front axles equally, providing a very positive and reliable method of transmitting the engine’s power to the ground.

Other components, such as the rear hydraulics, were also taken from the Ford 5000, as was the power take-off set-up.

The 101 on the farm

From the beginning, the 101 was also sold as an industrial power unit, designed to be used with a variety of heavy equipment such as large trailed dumpers and scraper boxes as well as winches, dozer blades and other equipment. However,



The over-engineered and very reliable front axle was designed and built by Muir-Hill, and was derived from that used on a new range of loading shovels introduced in 1965. This 101 was photographed in Norfolk during the 1970s, fitted with a Fritzmeier weather cab complete with opening front section. This European-built cab was often specified for the 101 before the advent of a safety cab in 1970. (Pic: Paul Reeve)

the tractor also soon began selling in large numbers for use on British farms, with larger concerns finding the model ideal for heavy cultivation. Contractors, too, quickly came to appreciate how good the 101 was with constant, heavy workloads.

With plenty of weight over the front axle to maximise traction – especially when using mounted rear implements – the 101 also had the power to perform well when pulling very large ploughs and wide cultivators effortlessly in varying ground conditions. When the weather worsened, often it was only the Muir-Hill tractors that could carry on working, with two-wheel-drive machines soon losing traction.

Headland turns were easy thanks to the 101's turning circle of only just over 16ft. This also made the Muir-Hill ideal for use on equipment such as sugar beet and potato harvesters in a wet season. In addition, the tractor's high ground clearance was also a real plus point when being used to open-up rows of potatoes.

Another task that the 101 was often called upon to do was the pulling of large and heavy trailed pea viners, such as those produced by Mather & Platt and FMC. These trailed machines had their own engines to drive their workings, but required a tractor to pull them across the fields as they collected

the vines from the swaths left by pea cutters. While normal, two-wheel-drive tractors from the era – such as the Ford 5000 and Massey Ferguson 185 – could cope well enough with this sort of job when the ground was dry, it was a different story in the wet. Under those conditions it was the 101 that really came into its own.

What's more, as the tractor pulling the viner had to straddle the swath of

cut peas, the Muir-Hill's extra ground clearance was also of great benefit. While Roadless and County tractors were also often employed pulling pea viners, and also coped just as well, the Muir-Hill 101 was often considered superior by viner drivers thanks to its lofty driving position and that excellent turning ability.

A second, lower-speed version of the Muir-Hill 101 was introduced during 1967. This was equipped with a reduction gearbox giving a total of 16 gear ratios and a minimum running speed of 0.075mph. This made the tractor ideal for a whole host of industrial tasks, as well as for use on drainage work with trench-digging machines that needed to be operated very slowly.

An after-market turbocharger was also offered by Colchester Tractors that, when fitted, boosted the power of the Ford engine to around 120hp. However, this doesn't appear to have been a popular conversion, as few were done. Also, such work may have created a problem if the engine required subsequent attention under warranty; in those days, Ford was very wary if turbos were found to have been fitted to its engines.

Moving to Force

During 1968, Ford updated its tractor range with the introduction of the Force range, with improvements being made across the model range, including to the 5000. However, as most of the changes were to the four-cylinder engine, this didn't affect production of the 101, which continued much as before, although the company ownership did change during that year.



Some of the safety cabs were painted white, although most were yellow. This 101 demonstrates the excellent turning circle of its breed, as it manoeuvres on the headland while ploughing. Power-assisted steering was standard and definitely a necessity!



Ploughing and other primary cultivation tasks were the sort of work at which the 101 excelled. A three-furrow reversible plough was well within the tractor's capability (many operators worked with larger implements) and, as seen here, cultivating could be tackled at quite a high speed thanks to the good spread of gear ratios within the Ford transmission.



The 101 received an upgrade in 1971, which included the introduction of the more powerful, 120hp, Ford 2715E six-cylinder engine. Despite this, the model's '101' number was retained as a new series of Muir-Hill tractors was waiting in the wings, to be launched in 1972.

Since 1959, Muir-Hill had been owned by Winget but, in 1968, the Winget concern and its Muir-Hill subsidiary was bought by Babcock & Wilcox Limited. This led to a few changes in paperwork terms, resulting in the creation of the renamed Muir-Hill Limited, and the tidying-up of the Muir-Hill range; loading shovels, dumpers, a new crane and, of course, the 101 tractor became the sole products of the newly-revised business. It was the industrial machinery that remained at the forefront for the new

owners, but the company's presence in the agricultural tractor market was about to increase as the tractor range was expanded.

In 1969, two new Muir-Hill tractors were unveiled, and these took the firm in a slightly different direction. They used Perkins diesel engines and the largest of the pair also happened to be the largest and most powerful tractor so far built in Britain. We shall meet these two new machines next time.

As for the 101, well it carried on as before, and remained the bestselling of the yellow tractors. It was upgraded in 1971, with the fitment of the Ford six-cylinder 2715E engine, boosting power output to 120hp. Despite this, the '101' model name remained, although significant changes were just over the horizon. A new Series II range of Muir-Hill tractors arrived in 1972, and the 101 was replaced by the new 121.

Leading the legacy

Muir-Hill produced the 101 from 1966 to 1972 and, during those six years, the model established the company as a serious producer of agricultural tractors. Even though it used much the same components as rivals such as County,

the 101 was different enough to appeal to many farmers and contractors who required a powerful tractor with superb traction and pulling ability, but also needed manoeuvrability and a decent turning circle.

Although based on the same original idea, the Muir-Hill 101 also triumphed where the Northrop 5004 had failed, probably mostly due to its more powerful six-cylinder engine. Northrop tried for too long to retain the original Ford 5000 four-cylinder engine and, when it finally produced the six-cylinder Northrop 5006, it was a case of too little, too late. The fact that it was rated at less than 100hp, compared with the 101's 108, can't have helped although, as things turned out, only one 5006 was ever sold before production ceased. Therefore, nobody can ever say for sure whether or not the Northrop 5006 would have been capable of challenging the 101.

Thanks to its success, though, the 101 saw Muir-Hill move smoothly into producing a range of tractor models for both agriculture and industrial uses and, in the next article in this series, I shall be examining the first of these interesting machines; the 110 and the 161. ■



Farming at La Forge

Declan Gardiner moved his family from Galway to a farm in Central France in 2006. Since then, his farming endeavours have grown, as has his fleet of working Ford and Fordson tractors. This is his diary



The Ford 7000 is a very useful tractor around the farm and to have got it in return for a load of hay is brilliant! I take the cab off for the summer months.

We've been busy over the past few weeks with harvesting the maize silage and sowing our winter cereals. The hay-turner has been on the Ford 7000 all summer; it pulls an eight-rotor trailed Kuhn turner.

We cut over 300 acres of hay for ourselves and for sale, and the Ford 7000 turned all of that. We bought the 7000 four years ago; it was a lucky find because they are very scarce and we stumbled upon it by pure chance.

It was in March 2019 and hay was still being fed to cattle, which meant that it was a scarce resource. Two farming brothers rang us in search of a few loads of hay and, although we still had some available, we obviously didn't want to leave ourselves short. So we agreed to sell them one load.

While I was delivering this load, I spotted the Ford 7000 tucked away in an old shed. At that stage I only managed to get a quick look from a distance, but my initial impression was that it seemed to be OK. A few weeks past and we got another call from the brothers, who were after another load of hay. At this point we weren't planning to sell any more, but I did offer to supply one more load in return for the Ford 7000. I didn't expect them to agree but, amazingly, they jumped at the offer!

Truth be told, I'd probably have swapped three loads of hay for that tractor. The 7000 is a model that I'd worked on in the past, and one that I

always wanted to own. However, I'd never expected that that would actually happen. On my bale trailer I have ramps, so I arranged to collect the tractor when I delivered the hay; I hadn't even asked if it was running or not!

So, I went prepared for the worst, taking my chains and a pushing bar just in case it didn't start and had to be manoeuvred onto the trailer. However, when I arrived at the yard, I was surprised to see the 7000 out of the shed and running; all ready to be driven onto the trailer. They'd even fitted a new battery for me, and unearthed the original manual that came with it when their father had bought it new.

So, once I'd got the machine safely home, I drove it around for a bit and, happily, couldn't find much wrong with

“ I did offer to supply one more load in return for the Ford 7000. I didn't expect them to agree... ”

it at all. Then I carried out a service and discovered that the diesel primer pump had a slight leak and was a bit worn, so I fitted a replacement. I also noticed that the exhaust was blowing in a few places, so I replaced that, too. I also fitted a new seal in the steering box.



The 7000 with its non-Ford cab in place and sun-bleached paint.

For all the latest news and videos, search for 'Farming Life at La Forge' on YouTube.

The tractor was fitted with a cab that I left on for about a year. But although it wasn't a standard Ford cab, the more I used the tractor, the more practical I found the cab was; it could be lifted off in five minutes, simply by removing four pins. I take it off the tractor for the summer because I love driving it with no cab. Now I'm planning to modify it a bit, to make it look more like an original Ford unit.

Doing this will involve removing the fibreglass roof panel and fabricating a replacement out of steel. It's all painted white, so I will spray the frame of it blue and add new lights. Elsewhere on the tractor, the front wheels were 175/18s, which were the original fitment here in France. But I've swapped them for 10.00/16s to make it look more robust. However, I've kept the old wheels just in case I ever fancy changing them back.

The hot weather in this part of France had left the paintwork on the bonnet in a sorry state, and surface rust was starting to appear as a result. So, last spring I decided to give it a bit of a facelift, and painted the bonnet and put on a new set of stickers. The only major jobs that remain to be done are fitting new bushes and swivel bearings on the front axle.

Overall, I'm delighted with the tractor. It's showing 2,700 hours on the clock, but I'm not sure if this is correct because somebody in the past changed the dynamo to an alternator. As an added bonus, it also came with cages that fit on the back wheels, for doing tillage work, which adds to its practical versatility. As well as turning hay, I use it to sow the maize, so it is being put to good use and I love driving it!

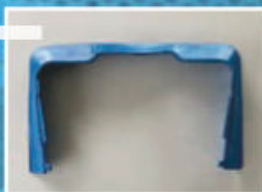


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COLLECTIVE THINKING

Chris Graham meets the enthusiasts behind the HDH Collection, who have pooled their experience and resources to ensure the preservation and survival of over 120 Fordson and Ford tractors

While we've featured plenty of individuals with large tractor collections in this magazine over the years, I can't recall many articles spotlighting a small group of enthusiasts who have come together to create what's effectively a tractor preservation collective. So let me introduce you to the HDH Collection. It's not a club, or any sort of money-making enterprise; it's simply a collaboration between a handful of like-minded tractor owners who are dedicated to saving, restoring and using the machines in their care.

Clive Hartright owns the facilities at which the collection is based. He's been

a tractor enthusiast from an early age, and it's his farm in rural Berkshire – to the west of Newbury – that provides the storage space and workshop facilities needed to house, restore and maintain the 125 tractors that now make up the HDH Collection.

Starting young

"It all started when my grandfather bought me a secondhand, 1942 Fordson Standard N in the late 1950s, when I was 12 years old," Clive explained. "I used that tractor mainly for ploughing matches, but was also working on the farm long before I left

school. In those days the farm was running a couple of E27Ns, plus a not-very-good International B250. Then I remember that we upgraded to an E1A and, after that, a Ford 4000; the latter was a marvellous tractor in its day."

Then, when Clive was 19, he decided to branch out and set-up his own business. "It wasn't that I was unhappy on the farm, but I thought a bit of independence would be good, so I started my own contracting business. I bought a Roadless 6/4 and a five-furrow Ransomes, then went ploughing. There was plenty of work around in those days, so finding jobs wasn't



From left to right: Phil Dyer, Clive Hartright, Ben Hiscock and Simon Hiscock all share a driving passion to conserve and continue using Ford and Fordson tractors.

difficult. Things went well and, in my second year I was able to buy a second tractor – a Ford 5000 Select-O-Speed – and take on an employee. We soon swapped our Ramsomes for a couple of Bamford ploughs and, typically, we'd go ploughing together.

"While ploughing was the bread and butter of our work, we also did plenty of other seasonal jobs, and came back to help on the family farm when needed. Then, as things developed further, I bought a few lorries, began delivering straw and finished with five trucks that regularly took loads to big customers in Cornwall and Wales."

Gradual development

Clive continued: "My interest in classic tractors developed gradually and I suppose it was back in the early 1970s that I began buying a few machines with preservation in mind. I can remember us attending the Woodcote Rally, near Pangbourne, with an assortment of tractors; we used to deal in a few machines in those days. I naturally gravitated to Fordson and Ford tractors as my collection began to grow because they were the machines that I knew best. In those days the secondhand market was awash with old E1A Majors then, when the Ford 4000s and 5000s started appearing as used machines, we began buying and selling those, often to customers abroad."

But it wasn't until comparatively recently that things really started to take off for the HDH Collection. The informal organisation grew out of chance meetings at shows, which threw the group of enthusiasts together into a mutually-

beneficial association. Simon Hiscock and his son, Ben, bring engineering experience and practical know-how to the group. Simon comes from a farming background, although works as a plumbing and heating engineer, while Ben is a hydraulic engineer.

"Ben is the engineering kingpin among us," Simon explained. While we're all practical people with plenty of tractor restoration experience, Ben's job means that he's used to working to incredibly fine tolerances, and that puts him on a different level from the

“The informal organisation grew out of chance meetings at shows, which threw the group of enthusiasts together into a mutually-beneficial association”

rest of us. The quality of his repair work on the tractors is superb, and he's always looking to push his own high standards even further. For example, he's currently working on a project that involves producing big end bearings out of phosphor bronze, instead of the traditional, white-metal approach."

Most of the tractors currently in the collection are older rather than younger, with Fordson Fs, Ns and E27Ns being among the most numerous. The group is proud to own multiple examples of



Clive Hartright on his Ford 5000.

all three models, as Phil Dyer, who has been collecting since the 1970s, explained. "The only E27N missing for me is a 1949 model; I've already got machines from 1945, '46, two from '47, '48 and 1950! It was the 1945 model that got me started. It arrived at the company where I was an apprentice engineer as a trade-in against a new Ford 4000.

"In those days I was doing stationary engines, so was offered the E27N because everyone knew I was interested in the older machinery. They said I could have it for £25 (including delivery) but, of course, that was nearly three week's wages in those days. Nevertheless, I bought it and it's still with me today, although I've had to restore it twice so far! I've also got a non-running Model F, plus a 1935 water-washer F."

Talking of old Fordsons, it was Clive's original N that was the first tractor in the collection to be restored. "That machine had been languishing in a leaky old shed for a number of years," Simon explained. "So, a couple of years ago – and unbeknown to Clive – we organised an 'intervention', rescued it from the dilapidated building and spirited it away to a workshop before it could deteriorate any further. Our initial investigations revealed that the sump was full of water but, amazingly, the rest of the machine was still in reasonably good condition. All it actually needed was a reconditioned magneto and some rectification work to the fuel system which, all in, took no more than about five hours to complete. After that the engine started and ran well, and we were able to surprise Clive with his old friend back in working order once again."



This 1962 Fordson Super Major Roadless is one of the favourites in the HDH Collection.

Originality is key

It's clear from chatting with Clive, Simon and Phil that, for them, originality is a key requirement for any cherished tractor. These men certainly aren't from the 'layer it in glistening two-pack paint' school of restoration; quite the opposite. "We always advocate retaining as much originality as possible," Simon said. "I think that many people are over-restoring their tractors nowadays, which we don't agree with. I can see no point it making a utility, working vehicle any better than it would originally have been when it left the factory. And don't get me started on those owners who show their tractors without fuel and engine oil, to avoid the risk of unsightly leaks!

"The whole tractor showing movement is being driven too far down the concours route, which is wrong as far as I'm concerned. If you're the sort of person who's after visual perfection, then buy a classic car and restore that instead! When I'm judging at a show, I find myself increasingly drawn towards the type of owner who has renovated his machine at the bottom of the garden, rather than simply sending it away and writing a big cheque for all the work needed. I think that the owners who put the time and effort in themselves are the ones who deserve the recognition and encouragement."

With regard to originality, Simon continued: "We're also not great fans of owners who ditch all the original tinwork in favour of shiny new reproduction panels, which are often inaccurate and don't fit well. If a tractor's metalwork is too far gone for economic repair, then the next best thing is to source original, period replacements, even if they need refurbishing first. Nowadays there's an increasing number of people who aren't that bothered about originality or authenticity; they simply want a bright, shiny-looking tractor, more's the pity."

A knowledge gap

Phil added: "I think there's a bit of a knowledge gap developing, which is obviously a problem. Lots of owners today seem unwilling or unable to spend the time learning to understand their machines, so they don't develop the practical knowledge that's such an important part of living with an old tractor. Instead, they prefer to pay somebody else to put in the hard graft."

Simon added: "Too few people are bothered about the technical side these days. They don't study the owner's manual to learn the basics and, instead, simply rely on seeking help from others. Well, to my way of thinking, sourcing all

the answers from others isn't the same as researching and learning it yourself.

"Having said all that, though," Phil added, "it's important that the experienced enthusiasts among us are always willing to help and encourage young newcomers into the hobby. The old tractor movement needs a constant flow of new blood to keep things alive, and old geezers like us must be prepared to help with that!"

Given the number of tractors now in the collection, I was interested to find out whether new acquisitions are still being added? "As we have a pretty good spread

“We’re happy to take our tractors to all sorts of events; everything from the smallest church fete to really big shows like the Great Dorset Steam Fair”

of models between us," Phil said, "I think that we're all getting a bit more fussy regarding new additions, nowadays. Also, we've started taking more of an interest in implements recently."

Simon added: "It's still quite rare to see a tractor at a show with an age-

appropriate implement on the back, and I think that's a shame. This year I showed Clive's 1919 Fordson Model F at a number of events during the summer, fitted with a mid-mounted Detroit mower and a hay sweep on the front. People seemed to really appreciate the combination and, wherever it went, it never failed to draw a crowd; they were like bees around a honey-pot!"

Staying in touch

"Another thing we make a point of doing at shows," Simon added, "is staying with the tractors we're exhibiting. I think that far too many owners simply park their machines and then vanish. In contrast, we think it's important to remain with the tractor and to interact with the public who, after all, have paid money to come and look at it.

"I also get very frustrated by those who wrap their machines in red and white tape, or prop 'Keep off' signs on the seat. I think that if people are that precious about their tractors, then they shouldn't bother to bring them out at all. It gives a terrible impression to visitors in my opinion, and also discourages photographs because the signs and tape look so horrible. We're always happy for show visitors – or their children – to get on to our tractors, with sensible supervision, of course."

I was also interested to discover what Clive, Simon and Phil thought about the ongoing popularity of the older Fordson



Simon Hiscock at the controls of one of the collection's Super Dextas. All tractors are maintained in as original a condition as possible.



Blast from the past! Clive's Ford 5000 has been restored to replicate the original Select-O-Speed model that he used for contract ploughing back in the late 1960s.



One of the newest machines in the collection; this 7,000-hour Ford 8830 is mostly used for trailering the older classics to local shows. Currently it's in the workshop having its radiator replaced.

models, especially given that they own so many examples themselves? "Well, I think that an increasing number of enthusiasts are scared of the F and N models," Clive said. "These models have developed a reputation for being difficult to work on and troublesome to own, and this is now putting-off potential owners,

which is a great shame because it means that fewer of them are being seen out and about."

Simon added: "Henry Ford developed the independent ignition pack in 1908 to use on the Model T, and that's exactly the same as what's used on the Fordson F. It worked well enough on the cars, so

there's no real reason why it shouldn't do so on the tractors. It's a rugged system, but I think that problems can arise if maintenance is below par."

Phil added: "Another issue is the metal wheels, which can limit the appeal of these old models for would-be owners. They can certainly be restrictive at indoor events like Tractorworld at Malvern, so this is another aspect which can count against these models. Fundamentally, there isn't anything wrong with the Model F, but lots of people seem to be rejecting them in favour of newer classics offering the ease and convenience of electric starters."

Happy to show

"We're certainly not trophy-hunters, when it comes to showing our tractors," Clive added, "and we're happy to take our tractors to all sorts of events; everything from the smallest church fete to really big shows like the Great Dorset Steam Fair. We also use them regularly at ploughing matches and working events and, in terms of the machines we actually choose to take, that's usually a very last-minute decision, unless we've had a request for something specific."

It was clear from the enjoyable few hours that I spent with Clive, Simon, Phil, Ben – and others who came and went during my visit – that the HDH Collection is an operation that works well on many different levels. Everyone involved is friendly and relaxed and they clearly get on. But there's also an evident respect among them for the skills and experience that each brings to the group. The fact that they all share a passion for Ford and Fordson tractors undoubtedly helps, but their interests extend further, as well. For example, I spotted an amazing, 1887, Richard Hornsby traction engine (called *Maggie*) in one of the sheds, plus some very interesting and rare Land Rovers – but those are stories for another day, in another magazine!

So, for now, I'll leave it to Phil to sum things up. "I think that reputation counts for a lot in the tractor preservation world," he told me, "and we've reached the stage now where people have started to approach us with project ideas or tractors. I think they're happy to deal with us because they know that we'll look after the machines we take on. It's all about preservation and originality for us and we're certainly not in the business of speedy cosmetic refurbs for a quick profit. We've never operated like that, and we never will." ■

WINTER EVENTS: November-January

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; we're still living in relatively uncertain times.

In many cases, you'll have to book your ticket online before travelling. Neither *Ford & Fordson Tractors magazine*, nor Kelsey Publishing, takes any responsibility if the details provided here prove to be incorrect.

If you have an upcoming event that you'd like included in this listing, then please email the details to: fft.ed@kelsey.co.uk.



Hampshire SO31 7HB
bursledonbrickworks.org.uk

27

ANNUAL COLLECTORS' FAIR

Aldridge Transport Museum,
Shenstone Drive, Aldridge, Walsall
WS9 8TP

Tel: 01922 454761

27 Nov-24 Dec

CHRISTMAS VISITS AT BRESSINGHAM

Bressingham Steam Museum &
Gardens, Low Road,
Bressingham, Diss IP22 2AA
bressingham.co.uk

DECEMBER

3

BREDE STEAM ENGINE OPERATING DAY

Waterworks Lane, Brede, Nr. Rye,
East Sussex TN31 6HG
bredesteamgiants.co.uk

3-4

CHRISTMAS AT AMBERLEY

Amberley Museum and Heritage
Centre, Station Road, Amberley,

NOVEMBER

26

LINCOLN AUTOJUMBLE

Hangar No 1, Hemswell,
Lincolnshire DN21 5TJ
lincolnautojumble.com

27

CHRISTMAS FESTIVAL

The Brickworks Museum,
Swanwick Lane, Bursledon,





Nr. Arundel, West Sussex BN18 9LT
amberleymuseum.co.uk

3-4

THE CHRISTMAS CRACKER

Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW
gmts.co.uk

3-4

CHRISTMAS AT THE MILL

Heckington Windmill, Hale Road, Heckington, Sleaford, Lincs NG34 9JW
heckingtonwindmill.org.uk

4

CHRISTMAS CRACKER

Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich, Suffolk IP3 9JD
ipswichtransportmuseum.co.uk

4

CHRISTMAS FAIR

Museum of Power, Hatfield Road, Langford, Maldon, Essex CM9 6QA
museumofpower.org.uk

8-9

CHRISTMAS EVENINGS AT BEAMISH

Beamish Museum, Nr Stanley, Co Durham DH9 0RG
beamish.org.uk

10-11

CHRISTMAS AT AMBERLEY

Amberley Museum and Heritage Centre, Station Road, Amberley, Nr. Arundel, West Sussex BN18 9LT
amberleymuseum.co.uk

10-11

A WARTIME CHRISTMAS

National Emergency Services Museum, Old Fire/Police Station, West Bar, Sheffield, Sth Yorkshire S3 8PT
visitnesm.org.uk

11

NORMOUS NEWARK AUTOJUMBLE

Newark Showground
newarkautojumble.co.uk

15-16

CHRISTMAS EVENINGS AT

BEAMISH

Beamish Museum, Nr Stanley, Co Durham DH9 0RG
beamish.org.uk

17-18

CHRISTMAS AT AMBERLEY

Amberley Museum and Heritage Centre, Station Road, Amberley, Nr. Arundel, West Sussex BN18 9LT
amberleymuseum.co.uk

JANUARY

1

NEW YEAR'S DAY STEAM UP

Westonzoyland Pumping Station Steam Museum, Hoopers Lane, Westonzoyland, Nr Bridgwater, Somerset TA7 0LS
wzlet.org

1

NEW YEAR'S DAY RUNNING DAY

Oxford Bus Museum, Hanborough Station Yard, Main Road, Long Hanborough, Oxon OX29 8LA
oxfordbusmuseum.org.uk

1

NEW YEAR'S DAY ROAD RUN

Starts: Sedgemoor Auction Centre, Jct 24 off M5, Bridgwater, Somerset
somerseattractionengineclub.com/club

1

HAPPY NEW YEAR

2023

East Anglia Transport Museum, Chapel Road, Carlton Colville, Nr. Lowestoft, Suffolk NR33 8BL
eatransportmuseum.co.uk

1

NEW YEAR'S DAY CRANK-UP

Museum of Power, Hatfield Road, Langford, Maldon, Essex CM9 6QA
museumofpower.org.uk



THE GDSF IS BACK!

Chris Graham reports on some of the eye-catchers he spotted at this year's excellent Great Dorset Steam Fair

Making a very welcomed return after a three-year, Covid-enforced absence, the Great Dorset Steam Fair was back at Tarrant Hinton this summer, and I'm happy to report that it was business as usual. This show has long been an event

of jaw-dropping proportions, and this year was no exception. According to the organisers, all exhibitor sections were full to capacity and, judging by the size of the crowd I saw on the day I visited, the event is back to its rip-roaring best!

Here's a selection of photographs illustrating a selection of the Ford and Fordson tractors that caught my eye at this amazing show.



▲ The story behind this 1940 Fordson Standard N is that, after spending its working life around Ashburton and Buckfastleigh in Devon, it was then left unused between 1969 and 1990. Fortunately it was then bought and restored by Peter Stone, who lives in Torcross, Devon.



▲ This is Robert Jenkins' 1945 Fordson E27N Halftrack Rotopad. The unusual tracks are fitted in an effort to minimise ground compaction. The tractor is based in Nailsea, near Bristol.



▲ Here's Patrick and Richard Cull's 1949 E27N crawler enjoying the Dorset sunshine. The machine was purchased in 1988 and is exhibited in its unrestored, original condition.



▲ Everywhere you look at the Great Dorset Steam Fair you'll find something of interest. Perhaps this narrow Fordson Major spent its working days among the hops, or working around the greenhouses in a market gardening operation.



▲ This the the famous Sandbanks Ferry Power Major. Built in 1960, this Fordson was supplied new to F English of Bournemouth, for the Swanage Motor Road Ferry Company. It's fitted with a winch and a Cameron Gardner Rearloada for clearing sand and, today, is owned by Ian Prince from Ramsden Heath, Essex.



▲ Peter Fanshaw's 1972 Ford 3000, which came from Carterton, Oxon, and is used for road runs and log-splitting these days, ran into a spot of bother in the main arena. Fortunately, David Plummer was on hand to help, as his 1952 E27N P6 waits patiently in the heat.



▲ Tim Pearman's massive Ford TW-30 towered above virtually everything else at Dorset, and certainly wowed the crowds around the area. He's owned the tractor since 2005.



▲ It was great to see Alan Anderson's 1942 Fordson N Rowcrop, which had come all the way from Preston, Lancs, to be displayed at this event. He's owned the tractor for over 33 years, during which time its undergone a full restoration.



▲ This is George Box using his 1961 Ford 4000 in the very dry working field. He brought the tractor to the show from nearby Wimborne.

HONITON HILL RALLY

Cynthia Underdown reports on the impressive display of Ford and Fordson tractors that attended this year's Honiton Hill Rally

The Honiton Steam Rally made a welcomed return to Smeatharpe Aerodrome, near Honiton in Devon, on August Bank Holiday Sunday and Monday, after a two-year absence due to Covid restrictions.

Held in perfect weather with a record attendance, the tractor section (totalling more than 150) provided an excellent and varied display of restored and unrestored Ford and Fordsons. The parade was led off by Philip Arscott – the section leader – at the wheel of his Ford 7810 Turbo. Among the notable entries were Martin Evans with his Roadless 115, which won the John Hawkins Shield for the Best-Presented Tractor, and Aaron Dyer with his Fordson Standard, which won the award for the Best Unrestored Tractor.

Other awards were given to John Edwards for his 1964 New Performance Super Dexta, which won 'Best Fordson', and to Edward Underdown who won



▲ Martin Evans' superb Roadless 115...



▲ ... which won the John Hawkins Shield for the Best-Presented Tractor at the Honiton Hill Rally.



▲ Aaron Dyer and his Fordson Standard, which bagged the Best Unrestored Tractor award.



▲ Edward Underdown (right) won the Best Classic Tractor award with his 1974 Ford 7000.



▲ The working section focussed on grass this year. Here's Larry Dymond using his Ford 4000 and Viking Acrobat...



▲ Graham Farmer's 1948, P6-engined E27N with restored mower won the Best Working Exhibit award.

the Best Classic Tractor competition with his 1974 Ford 7000 (complete with Load Monitor 2 Speed PTO and Dual Power).

The event's working section concentrated on grass, albeit a little sparse due to the late-summer drought. Several combinations took part in mowing, turning and foraging operations, including a Ford 4000 and Viking Acrobat (Larry Dymond) and Ford 5000 with Kidd Double Chop (Mark Rosewell).

The Best Working Exhibit award went to Graham Farmer's P6-engined 1948 E27N and fully-restored Fordson mower.

Thanks to the efforts of the committee, the rally proved to be a great success on its long-awaited return, with much of interest for the serious enthusiasts and visitors alike.



▲ ... and Mark Rosewell's Ford 5000 with Kidd Double Chop.

1940 FORDSON STANDARD N

Ben Phillips covers the paint preparation and top coat application stages of this cosmetic restoration project

**PART
2**



This 'hop garden' Fordson N certainly looked small once it was stripped and sand-blasted. I'd left the front wheels in place as they looked heavy!

I've restored dozens of tractors and have developed what I think is a good system that I follow on every project. However, when this Fordson arrived at my workshop, I knew that I would need to tackle things slightly differently from usual.

However, as reported last time, things got off to a normal start, with the tractor being stripped and then sand-blasted. This removed all of the old paint, which clearly wasn't the original finish as the machine had evidently been restored in the past.

Wheels left on

As I mentioned in Part 1, I'd decided

to leave the front wheels on and, as it turned out, was pleased that I had; doing so made it so much easier to sand-blast and later paint. Sand-blasting the tractor back to bare metal not only removed all the the paint, but revealed the engine number and, using that information the tractor could be dated.

But the paint removal also revealed more text on the section under the tank, facing the driver. In lovely script-type lettering, it spelled out 'Ford Motor Company England' and, beneath that, 'Made In England' was stamped into



I left the old spark plugs in place simply to fill the holes during the spraying stage. A new set was to be fitted once the painting stage had been completed.



If you look closely you can see the engine number, which allowed the tractor to be accurately dated. The sand-blasting process makes these numbers more visible.



It wasn't only the numbers that were clearly revealed after the sand-blasting; the letters spelling out 'Fordson' on the radiator sides looked great, too.



These back wheel rims were smaller than the regular-sized ones found on the standard model N. Here they've been sand-blasted and coated in red oxide

the metal. It's certainly great to see a British product still going strong, all these years later!

Another section that had been exposed was a lovely brass linkage on the lower steering arm, I did consider masking it up and giving it a good polish, but I had my doubts about whether it would have come up to the



Looking at this photograph you can appreciate just how simple the Fordson is; no hydraulic lift system or top link to clutter the back end.



Sand-blasting isn't just a great way to remove old paint and rust, it also creates a very effective surface key, onto which the red oxide paint can adhere effectively.



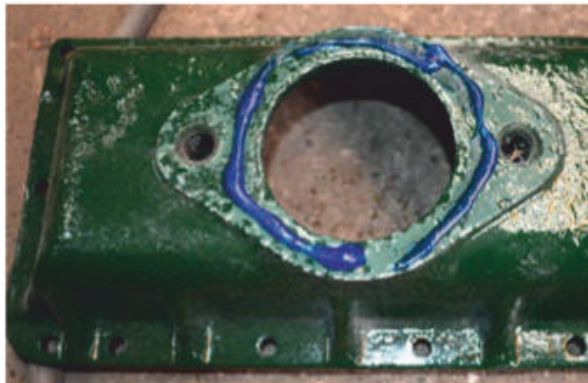
I love seeing this type of writing revealed on what was effectively the tractor's dash. Note the 'Made in England' stamp; also good to see.

standard I had in my mind for the rest of the tractor, so I didn't bother with that in the end.



After the red oxide was dry, a coat of grey undercoat created the perfect surface on which to apply the final coats of green paint.

Seeing the tractor with its bare castings made me appreciate just how small and simple this machine actually is.



The lower radiator section – known as the trough – needed a bead of silicone around where it located on the tractor.



If you remember, this section had been replaced due to the corrosion in the original; it was like a colander in places!



A new radiator core was fitted to the trough, with beautifully straight and dent-free fins.



The large, heavy top section that I showed painted in the previous issue, looked good once it had been bolted to the new core.

I'd painted the wings off the tractor, then planned to fit them before giving the whole tractor a second coat of paint.

There were no hydraulic arms or linkages cluttering up the back end or top link brackets, just a long seat spring reaching out from under the steering column.

Rust prevention

It's never advisable to leave freshly sand-blasted, bare metal casting surfaces exposed to the elements for any longer than is absolutely necessary, as surface rust can quickly start to develop. So, with that in mind, I gave the stripped tractor a good coat of red oxide primer; the slightly roughened surface left by the sand-blasting provided a perfect key onto which this first and very important coat of paint was able to adhere.

Once the red oxide was dry and hard, a layer of grey undercoat was applied on top. This paint has a slightly thicker consistency, and helps add depth when the final colour is sprayed on. Unlike the front wheel rims, I removed the rears, and even went as far as to remove the tyres so that the bare rims could be thoroughly sand-blasted. These rears were bespoke to this hop-garden conversion, and relatively light to move

about. The whole tractor would be treated to new rubber once the rims had been painted and were dry.

At the front of the tractor everything had been painted in red oxide, grey undercoat and, in some areas, the final colour of green. As a result, I was then able to start rebuilding the radiator. I began this process at the bottom, with the 'trough' (as its commonly called, for obvious reasons). I smeared on a bead of silicone to help the paper gasket seal well to the bottom casting section on the tractor. If you remember from Part 1, the original trough was badly holed due to corrosion, so needed to be replaced. Thankfully, I managed to source a good-condition, secondhand replacement from Cotswold Tractors, which specialises in these older, Fordson tractors.

The 'new' trough had been sand-blasted and treated to the same painting regime as the rest of the tractor so hopefully it'll be well protected against rusting in the future. I also bought a new radiator core from Cotswold Tractors, and was extremely



When it came to the paint being applied, I carefully masked-up the front tyres as they were new.

pleased with how this looked when it arrived. The horizontal and vertical lines that make up the radiator were all straight which, as the core is permanently on show, was the main reason for replacing it; the original was quite distorted and unsightly.

There were many nuts and bolts to replace, some of which were quite tricky. But, once it was all done, I was extremely pleased with the results. I was now getting closer to being able to start



This photograph illustrates how much masking-up was required to cover everything that needed protecting before the final top coat was applied.



I used some strong bin bags to protect the new rear tyres.

the Fordson's engine which was exciting as I hadn't seen it running. To give it the best chance, I'd sent the magneto off to be refurbished and, as soon as it returned, I fitted it together with a new set of spark plugs.

Then I got in touch with Pete – my transport guy – as he'd agreed to take the tractor, get it running and then give it a thorough, mechanical inspection. Pete has had decades of experience with these Fordsons, and

so is very familiar with their quirks and he understands just what's needed to get them running at their best. The tractor was away with him for a couple of weeks then returned sounding great, at which point I prepared to give the whole thing its final coat of green paint. I'd decided right at the start of the project that I would spray the finished tractor with everything fitted, which meant wheels and wings. Fitting these afterwards would have necessitated



Careful masking-up is essential and always well worth the effort; it was vital to protect the brand new radiator core effectively from the overspray.

a lot of touching-up to correct all the accidental chips and scratches.

The front wheels – that had never been off the tractor and had been fitted with new, BKT tyres – were carefully masked and, to cover these properly, the tractor was jacked up and the wheels turned round. I carried out the same process with the rears but, because these are much bigger, I used some large, heavy-duty bin liners, which I cut open for extra coverage.

The new radiator core was protected from the paint spraying by having the front and rear carefully masked using tape and newspaper. It was easy applying this to the front, but a bit more tricky on the rear side. The exhaust manifold was also fiddly to mask-up, but was worth the effort because normal paint would simply burn off, allowing the surface to rust. Heat-resistant paint is the only answer.

Around the same area, the copper fuel pipe was also protected, together with the magneto – the outer casing of the latter had been cleaned as part of the refurb process, and it looked superb. Other items that needed protection from the top coat were the fuel tap and glass bowl which, unfortunately, had to be replaced with new parts as I couldn't stop the original from leaking. I even went as far as to mask-up the fan belt, so that no damage could be inadvertently done while levering it back into place.

In the final instalment of this cosmetic restoration story I shall be revealing the finished tractor, then returning it to its new owner, so don't miss that! ■

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Email: jane.broomhall@btinternet.com. Newhall, 1 Sneath Road, Aslacton, Norwich NR15 2DS

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Ford & Fordson Association Round-Up

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



The Ford & Fordson Association is your club, and its success is totally the result of the members' support and hard work. Make no mistake, it's wholly reliant on your backing and, without it, the organisation would cease to exist. That's not to say it's all work and no play, though, as both members and those on the committee enjoy friendships built up over the years, meeting likeminded people at shows, road runs, ploughing matches and other events. Not to mention the immensely valuable information that's freely available to members on virtually any subject, from a particular technical problem to where to track-down that elusive part.

Committee members don't receive expenses for traveling to events or for sustenance; they are only reimbursed for direct 'out of pocket' expenditure made on the club's behalf, such as the cost of stationery and postage. This is why, even before Covid, we held committee meetings at shows to reduce travelling costs and, during the restricted period, via Zoom. It's also why we decided to move the AGM – with members' agreement – to a show event, to encourage member attendance and thereby reduce costs too.

As the cost of living rises and environmental concerns mount, we're all under pressure to reduce consumption. Fuel is particularly expensive and, in future, the club will attend fewer events

that have several of the committee present. This will mean that if you wish the club to have a stand at your favourite show, you must speak to your local representative to organise it, or simply consider doing it yourself. Often, I expect, committee members will also be there and will certainly make materials available for the event. In some areas this is already happening and works very well, but there's no doubt that this will become the 'new normal'.

With increasing membership numbers and an excellent magazine, your club's future is bright and, with your continuing help and support, the club will flourish. BUT your involvement is crucial!

Pat Pawsey, FFA chairman

THE GREAT DORSET STEAM FAIR

The GDSF made a welcome return this year (August 25th-29th), and didn't disappoint for Ford and Fordson enthusiasts, with plenty of variations on display in the static tractor section, and also among those in the working field.

There was a very interesting 1937 steel-wheeled Fordson Model 'N' water-washer, owned by Tony Donovan from East Sussex. This tractor was converted by Weeks of Maidstone to a narrow width for orchard and vineyard use. The different parts are the front axle, the

wheels and the rear wings.

Tony Rossiter, age 77, has been making the 50-mile journey from Ashcott, near Glastonbury, to Tarrant Hinton for many years on his 1948 Fordson Major E27N, to take part in the working tractor section at the event. His Fordson is fitted with a Perkins L4 engine and was pulling a two-furrow plough through the stubble field during the five-day show.

Well done to Thelma Holland, from Yeovil, who won the John Everett



Tony Donovan's 1937 N water-washer by Weeks, in the working field at Dorset.

Memorial Trophy with her 1989 Ford 7810 Silver Jubilee in the working tractors section.

Congratulations also to Tom Bryne from Shepton Mallet, who won The



Thelma Holland's Silver Jubilee 7810 was the winner of the John Everett Memorial Trophy at the GDSF.

Fordson Prize with his 1955 J17 Roadless crawler in the static tractor section. This tractor was purchased



Tom Bryne's Roadless J17 was bought in poor condition back in 2011, but has been beautifully restored by him since then.

in 2011, in very poor condition, and he restored it over six years, making any of the parts need himself, by hand.

We also noticed the beautifully-restored 1963 Fordson Super Dexta, exhibited by Jim and Michaela Robb, who travelled all the way from Angus, in Scotland, for the show. This tractor was restored by Michaela and her father during early 2000.

Rob Jenkins, from Bristol, was showing a very interesting 1945 Fordson half-track, fitted with Rotopad Tracks for 100% ground pressure relief. A very well-restored 1942 Fordson 'N' Rowcrop was also on display, owned by Alan Anderson, from Lancashire.

Many show visitors – including FFA members – were very pleased to see dedicated members Margaret and Derek Badham, selling FFA merchandise and memberships on the club stand.

THE DUTCH FFA PLOUGHING MATCH



Roel Mennega was the overall winner at the Dutch FFA ploughing match, with his Fordson Dexta and Dreesman plough.

This event was held on September 17th at Zeijerveld Drenthe, in the Netherlands, by kind permission of the Fam van der Spoel.

However, instead of the good weather forecast, we had very heavy showers and some ploughmen decided not to attend. As there was only one trailer plough, it was put in the mounted class, and there was a reversible class.

Twenty-one ploughmen went to the field and, every now and then, had to take cover behind their tractors from the heavy showers! The soil was sandy and good to plough, and natural drainage was good so the rain was quickly dispersed.

While there were some experienced ploughmen competing, for others this event was their first match, so



Jans Stevens was the event organiser and reversible class winner, with his Power Major and Rumpstad plough.

the novices were put next to a good ploughman for some advice, and that worked well. When all the plots were finished it was time to clean the ploughs and tractors and wait for the judges to announce the results.

The winners were as follows:
Mounted class – Roel Mennega with Dexta and Dreesman plough; Reversible class – Jans Stevens with Power Major and Rumpstad plough.

In spite of the weather, we had a fine day of ploughing and I hope to see you all again next year!

Gerard Schoenmakers, FFA Netherlands rep



Hans Boss and Gerrard Schoenmakers; it certainly looks to be good ploughing land!

WHITWELL STEAM & AGRICULTURAL SHOW

This year's show, which took place on June 11th-12th, enjoyed a very good entry, with 148 tractors, of which 53 were Ford or Fordson machines. These included Roadless, Super Majors, Standards, Countys, 4,000s, Dextas and E27Ns.

The show was well organised by the committee and their supporters and, on both days, it was a pleasure to see so many tractors parading around the ring. Two machines that stood out were a Fordson Perkins V8 turbocharged producing 240hp (with PTO), owned by

B Campbell from Bedfordshire, and a County crawler owned by Ron Garrett, from Hertfordshire.

I believe that this show is the best supported of its type in Hertfordshire (in terms of tractors attending), so congratulations to the organisers for a lovely weekend that was enjoyed by all. Speaking to Richard Hill (the event chairman), it looks like the Garden House Hospice and Sue Ryder will be receiving financial support again this year.

John Worley, FFA Hertfordshire rep



Another Perkins V8 conversion! There do seem to be a lot of these around nowadays.



A County full track and box; not often seen together, but here they were at Whitwell.

SHOW AT THE MOW



Bob Creed's 1961 Dexta, recently 'imported' from the Isle of Wight

This event, which took place near Wimborne, is The East Dorset Trac Pack's annual show, and is supported by the FFA, and it provides an opportunity for the local public to get up close and personal with many of the tractors they've seen on recent runs.

A great selection of machines attended (from up to about 20 miles away), although the number of spectators was a little down on last year, almost certainly due to the oppressive temperature. Plenty of shelter from the sun was provided, and this gave people the opportunity to chat

with old friends, and seek opinions on mechanical issues. Dorset Tractors provided a welcome addition to the line-up, with its Ford 7700 and concours, 1968 Zetor 4011.

This was a free-entry show, but a bucket for loose change donations made the rounds collecting money for the local Friends of Victoria Hospital, in Wimborne, with the total received being about £230. This was helped by the Trac Pack's 'whip 'round' made on its last run.

This event was a great team effort by all involved, so I should finish with a big 'thank you' to all those who gave their time, despite the tropical conditions!

John Maiden, FFA Dorset rep

DACORUM STEAM RALLY



A V12 ex-Russian tank engine-powered Major; something rather different spotted at the Dacorum Steam Rally.

Held on July 30th-31st at Potten End, in Hertfordshire, this was the first time this event had taken place in three years, following the lifting of Covid restrictions. Consequently, I wondered if there would be a good turnout of tractors and other exhibits, but I needn't have worried; there were over 60 tractors, of which 20 were Ford or Fordson machines.

Two tractors stood out for me; a Fordson Major V8 producing 240hp, and a Fordson Major fitted with a Russian tank engine from the Second World War era. Both machines are owned by Billy Campbell, who comes from Bedford.

After the parade of tractors on Sunday, I asked for photographs to be taken of all Ford and Fordson exhibits and, hopefully, these will be seen in future editions of the magazine. It was the first show for the new secretary and her team, and all seemed to go well over the weekend leaving the exhibitors happy but exhausted. Well done everyone!

John Worley

STATESIDE COLLECTORS

The USA Ford & Fordson Collectors Association's annual show was held on September 8th-11th, as part of the Missouri River Valley Steam Engine Association Show, at Boonville, in Missouri. In the US it's customary to hold annual club shows as a guest of an established show.

There was an excellent turn-out

of over 175 Ford and Fordson tractors of all sizes and ages; some that readers would easily recognise and others that may look a little more exotic to the UK eye!

The FFA had a good club stand selling merchandise, and held daily tutorials on the Ford hydraulic system. On Friday evening there was a member's banquet

with a raffle and the usual awards being presented, including one for the person who'd hauled their tractor the farthest. There was also the 'Misfortune Award', which is given to the member who broke down on the way to the show.

There was a pulling competition and I was delighted to see many Fords taking part in this. The thing that always amazes me at these shows is the dedication of the members, as well as the distances they travel to get to events like this one. I spoke to several members that had hauled their tractors well over a 1,000 miles each way. Now that's dedication!



Ford 981 Select-O-Speed fitted with a mounted twin-row maize cob picker.



A Ford 600; this model's 'red tiger' engine was LPG-fuelled.

LINCOLNSHIRE WORKING WEEKEND



Richard Mason's restored Doe 130; a really impressive piece of kit.

The club held a working weekend at Hibalstow, on land kindly loaned by C&M Anyan, and organised by Gary Capp and Barrie Mumby. The land was only available for one weekend at very short notice, so we were only able to advertise the event on Facebook and by word of mouth. Nevertheless, we attracted a varied selection of tractors, ranging from an E27N right up to a New Holland T7 loaned by Lincs Motors, and there were all sorts of models in between.

Two tractors that really caught my eye were an E27N P6 crawler pulling a drag, and a very rare Mailam based on a 5000 skid unit; this is only a 65hp machine, but it was pulling around two

tons of Ransomes Hexatract plough at a good pace! My dad always used to say 'make sure your plough points aren't too worn!'

Barrie Mumby had brought his 5000 and TS90 for me to scratch out headlands etc, and 'scratch' was all I was able to do in the hard ground (see photo of points), but he turned up that night with some new ones, which were much better. It was good to see a restored Doe 130 owned by Richard Mason, who wasn't afraid to use it in the way its designers had intended.

In all we had about 20 tractors ploughing, and more spectators than we'd expected, with everyone enjoying



Jamie Shaw-Brown's 5000-based Mailam and Ransomes Hexatract plough.



Barrie Munby's 'pre-loved' plough shears; certainly not much conjur!



A P6-engined County full track pulling a drag; an ideal combination avoiding compaction.

the chance to get back on the land. Hopefully we'll be able to use this land again next year, with a bit more advanced notice regarding the date. But, for the time being, many thanks to everyone who brought their tractors.

Phil Gibson, FFA Roving rep

71ST BRITISH NATIONAL PLOUGHING CHAMPIONSHIPS



View of the FFA's plots at the start of the championships; it certainly looks to be ploughman's land.

This year's competition took place on October 8th-9th, with His Grace the Duke of Devonshire kindly supplying land at Glapwell, in Derbyshire, which is part of the Chatsworth Estate. It was excellent land all over the site, and something very rare happened that weekend; I didn't hear competitors complaining about the conditions!

I decided to go to the site on Thursday as the weather was forecast to be bad on Friday; a good decision as it turned out. Friday was windy and very wet, with most people in the trade stand area having to be towed around the site.

Some of our members supported the club by bringing tractors for the

stand, and we had 10 members ploughing in the FFA class. The standard of workmanship was excellent, as it should be for a national competition. Our two stewards for the match were concerned by the red chair on Richard Wilson's plough (see photo), wondering if it was a legal attachment, and thinking his wife – Audrey – would be sitting on it working the ploughs handles!

Thanks go to our stewards, Brian Hancock and Matthew Stone, and to everyone else who helped me on what turned out to be a very busy club stand over the weekend; members had travelled from all over the UK and Ireland.



His Grace the Duke of Devonshire and the Duchess with FFA prize-winners Tim Easter and John Lewis.



Harry Williams, known to many of you, unusually seen here on a Fordson N.



Richard Wilson's red chair.

Congratulations must go to John Lewis who won the FFA Trophy. Second place went to Tim Easter and Roger Ingham finished third. To the rest, keep practising and better luck next year when we'll be in Somerset for the Nationals!

Phil Gibson, FFA Roving rep

EASTERN COUNTIES VINTAGE SHOW

I'm pleased to report the return of this event, instigated originally by the late Roger Desborough, who is sadly missed. The show was held over the weekend of October 8th-9th, at the Norfolk Showground, just west of Norwich. Once again, the FFA had a stand with refreshments and merchandise available to members.

With my Ford Cargo still out of test, the only way to exhibit any of my tractors was to drive them there – only 18 miles. I thought about taking my E27N L4, then remembered its last outing to Marsham and decided to take a red one!

We had a great display of Ford and Fordson tractors, so much so that we filled our allocated space and encroached on the Ferguson contingent.

Ian Prince brought his ex-ferry Power Major with its winch and crane loader attachments, which was positioned outside our FFA hall, and provided a great way to find the club stand.

There were a number of national clubs exhibiting, including the International Harvester Heritage Association, Case IH, Stradsett NVTEC and my local one, The Old Ram Tractor Club.

As the name of the show suggests, if it was vintage or classic, there was something for everyone to enjoy; cars, motor bikes, stationary engines, hot-rods and trucks. The truck display was one of the largest I've seen at any show.

A new addition in the main hall was a large craft section with traders able to display their goods in a comfortable,

dry environment. Outside there were numerous trade stands selling tools, spare parts and 'man cave accessories'. Whatever your taste in food, it was catered for by the various offerings.

The autojumble took place on Sunday, and many enjoyed the opportunity to pile their trailers and, for a small fee, park in the designated area and, hopefully, sell out. It proved very popular, and I managed to buy a pair of headlights for a tenner.

Overall it was a great weekend, and I should extend a big 'thank you' to the organisers for all their hard work. Let's hope there will be a show in 2023; the current feedback is promising.

Keith Broomhall, FFA East Anglian rep



Ray Godwin's Dexta fitted with a Ford V6 2.8-litre petrol engine, at the Eastern Counties Vintage Show.

A FRENCH EXPERIENCE



Probably a 2N with a Ferguson derivative beside it, basking in French sunshine.

Very little happens in this part of Burgundy, in east-central France, as far as tractors are concerned. Yes, it's very rural and tractors abound – usually travelling very fast on our narrow roads! – but they are mostly modern and often green, so don't hold the same interest for me as the blue variety does. So, when an enquiry arrived from Jean-Paul Estivie, secretary of the Club Ferguson-France last January, requesting information about parts he needed for his Ford/Ferguson 9N, this attracted my interest as I know very little about this model.

My first move was to pass on the query directly to Pat Pawsey who, with his usual efficiency in finding the right people to help, dealt with the issue. However, not only did Jean-Paul send me a copy of the club's magazine, he also invited me to its AGM which, this year, took place on May 14th in the village of Festigny, not far from my home here in the Yonne.

I arrived bright and early at the Gîte 'Ferm du Bois la Dame' where I found a large number of very smart campervans parked around the house. As I approached, I saw a very large, red tractor of the MF variety, plus four

others parked in a row. The first was a Ferguson type 'A' painted black, the next was a Ford/Ferguson 2N, the third was an unrestored TE-A 20 (complete with side mower) and the final one was a fairly well-restored TE-A 20. Elsewhere there were several other MF tractors, including a number of garden ones.

There was very large crowd of delegates, each with a badge indicating the department they represented. I was taken into an enormous building that had once been a barn – but is now used for functions such as weddings – and was introduced to Jean-Paul, who was a rather elderly gentleman. We talked for a while and he told me that he was preparing an article on the differences between the 9N and the 2N. Most owners believe they have a 9N when, in fact, the Ford/Fergusons only arrived in France in 1946, so would almost certainly have been 2Ns. This was somewhat fortuitous, as I'd taken the liberty of translating part of the article *Is it a 9N or a 2N?*, which appeared in issue 108 of this magazine.

Although my French isn't too bad, the meeting was quite long-winded; having started at 9.30, it went on until 11. The only person I recognised – André Villiers,

Député de l'Yonne et agriculteur (local government deputy and grower of cereals) – talked until about 11.45, after which there were questions. At last, at 12.30, the 120 or so guests were offered an apéritif, followed by lunch.

At this point I was hoping to slip away, but was taken to the top table where the club's two presidents (both past and present), M Villiers and others were already seated. I was so grateful to find myself seated next to Jean-Paul and his very pleasant wife, who both put me at my ease and made the rather extended lunch much more pleasant.

Although I found the whole experience quite daunting – I'm not gregarious by nature – I do wonder how such a meeting might have gone down in the UK? After all, this was a three-day trip for the delegates, requiring two coaches for trips for wine-tasting, a visit to the mediaeval Castle of Guédelon plus food and drinks at a cost of €160 per person!

By the way, my thanks to Jane Broomhall for the fleece I ordered as well as the application forms and club stickers that I duly passed on.

Martin Carley, FFA France rep

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

TRACTORFEST A BIG SUCCESS

My big complaint about the Biddenden TractorFest over the years is that there just haven't been enough tractors attending to actually call it a proper 'tractor festival'. After all, June's Tractor Fest at Newby Hall, in North Yorkshire, had approximately 900 tractors entered!

Well, that all changed at this year's Biddenden event (August 20th-21st), where 14,000 visitors who paid to attend were able to enjoy over 200 tractors on site. The event, organised by the Kent Agricultural Society and its band of enthusiastic helpers, was also back on its original site, which was another plus point.

As I wandered across the showground, heading towards the tractor display, I saw huge queues at all the food outlets, and I know that one vendor had to send staff back to their farm shop to bake more sausage rolls, such was the demand.

The Ford & Fordson Association had a fine stand, efficiently managed by Rodney Gibson who signed-up 14 new members over the weekend. Among the exhibits was Liam Banks' well-restored, 1960 Fordson E1A Major Industrial, complete with a Holman compressor on the back. This was the tractor's first outing and you could still smell the fresh paint, which Liam had applied just a few days before the show!



Tractors of all ages were seen at the Biddenden show, making it a real festival.

Another star exhibit at this busy event was the Hanks family's 1963 Fordson New Performance Doe, which has lived in Kent for many decades, and still looks just as good as it did 20 years ago in previous ownership. But perhaps the real star of the show was the even more rare, Frank Thornton-designed, 1967, Northrop 5004 equal-wheeled tractor.

This machine was based on the Ford 5000 and only about 120 were made. It cost £1,980 when introduced in 1965 and, although this example – which spent its working life in a timber yard – is in need of some renovation work, it was

WEALD OF KENT



Ford 7810 with the timber arriving for the fine demonstration at the show.

The popular Weald of Kent Steam Rally took place at Woodchurch, near Ashford in Kent, on August 6th-7th. As usual the Ford & Fordson Association had a stand at this event, which was certainly appreciated by members.

There were over 100 tractors at this large and interesting event, and probably a good quarter of them were from the Ford family.

a real treat to see such a rare machine being shown by its owner, Ross Douglas.

Congratulations to everyone involved in Biddenden Tractorfest, which was one of the biggest hits on the 2022 southern show circuit.



It was great to see the ex-Ovenden Hanks family's 1964 Doe New Performance parading in the show ring.



The timber area at this year's Biddenden Tractorfest had plenty going on, with this County 1174 joining in.

GREAT DORSET STEAM FAIR



David Filby from Stowmarket at the GDSF with his 1963 Super Dexta.

It was such a good feeling to be back at the Great Dorset Steam Fair; the largest show of its kind in the world today. With plenty of sunshine during my visit, I headed straight to Stuart Cotton's tractor section where I was pleased to see a good number of Ford and Fordson machines on display.

It was a thoroughly good show and the ring parade commentary was entertaining and well researched. The working section was full of excellent but very dusty tractors by the end of the show, and it was great to see everyone enjoying themselves.



My favourite tractor at the 2022 GDSF was Edward Price's 1964 County Super Four.

One of the nicest Ford family tractors just had to be the Edward Price 1964



In the plant section at Dorset was this Aveling Barford grader, very much looking the part.



Among the working machines at Dorset, the one that stood out for me was Tony Donovan's Standard N orchard conversion.

County Super-4 that looked very original. There was also a small but interesting selection of Fordson Ns on show, plus a number of other models from the Fordson stable.

Among the working machines, the one that stood out for me was Tony Donovan's Standard N orchard conversion, even if it did have a fuel blockage when it saw me! But Tony had it running well later that morning.

PLOUGHING IN EAST GRINSTEAD

I haven't been to the East Grinstead & Three Counties Ploughing Match for over 30 years, but here I was on September 3rd at Imberhorne Farm, East Grinstead, in W Sussex.

At 9am the 57 competitors were lining up to start as they cleared their plots of straw. The conditions were very tough, but the firm ground was ploughable, although it was certainly hard work.

David Gill, from Surrey, with his fine 1959 Fordson Dexta and Ransomes Robin plough, won Class 7 (Vintage mounted), while Gordon Newman from Basingstoke, with his 1959 Fordson Dexta and Ransomes TS59, finished third.

Class 6 (Vintage trailed) produced the overall winner of the day, Bedfordshire's Mick Cherry and his 1938 Harvest Gold Fordson N (complete with very interesting cast rear wheels) and



R Beasley concentrates with his 1963 Fordson Super Dexta Ransomes Robin behind.

Ransomes RSLD 9 two-furrow plough. Third on the day was David Green, with his wide-wing 1941 Fordson Standard N and RSLD 9 plough.

ROMNEY MARSH MATCH



Winner of the Vintage Trailer Class was Austin West with his Standard Fordson and Ransomes RSLD plough.

The ground conditions at White House Farm, Brookland, in Kent, on September 4th were a lot drier than the previous day at this year's Romney Marsh Ploughing & Cultivations Society competition.

A larger crowd than the day before descended on the very flat site at this well organised annual ploughing match. Although there was just one entrant in the modern reversible class, nearly 60 ploughman were taking part overall,

although only a few had made it down from the East Grinstead match that had taken place the day before in Sussex.

Nevertheless the man to watch was ex-Doe, secondhand combine expert, Paul Wylie. The multiple Essex ploughing champion and regular trailed National finalist has been going well this season with his Standard Fordson N.

However he was up against it when local Austin West who was to take him on and win in the sweet-running Fordson Standard N wide wing with Ransomes RSLD which, like the tractor, had been properly restored. The family have been rallying tractors since 1976.

It was good to see a novice class (Class 6) which included Emily Watson with her Fordson Standard N and trailed Ransomes that was to finish third. It was good to see B Baseley, with his famous Fordson Super Major and Ransomes TS59 combination from Sevenoaks securing third place on Class 2 (Classic). Paul Wylie took the awards for 'Best Work with a Ford' and Reserve Champion, while Austin West beat Paul for class honours with his Fordson.

Yet again this was a very successful event with lots of trade stands including Haynes, the local New Holland dealer in attendance.

FORDS AT BERWICK ST JOHN

The 30th Anniversary Berwick St John Country Fayre was held at Manor Farm, Berwick St John, in Wiltshire on September 17th-18th. This bi-annual show is free to enter, with donations received going to Salisbury Hospital's Stars Appeal.

There was a huge crowd in attendance, plus a great line-up of tractors that included more than 60 Ford and Fordson models on site. Congratulations to the Pococks and friends for a great event, as usual.



Tractors of all sizes were seen here in such a pleasant setting.

ROADLESS PLOUGHMASTER WORKING WEEKEND



What a line up of gems here with Graham Sparks Roadless Ploughmaster 6/4 leading the way (No. 2595).

It was a pleasure to be invited to the Blakesley Show Vintage Working Weekend, held at Poplars Farm, Greens Norton, Blakesley in Northamptonshire, on September 10th-11th.

This was a high-class working event spotlighting the 60th and 56th anniversaries of the Roadless Ploughmaster 6/4 and its replacement, the 90, respectively. Staged by FFA member Billy Wood – with the help of Sam Chapman and, of course, the experience of Fordson man, Gary Rutter – it was a very well-organised event that was enjoyed by all.

Tractors came from all parts of the UK to support this 'Appreciation Show', including Malcom Cook senior and junior, who brought their early green and yellow 6/4 (No. 2399), plus two others

including an early and original 90, from Northern Ireland.



The Billy Wood, part-restored Ploughmaster 6/4 (No. 2535) being put through its running-in paces by its previous owner, David Kerrigan.



Gary Rutter leads the way with his lovely Ploughmaster 6/4.

On Saturday, when I was at the show, there were 12 of the make on display, many ploughing. I gather that three more arrived on Sunday, making it a truly grand occasion. Hopefully this event will be repeated in the future.

FORDSONS GALORE!

The Weald of Kent Ploughing Match & Show took place at New Barn Farm, Hawkenbury, near Headcorn, in Kent, on September 17th.

This is by far the most popular match in the south-east nowadays, and people were still arriving even after the ploughing had finished! There were 68 entries and, sadly, two didn't make it following an accident on the M25. It was also disappointing not to see Ralph Stevens from Horsmonden and his Caterpillar D2 outfit, following his recent retirement.

Class 1 (Conventional Mounted) saw three competitors doing well. P Baseby's Super Dexta with Ransomes 103 plough

was looking good while Bob Baseby – a winner in the spring – was doing good work with his Fordson Super Major and Ransomes plough.

The Vintage A Open class featured top performers such as New Romney and East Kent match winner, Austin West and winner here, Paul Wyle, from Essex. The local man to watch was John Dungey and all three of these great ploughmen were competing with Fordson Standard Ns and Ransomes ploughs.

In Class Vintage B (Vintage Local Trailed Ploughs) the Fordson Standard N dominated, with M Watson's 1940 example looking an absolute treat, combined with his Ransomes plough



Paul Wyle was back to his best and took his class and has since successfully had a knee operation.

behind. It was also great to see Emily Watson competing with her very well-presented and restored Standard outfit.

The event attracted an enthusiastic crowd of over 10,000, and all enjoyed a fantastic time in the autumn sunshine.

SALES CORNER

Peter Love offers a snapshot of the Ford & Fordson movers and shakers changing hands at recent auctions and sales around the UK

HARROGATE HOLDS UP WELL



This Ford PreForce 3000 Select-O-Speed KWX637D with Sekura cab changed hands at £3,700.

Cheffins hosted its annual collective sale at the Great Yorkshire Showground in Harrogate, on August 20th, at which some 900 lots of classic and vintage tractors, agricultural machinery, vehicles and collectables went under the hammer. The sale grossed over £500,000 and attracted a good crowd from across the UK and elsewhere in Europe.

There were over 140 classic and vintage tractors on offer, but Ford and Fordson weren't among the most numerous. However, one that caught my



County 754 with all the timber gear, but needing tyres went to new pastures at £12,800.

eye was a very clean and original Super Major, which sold for £6,200. Also of note was a 1961 Fordson Dexta, which made £4,800.

Oliver Godfrey, head of the machinery department at Cheffins said: "The Harrogate sale provided a fantastic day out, and is a key date in the vintage

and classic calendar. We saw large crowds on the day, with buyers from across the northern counties and further afield all heading to the Great Yorkshire Showground to join in the fun, as well as 100s of bidders online. The market is clearly still going strong for both vintage and classic tractors."

HONITON HILL SALE



This yard-scraper Ford 3000 is on its way to Holsworthy, Devon.

Kivells Auctioneers conducted the annual sale in conjunction with the Honiton Hill Rally, which took place at Smetharpe Airfield on August 29th.

Everyone was glad to see the return of this much-loved event, and the sale included an interesting variety of tractors, machinery and stationary engines.

Among the blue models to be sold was a Ford 3000 which, no doubt due to its rough tinwork and 8,127 recorded hours, found a new home for just £750.

Other bargains included a Fordson Dexta with hydraulic loader that sold for £650, and a Ransomes two-furrow mounted hydraulic plough that was moved on for £140.



The Ford 2N owned by the Lanning family from Sheldon spent its working life in the south of France and the saw bench was acquired from a Honiton Hill auction!

NOCK DEIGHTON SALE

On Saturday 17 September with Trevor Breakwell giving up the tenancy at Down Farm, Much Wenlock, Shropshire, Nock Deighton was brought in to handle the dispersal sale.

There were 100 or so people attending the event and it was certainly a good, old-fashioned affair, with no internet bidding and no buyer's premium. Most of the tractors sold exceptionally well, such as the Fordson New Performance Super Major that made £4,250 (+VAT).



The New Performance E1A made a good £4,250 and showed that the backend was kept in an open shed.

FORD SALE OF THE YEAR



Some £12,500 + VAT was paid for this 1983 Ford TW-25 with PAVT wheels on the back.



Looking good was this Ford 7810 Series III which sold for £20,000

An enormous crowd was drawn to the Graham Holland slim-down sale held by HJ Pugh just off the A303, near the village of Urgashay, in Somerset, on September 17th.

There were actually two sales taking place at the same time, amounting to 1,150 lots ranging from parts and implements to modern and classic tractors.



With bidding stalling at £40,000, this Ford 7810 Jubilee didn't change hands and is still available.

The tractors being sold weren't over-glamorous, but most of them ran and quite a few had log books. As expected there was VAT to be added to much of the stock.

Fords are really Graham's first love, so it was no surprise to see blue machines

NEW COLLECTIVE ON THE SCENE

Southern Counties Auctioneers conducted the first Berwick St John Country Fayre Auction, organised in conjunction with the bi-annual Country Fayre held at Manor Farm, Berwick St John in Wiltshire, on September 17th.

The sale included more than 600 lots, and the top tractor on the day was the Roadless 115 that made £20,000.



This Roadless 115 was the top tractor at Berwick St John when it sold for £20,000.



This 1989 Ford 7810 II with 8,469 hours sold for £23,000 + VAT.



Selling very well for its condition, this Ford Pre-Force 5000 could have been yours for £13,100.

very dominant at the sale. There was certainly something for everyone, the bidders all went home happy and I know that Graham and his family were very pleased with the outcome.

STUNNING PRICES!



Creating a new record for a 1004FC was this example at £30,000.

Cheffins staged the excellent PM Peake, Golder Manor Farm machinery dispersal sale on September 27th.

CLEAR-OUT TIME



Looking rather unloved is this Ford 4000, which has great potential and sold for £3,600 + VAT.

Oliver Godfrey and his team were at Holmes Farm near Epping, in Essex, on September 29th, for a 250-lot sale. Of most interest to readers of this magazine was the cabled, 1971 Ford 4000 – wearing its working clothes – which sold for £3,600 (+ VAT).

A restored, 1974 County 1004FC (all ready to go but without a body) changed hands for a very good £30,000, which is a record price for one of these machines; they can make to you feel seasick due to the motion of the forward driving position.

Next we moved to the Schindler

central-axle Ford Force 5000 four-wheel-drive conversion, which was in lovely working condition and, with 4,409 hours recorded on the clock, sold for £7,500. Also, a County 1174 with FMC crane and 3,032 recorded hours, changed hands at £12,000. Overall, this was a very satisfactory sale for all concerned.



Looking good was this Ford Force 5000 with Schindler front axle, at £7,500.

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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

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
CHASESIDE							
Fordson N Super-Lift Crane	1934-45	£900	£1,850	£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	£3,600	£4,300	NA
700-700A	1960-68	£1,400	£2,900	NA	£3,400	NA	NA
COUNTY							
CFT E27N p/p crawler	1948-51	£1,900	£3,600	£6,100	£4,700	£7,100	£12,600
CFT E27N Perkins P6 crawler	1948-51	£3,400	£5,200	£14,500	£8,200	£10,250	NA
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	£3,600	£4,800	£5,900	£6,300	NA
Major Ploughman crawler	1957-58	£1,950	£2,900	£6,400	£4,400	£7,100	NA
Major Ploughman P50 crawler	1958-61	£2,100	£3,200	£6,200	£5,400	£6,800	£8,600
Major Ploughman P55 crawler	1961-65	£1,900	£3,400	£6,500	£5,900	£6,400	NA
Major Ploughman 6-cyl crawler	1963-65	£2,700	£3,600	£5,400	£4,200	£5,420	NA
Four-Drive	1954-58	£7,700	£8,200	£12,600	£12,000	£12,750	£14,100
Hi-Drive	1958-62	£3,900	£5,600	£8,200	£6,900	£8,100	NA
County Dexta Forestry 4x4	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	£6,800	£12,400	£21,300	£14,500	£26,000	£34,000
654	1964-68	£5,100	£9,230	£15,900	£12,900	£19,800	NA
FC654	1965-68	£6,900	£9,100	£16,400	£17,500	£23,600	NA
954	1965-67	£5,750	£10,900	£19,500	£14,600	£18,200	NA
1004	1966-75	£5,900	£12,600	£19,200	£16,000	£18,700	£21,300
854T	1967-68	£6,200	£10,300	£24,300	£17,900	£22,800	NA
FC1004	1967-77	£6,400	£10,600	£25,000	£15,950	£24,200	NA
1124	1967-72	£6,900	£12,200	£24,500	£18,900	£20,700	£27,800
1124 drainage machine	1967-72	NA	£9,300	NA	NA	NA	NA
754	1968-75	£6,600	£9,500	£19,000	£17,950	£21,950	NA
FC754	1968-75	£6,200	£10,400	£18,200	£15,950	£19,800	NA
4000-Four	1968-75	£6,100	£10,400	£21,400	£16,800	£17,200	£21,200
IHC 614	1966-68	NA	£10,900	£16,000	£16,600	£18,000	NA
IHC 634	1969-72	£8,900	£9,500	£17,300	£16,000	£17,000	NA
1164	1971-77	£6,200	£10,400	£31,300	£19,600	£26,800	£39,500
944	1971-75	£6,800	£11,950	£26,400	£24,000	£29,200	NA
1254	1972-75	£8,850	£17,200	£27,200	£22,750	£34,200	NA
1454	1972-78	£8,900	£18,800	£32,800	£24,950	£37,500	NA
764	1975-78	£6,800	£9,640	£19,100	£17,800	£26,550	NA
964	1975-77	£6,300	£10,100	£24,100	£22,000	£26,600	NA
4600-Four	1975-81	£6,600	£10,300	£24,400	£21,400	£23,100	NA
6600-Four	1975-81	£7,900	£11,600	£27,900	£22,200	£31,400	NA
7600-Four	1975-81	£7,900	£12,800	£28,500	£23,100	£36,500	NA
1174	1977-79	£9,100	£18,200	£39,000	£28,900	£34,000	£41,250
6700-Four	1978-81	£7,600	£14,700	£28,500	£18,100	£24,900	NA
7700-Four	1978-81	£5,600	£14,100	£21,400	£18,200	£26,800	NA
FC1174	1978-80	£6,900	£10,100	£19,200	£15,500	£19,900	NA
774	1978-90	£7,200	£17,000	£28,000	£25,800	£31,000	NA



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
974	1978-90	£6,300	£16,300	£24,000	£17,800	£28,200	NA
1184 TW	1979-90	£26,000	£45,000	£58,000	£50,800	£62,500	£74,100
1464 TW	1978-87	£16,900	£28,100	£55,000	£38,800	£41,800	NA
1474 Short nose	1979-83	£28,000	£68,000	£194,000	£92,000	£176,000	£200,000
1474 Long nose	1979-83	£37,000	£75,200	£200,000	£99,000	£200,000	NA
County Ford 8100 2WD	1978-80	£8,600	£10,800	£21,850	£14,200	£19,200	NA
County Ford 8200 4WD	1980-82	£10,200	£12,800	£24,100	£17,700	£23,000	NA
FC1184 TW	1981-87	NA	NA	£18,400	NA	NA	NA
1884	1980-87	£90,000	£198,000	£275,000	£215,000	£250,000	NA
6610-F	1981-83	£9,400	£14,500	£26,000	£19,600	£21,800	NA
7610-E	1981-83	£8,400	£16,500	£29,000	£21,100	£26,200	NA
County Benson 1184-TW	1990	NA	NA	£71,000	NA	NA	£87,000
County Benson 1184	1994	NA	NA	£76,000	NA	NA	NA
DOE							
Dual Drive	1958-59	NA	£42,000	£58,000	£59,000	£56,000	NA
Triple D (Super Major)	1960-63	£26,000	£58,800	£61,000	£49,000	£67,000	NA
Triple D (NP Super Major)	1963-64	£29,000	£51,000	£62,000	£58,000	£69,000	NA
Triple D NP (Half)	1963-64	NA	£17,000	NA	NA	NA	NA
Triple D (Half)	1960-63	NA	£14,800	NA	NA	NA	NA
Doe 130	1965-68	£33,000	£59,500	£82,000	£61,000	£75,000	NA
Doe 130 (Front half)	1965-69	£18,000	NA	NA	NA	NA	NA
Doe 150	1968-69	£38,000	£50,000	£69,000	£62,000	£66,000	NA
D5100	1971-72	NA	£12,900	£26,000	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	£28,000	NA
FORDSON/FORD							
F MoM	1917-18	£3,800	£7,900	£17,400	£8,100	£21,000	NA
F USA	1918-23	£1,700	£2,700	£8,200	£3,950	£9,400	NA
F Irish	1919-23	£18,000	£2,900	£11,400	£3,700	£9,800	NA
F Irish	1923-28	£1,400	£2,800	£10,900	£6,900	£9,100	NA
F USA	1922-26	£1,350	£1,800	£4,500	£3,800	£6,300	NA
N Irish transition	1928-32	£1,600	£3,800	£7,400	£8,500	£9,600	NA
F Trackson F (high sprocket)	1922-28	£3,200	£4,900	£6,300	£6,200	£9,200	NA
F Trackson D (equal sprocket)	1923-28	£3,200	£5,200	£7,100	NA	£7,900	NA
F Hadfield-Penfield Rigid Rail X	1922-28	£5,000	£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	NA	NA	£6,600	£12,200	NA
N Perkins L4 conv	1928-45	NA	£4,600	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	£750	£1,800	£4,600	£2,200	£3,800	£4,900
N Orange	1937-40	£650	£1,450	£3,700	£1,900	£4,200	£4,400
N Green	1940-42	£600	£1,150	£3,800	£1,620	£2,100	£4,700

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
N Utility Green	1943-45	£790	£1,500	£6,800	£1,900	£3,200	£4,300
N Rowcrop (All-round)	1936-45	£2,300	£2,900	£7,600	£4,900	£6,700	NA
N Narrow Hop Garden Kent conv	1933-45	£1,600	£2,800	£4,800	£3,800	£4,400	NA
N Industrial various	1933-45	£1,000	£2,100	£5,500	£3,900	£4,600	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	£1,900	£3,800	£2,800	NA	NA
N A/B PT4 Road Roller	1940-44	£1,200	£1,900	£3,800	NA	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	£1,700	£3,100	£6,800	£4,700	£6,800	£7,200
2N Ford Ferguson	1942-47	£1,750	£4,800	£4,700	£5,200	£6,300	NA
2N Ford Ferguson Perkins P3 conv	1942-47	NA	NA	NA	NA	£6,000	NA
2N Ford Ferguson Funk Flathead-6 conv	1942-47	£2,800	£3,600	NA	£10,200	£7,800	NA
2N Ford Ferguson Funk V-8 conv	1942-47	£4,900	£8,200	NA	£15,100	£22,500	NA
2N Ford Ferguson Tug	1943-45	NA	NA	NA	NA	£6,700	NA
8N Ford Ferguson	1947-52	£1,300	£1,750	£3,200	£4,100	£5,400	£7,200
8N Ford Ferguson V-8 conv	1947-52	£4,200	£5,700	NA	£8,400	£11,600	NA
Jubilee	1952-54	£1,300	£1,950	£4,200	£3,200	£5,340	NA
6-900	1954-57	£1,100	£2,600	£3,600	£3,100	£3,900	NA
E27N petrol-paraffin	1945	£1,000	£1,250	£4,250	£2,100	£2,900	£3,700
E27N petrol-paraffin	1946-48	£950	£1,300	£3,900	£1,900	£2,400	£3,100
E27N Industrial p/p	1945-52	£1,000	£1,600	£4,200	£2,600	£3,000	NA
E27N p/p low gear	1946-52	£350	£900	£2,100	£2,400	£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	£1,900	£3,600	£10,500	£8,600	£9,400	£10,600
E27N Perkins L4	1945-52	NA	£2,100	£3,900	£5,100	£7,600	NA
E27N Hopgarden-Narrow p/p	1946-52	NA	NA	NA	£6,900	NA	NA
E27N p/p rowcrop Bettinson conv	1946-52	NA	NA	£5,900	£4,800	NA	NA
Major E1A petrol	1951-58	£900	£1,500	£4,200	£3,200	£4,100	NA
Major E1A diesel	1951-57	£950	£1,750	£5,500	£3,100	£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	£6,900	£5,900	£8,720	NA
Major KFD 58in narrow	1954-60	£1,900	£2,800	£5,100	£3,900	£7,200	NA
Major KFD 68in narrow	1952-64	£1,800	£2,600	£5,800	£4,300	£6,900	£12,500
Major E1A Mk2 Live-drive	1957-58	£950	£1,750	£4,250	£3,400	£7,600	NA
Power Major	1958-60	£980	£1,800	£4,900	£3,200	£5,800	£8,300
Power Major Industrial	1958-60	£970	£1,900	£4,500	£3,600	£3,800	£5,900
Power/Super Major Hydrostatic	1958-65	NA	NA	£4,500	NA	NA	NA
Super Major	1960-62	£980	£1,800	£12,650	£3,100	£5,900	£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	£3,600	£12,900	£4,900	£8,100	£11,400
New Performance Major Industrial	1963-65	£2,100	£2,900	£5,900	£5,400	£7,100	NA
NP Indust Aveling/B grader	1962-64	NA	£3,500	NA	£4,600	NA	NA
Major 6-cyl conversion	1952-64	£2,000	£3,600	NA	£4,400	£5,600	NA
Major 5000 (USA)	1962-64	£2,100	£3,400	£6,900	£4,900	£7,200	NA
Dexta	1958-60	£750	£1,300	£5,200	£2,600	£5,800	£7,300
Dexta	1960-62	£850	£1,675	£5,400	£2,400	£5,100	£6,900
Dexta Special old-style pan export	1962-64	£920	£1,700	£5,200	£2,600	£4,100	£6,400
Super Dexta	1962-63	£950	£1,800	£4,900	£2,800	£5,200	£6,100
Dexta petrol (older style)	1958-64	£950	£1,900	£2,900	£3,100	£3,400	£3,900
Super Dexta New Performance	1963-64	£1,150	£2,600	£5,600	£5,800	£6,100	£7,100
Super Dexta NP petrol	1963-64	£1,400	£2,100	£3,300	NA	£4,900	NA
Dexta vineyard-narrow	1959-62	£950	£1,950	£5,100	£3,400	£5,100	NA
FORD							
6-901 range USA	1957-62	£1,200	£1,900	£3,400	£3,200	£4,800	NA
Commander 6000 Select-O-Speed	1962-66	£2,900	£4,100	£8,200	£4,800	£7,100	NA
Pre-Force 2000 petrol	1964-68	NA	£2,900	£3,700	NA	£5,900	NA
Pre-Force 2000	1965-68	£1,600	£2,400	£5,200	£3,900	£7,800	£8,420
Pre-Force 2000 4x4	1965-68	NA	NA	£7,400	£5,450	£7,300	NA
Pre-Force 3000	1965-68	£1,700	£3,400	£7,500	£4,900	£7,200	NA
Pre-Force 3000 petrol	1964-68	NA	£2,800	£6,100	NA	NA	NA
Pre-Force 3000 Select-O-Speed	1965-68	£1,250	£3,200	£6,100	£4,300	£6,800	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
Pre-Force 3000 vineyard	1965-68	£1,100	£1,800	NA	NA	NA	NA
Pre-Force 4000	1965-68	£1,600	£2,900	£7,650	£4,900	£8,900	£9,200
Pre-Force 4000 Select-O-Speed	1965-68	£1,250	£2,940	£5,900	£4,100	£6,200	NA
Pre-Force 5000	1965-68	£4,450	£8,600	£19,900	£12,200	£16,650	£22,700
Pre-Force 5000 4x4 M/European conv	1965-68	£4,400	£8,600	£12,550	NA	£4,200	NA
Pre-Force 5000 Select-O-Speed	1965-68	£3,400	£7,850	£12,700	£11,600	£15,400	NA
Pre-Force 5000 Automowerpylon/w	1967	NA	£6,400	NA	NA	NA	NA
Pre-Force 5000 petrol	1964-68	NA	£4,700	£7,950	NA	NA	NA
Pre-Force 5000 Industrial	1961-65	NA	NA	£14,600	NA	NA	NA
Shibaura 1000	1973-5	NA	£3,100	£4,950	£6,150	£6,200	£7,900
Force 2000	1968-75	£1,820	£4,100	£12,600	£6,900	£9,800	£11,750
Force 2000 petrol	1968-72	£1,900	£4,700	NA	£4,200	NA	NA
Force 2000 vineyard-narrow	1968-75	NA	£2,800	NA	NA	£5,900	NA
Force 2000 4x4	1968-75	NA	NA	£11,100	NA	£8,200	NA
Force 3000	1968-75	£1,200	£2,100	£5,100	£3,600	£6,600	£9,600
Force 3000 petrol	1968 -75	NA	£2,900	£7,200	NA	NA	NA
Force 3000 vineyard-narrow	1968-75	£1,700	£4,100	£6,500	NA	NA	NA
Force 3000 4x4	1968-75	NA	£4,100	£8,200	£12,100	£11,900	NA
Force 4000 Select-O-Speed	1968-75	£1,900	£3,900	£11,600	£7,600	£9,250	NA
Force 4000	1968-75	£1,900	£3,900	£11,900	£6,700	£9,850	NA
Force 4000 4x4	1968-75	NA	NA	£12,800	NA	NA	NA
Force 4000 petrol	1968-75	NA	£2,900	£7,400	NA	NA	NA
Force 5000 Select-O-Speed	1968-75	£3,700	£7,900	£14,500	£11,600	£17,400	NA
Force 5000	1968-74	£4,800	£9,400	£41,000	£18,400	£21,900	£28,200
Force 5000 DP (DPA pump)	1975	£4,850	£8,400	£29,400	£16,800	£25,200	£29,200
Force 5000 4x4 M/European conv	1968-75	£4,900	£12,950	£18,800	NA	NA	NA
Ford 5000 Cotil Crane	1968-75	NA	£7,100	NA	NA	£8,700	NA
Force 5000 Rowcrop Select-O-Speed	1968-75	NA	£5,600	£7,600	NA	NA	NA
Force 5000 Industrial	1968-75	NA	£5,700	NA	NA	NA	NA
Force 5000 petrol	1968-75	NA	NA	£7,800	NA	NA	NA
Force 7000	1971-75	£11,600	£14,800	£34,700	£14,900	£28,700	£34,000
Force 7000 4x4	1971-75	NA	NA	£18,000	NA	NA	NA
Force 3055 narrow French	1968-74	£1,900	£3,100	£5,500	NA	NA	NA
8000	1968-72	£3,900	£8,700	£12,450	£7,450	£14,400	NA
9000	1969-72	£4,100	£7,900	£13,600	£7,900	£15,500	NA
8600	1972-79	£4,600	£8,100	£19,000	£10,500	£21,900	NA
9600	1972-79	£3,780	£8,600	£21,700	£11,800	£24,750	NA
2600	1975-81	£2,900	£5,700	£10,800	£7,400	£9,600	NA
3600	1975-81	£3,100	£5,600	£11,200	£7,850	£8,900	NA
3600 narrow	1975-81	£2,400	£3,900	£6,475	£4,900	£7,250	NA
4100	1975-81	£2,750	£2,700	£8,400	£5,600	£7,850	NA
4600	1975-81	£2,800	£5,800	£10,900	£8,800	£10,600	NA
5600	1975-81	£3,400	£5,600	£14,750	£12,750	£15,900	£18,720
6600-6700 2WD	1975-80	£3,400	£6,800	£14,300	£10,900	£12,700	£15,200
6600 4WD	1975-80	£4,900	£8,950	£14,600	£11,400	£15,500	NA
7600 & 7700 2WD	1975-81	£3,700	£5,300	£10,900	£7,100	£9,800	NA
7600 4WD	1975-81	NA	£5,900	£14,200	£9,100	£17,400	NA
8100 2WD	1977-81	£8,600	£10,800	£21,850	£14,200	£19,200	NA
FW-30	1979-84	£8,900	£14,900	£31,000	£19,300	£27,200	NA
FW-60	1979-84	£6,400	£18,000	£33,000	£25,600	£29,200	NA
FW-30 New style	1984-87	NA	NA	£33,000	NA	NA	NA
FW-60 New style	1984-87	NA	£15,400	£37,000	£28,000	£34,500	NA
TW-10	1979-83	£4,800	£8,900	£17,400	£12,300	£18,950	NA
TW-10 4WD	1979-83	£4,950	£10,600	£22,800	£16,100	£25,950	NA
TW-20	1979-83	£4,200	£9,800	£18,600	£12,600	£19,300	NA
TW-20 4WD	1979-83	£7,900	£14,700	£25,700	£16,250	£24,300	NA
TW-30	1979-83	£6,900	£14,200	£19,200	£16,500	£31,100	NA
TW-30 4WD	1979-83	£7,500	£16,100	£30,400	£19,700	£38,200	NA
8200 4WD	1980-82	£10,200	£12,800	£24,100	£17,700	£23,000	NA
TW-5	1983-85	£3,900	£4,500	£15,750	£7,720	£14,600	NA
TW-15	1983-85	£4,600	£12,100	£17,100	£12,400	£18,300	NA
TW-15 4WD	1983-85	£5,950	£7,400	£19,700	£12,275	£24,700	NA
TW-25	1983-85	£4,650	£8,100	£18,500	£12,700	£18,200	NA





MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
TW-25 4WD	1983-85	£4,900	£11,250	£28,500	£19,300	£32,200	NA
TW-35	1983-85	£6,200	£11,200	£19,750	£11,800	£26,800	NA
TW-35 4WD	1983-85	£5,750	£14,200	£35,500	£18,400	£27,850	£38,600
2610	1981-85	£4,650	£5,800	£11,400	NA	NA	NA
2910 4WD	1981-85	£4,900	£5,200	£11,600	NA	NA	NA
3610	1981-85	£5,100	£5,600	£11,900	NA	£10,100	NA
3910	1981-85	£4,400	£6,900	£12,700	£10,450	£14,400	NA
3910 4WD	1981-85	NA	£6,200	£14,600	£10,600	£14,900	NA
4110	1981-85	£3,900	£4,400	£11,400	£9,700	£9,900	£11,700
4610 2WD	1981-85	£4,100	£6,100	£12,900	£9,200	£11,950	NA
5610	1981-85	£4,400	£8,800	£18,900	£14,400	£19,600	NA
5610 4WD	1983-85	£4,800	£9,900	£19,900	£15,200	£21,300	NA
6610	1981-85	£4,700	£8,400	£19,900	£14,200	£21,200	NA
6610 4WD	1983-85	£7,800	£19,250	£24,200	£16,200	£24,950	NA
7610	1981-85	£4,900	£7,400	£26,800	£16,100	£23,200	NA
7610 4WD	1983-85	£5,900	£10,900	£31,800	£21,900	£28,200	NA
7710	1981-85	£5,800	£8,100	£16,400	£12,700	£18,100	NA
7710 4WD	1983-85	£4,900	£7,900	£19,100	£15,100	£19,500	NA
7910	1984-85	£3,900	£6,500	£14,200	£11,100	£12,200	NA
7910 4WD	1984-85	£4,900	£7,800	£16,200	£14,100	£16,200	NA
8210	1982-85	£4,600	£7,100	£12,200	£12,800	£15,200	NA
8210 4WD	1982-85	£4,900	£8,400	£13,400	£12,950	£17,250	NA
TW-10 Force II/III	1985-90	£5,100	£8,100	£14,200	£10,100	£14,750	NA
TW-10 Force II/III 4WD	1985-90	£6,900	£9,700	£18,400	£17,500	£19,400	NA
TW-25 Force II/III	1985-90	£5,400	£10,750	£15,700	£12,100	£15,200	NA
TW-25 Force II/III 4WD	1985-90	£6,200	£11,200	£26,000	£18,600	£24,700	£36,400
TW-35 Force II/III	1985-90	£6,100	£8,900	£18,400	£12,900	£16,200	NA
TW-35 Force II/III 4WD	1985-90	£8,100	£12,900	£32,000	£18,100	£27,000	£39,200
2610 Force II	1985-89	£3,900	£5,400	£9,400	£7,200	£9,100	NA
2910 Force II	1985-89	£4,570	£3,700	£8,300	NA	NA	NA
3610 Force II	1985-89	£4,100	£5,900	£8,900	£5,700	£9,200	NA
3610 Force II 4WD	1985-89	£4,400	£5,900	£11,950	£8,900	£10,400	NA
334 Industrial	1985-89	NA	£3,400	£5,200	£4,400	NA	NA
3910 Force II	1985-89	£4,700	£5,900	£10,800	£7,900	£9,500	NA
4110 Force II	1985-91	£2,900	£3,500	£10,300	£6,800	£8,000	NA
4610 Force II	1985-89	£3,800	£6,400	£12,200	£8,100	£9,200	NA
4610 Force II 4WD	1985-89	£4,900	£7,200	£12,900	£9,800	£12,750	NA
5610 Force II	1985-89	£4,600	£7,100	£12,750	£9,100	£11,150	NA
5610 Force II 4WD	1985-89	£5,600	£8,700	£16,900	£10,750	£14,650	£17,800
6610 Force II	1985-89	£3,900	£6,100	£18,400	£10,600	£18,100	£21,200
6710 Force II 4WD	1985-89	£4,400	£8,400	£24,200	£12,600	£19,400	NA
7810 Force II 4WD	1985-89	£5,900	£9,300	£27,800	£16,400	£22,600	NA
7910 Force II	1988-89	£5,150	£8,500	£19,500	£16,500	£23,500	NA
7910 Force II 4WD	1988-89	£5,000	£10,200	£24,000	£21,400	£23,400	NA
8210 Force II	1985-89	£5,900	£8,900	£19,800	£14,200	£17,200	NA
8210 Force II 4WD	1985-89	£5,100	£10,600	£22,600	£16,600	£21,800	NA
2910 Force III	1989-91	£4,900	£5,600	£10,800	£7,900	£11,700	NA
3610 Force III	1989-91	£4,900	£5,400	£11,900	£8,400	£11,100	NA
3910 Force III 4WD	1989-91	£5,100	£7,900	£12,500	£10,600	£11,800	NA
4110 Force III	1989-91	£4,300	£7,800	£12,300	£9,200	£10,600	NA
4610 Force III	1989-91	£4,700	£6,900	£13,800	£9,550	£14,200	NA
4610 Force III 4WD	1989-91	£4,900	£8,200	£19,200	£12,200	£16,700	£18,900
5610 Force III	1989-91	£6,000	£10,100	£23,900	£18,400	£22,700	NA
5610 Force III 4WD	1989-91	£6,500	£12,400	£26,500	£17,400	£26,400	NA
7610 Force III	1989-91	£6,100	£10,100	£24,700	£16,100	£26,700	NA
7610 Force III 4WD	1989-91	£6,900	£10,100	£29,400	£17,500	£28,200	NA
6410 Force III	1989-91	£5,900	£7,400	£24,200	£14,100	£22,700	£27,800
6410 Force III 4WD	1989-91	£7,100	£8,700	£25,500	£10,900	£14,100	NA
6810 Force III	1989-91	£6,800	£10,300	£26,500	£14,400	£26,500	NA
6810 Force III 4WD	1989-91	£7,100	£12,800	£29,700	£14,600	£19,200	£24,300
7810 Force III 4WD	1989-91	£7,500	£14,900	£31,200	£16,100	£23,500	£29,200
7810 Silver Jubilee Force III 4WD	1989	£16,900	£26,800	£48,000	£39,000	£50,000	£54,700
7810 Silver Jubilee Force III 2WD	1989	£12,500	£29,000	£41,000	£28,700	NA	NA
8530 4WD	1989-94	NA	NA	£22,000	NA	NA	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
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	£14,000	£8,500	£10,900	NA
Fordson N RAF crawler f/winch	1939-45	£5,750	£5,900	£9,500	£6,800	£9,700	NA
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	£9,200	£10,200
Fordson E27N Hi-clear p/p	1951	£4,100	£4,900	£8,200	£5,100	£8,600	NA
Fordson E27N E Full-track p/p	1950-52	£4,400	£16,000	£19,200	£12,800	£15,000	NA
Fordson E1A Major Half-track	1953-62	£3,900	£6,200	£11,400	£7,100	£9,200	NA
Fordson E1A Major J17 crawler	1953-64	£2,800	£4,100	£7,400	£4,600	£6,200	NA
Fordson E1A Major 'V' rowcrop	1955-64	£2,900	£4,900	£6,300	£4,100	£5,800	NA
Fordson Power Major H-track	1958-60	NA	£6,100	NA	NA	NA	NA
Power-Super-NP Major	1956-64	£5,800	£9,600	£16,900	£10,700	£17,200	£21,000
Dexta	1960-64	£4,900	£8,300	£18,100	£12,400	£16,800	NA
Super Dexta	1963-64	£6,900	£9,000	£21,500	£18,800	£20,200	NA
Ploughmaster 6/4	1962-64	£8,200	£16,000	£28,200	£22,000	£28,800	NA
IHC B-450	1963-70	NA	£12,200	£16,200	£13,200	£17,000	NA
IHC B-614	1966-68	£6,800	£10,900	£18,400	NA	£16,000	£20,000
IHC 634	1969-72	NA	£8,900	£19,500	£17,500	£18,200	NA
IHC 444	1973-75	NA	£10,500	NA	NA	£14,500	NA
Ploughmaster 65	1964-68	£6,900	£10,800	£16,250	£12,900	£14,700	£19,000
Ploughmaster 90	1965-66	£7,400	£8,100	£16,500	£16,300	£23,200	£17,200
Ploughmaster 46	1966-72	£6,800	£9,200	£18,000	£14,800	£21,100	NA
Ploughmaster 75	1968-75	£6,200	£11,900	£24,500	£16,500	£24,650	NA
Ploughmaster 80	1968	NA	NA	£24,000	NA	NA	NA
Ploughmaster 95	1966-74	£7,600	£9,900	£22,600	£18,450	£28,500	NA
115	1968-75	£6,900	£9,600	£23,800	£14,600	£22,500	NA
115 High Clearance	1969-76	£6,900	£9,900	£21,100	£14,700	£18,900	NA
115 Long Wheelbase	1972	NA	£9,800	NA	NA	NA	NA
120	1971-83	£7,900	£11,600	£28,400	£17,600	£31,900	£38,000
94T	1971-75	£7,800	£10,800	£34,800	£16,800	£32,200	£34,900
105	1974-76	£6,300	£9,200	£26,000	£16,870	£19,200	NA
Ploughmaster 78	1975-83	£7,500	£9,600	£28,000	£14,800	£24,800	£34,200
98	1975-82	£9,650	£14,600	£28,000	£22,700	£29,600	NA
118	1976-82	£12,400	£18,900	£32,000	£18,200	£24,900	£36,400
780 & S	1979-81	£19,500	£26,500	£33,000	£26,600	£33,000	£36,200
980 & S	1979-83	£22,900	£35,000	£55,000	£29,000	£36,000	£44,200
116 Jewelltrac	1983-84	NA	£29,000	NA	NA	NA	NA
VERSATILE							
D-100 - G-100 diesel & petrol	1966-67	NA	£4,900	NA	£8,400	NA	NA
D-118	1968-70	NA	£4,450	£4,000	NA	NA	NA
145	1968-71	£2,700	£3,950	NA	£6,300	£9,100	NA
700 Series 1	1974-76	NA	£6,900	NA	NA	NA	NA





CLASSIFIED COUPON FREE ADS!

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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

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- 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.
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Cost of Insertion: £.....

Description:

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Post this coupon to: **Classified Dept, Ford & Fordson Tractor, PO Box 13,
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.....COUNTY:

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TEL No:

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

OR I wish to pay by  ☐  ☐  ☐  ☐

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

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

Signature:.....

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TRACTORS AND MACHINERY

COUNTY 754 4WD TRACTOR



£11,999. County 754 4wd tractor with bomford loader brockworth shuttle bucket runs well 1969. Please call 01249 740377, South West. (T)
 114603

COUNTY 4004

£12,995. It runs and drives well, and it features the correct heavy duty 8 stud rear axle. Please call 07966881985, South West. (T)
 115308

FORD 7610 SERIES 3 SUPER Q



£14,500. Ford 7610 series 3 Super Q, 1992 'J' reg 1 owner. 4wd, Everything works inc radio, 2 spools, new seat, new battery. Front tyres as new, rear sound but treadles. Please call 07407084017, Yorkshire and the Humber.
 117137

FORD 4600



£6,000. Ford 4600 1981 Ready for work. New battery. Good tyres. Hydraulics A1. Sound engine. No leaks. Brakes good. Alternator output 13 amp. Registered for road. Many spares available if required. Please call 07894477371, South West.
 116396

FORD DEXTER

1963, £3,500,000. Last used 6 years ago, ex farm con with log book. Please call 01440820047, East of England.
 116775

FORD 2000



POA. Ford 2000 – good runner. Please call 32 56 61 62 60, Rest of the world. (T)
 115959

FORD 8630 4WD



1994, POA. Only 4635 hours and in very original condition! We haven't seen one as good as this before, it really is tidy. A genuine UK tractor, this is a 40kph Powershift gearbox and has 4 spool valves and pick up hitch! A collectors tractor really, but they all need working days! Comes with full set of front weights, the pictures should explain the rest!. Please call 01763 780440, East of England. (T)
 117061

FORD 4600 2WD



£5,500. A useful 60hp tractor, runs and drives well. Good mechanical order however the cab is suffering from rot. On good tyres and road registered, this tractor is ready to be put to work. Serial No: B984309 / Reg No: RFL 55R Price: £5,500+VAT. Please call 01254 854103, East of England. (T)
 115741

ORD 9N

1943, £4,500. Original Tyres stored inside made by Harry Ferguson and henry ford registered. Good, original condition. Please call 07486933915, Yorkshire and the Humber.
 115880

FORD 4610 SERIES II



1987, £7,500. Done a genuine 2718 hours! This is a really original tractor with good tinwork. Fitted with column change gearbox, pick up hitch and 1 double spool valve. Starts, runs and drives well. As is typical with these cabs, the wings are quite rusty and the doors don't fit perfectly. Was originally on Grass Tyres but has been fitted on good rear Ag tyres. Please call 01763 780440, East of England. (T)
 117062

BEWARE SCAMMERS!

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

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

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

SALE *Highlight* FORD 6610 2WD



Looking very smart is the Ford 6610 two-wheel drive.

The tractor is priced at £6,250 - €7000 and based in County Kerry, Republic of Ireland, Tel: 00353 89 4402237. No time wasters please.

This 1985 Ford 6610 Force carries the 'H' section column gear change that was introduced in 1983, to replace the 'dreaded' Rubik's circular change mechanism, which had left everyone uncertain which gear they were actually in! In fact the replacement 'H' section column change was designed in Australia by a Ford dealer and offered as a conversion, before being taken up by the Basildon factory.

The owner of this tractor says it's in very good condition and was owned for the previous 10 years by a bachelor farmer. The tractor carries a pick-up hitch and drawbar. A new seat has been fitted in the last 12-months and a new four-cylinder short block was fitted some four years ago now. Our featured tractor has recently been serviced and a new air cleaner fitted, amongst other parts.

The tyres are 40 percent worn and the tractor has just been given a fresh coat of paint, but the interior could do with a tidy up, but essentially is all there.



A rear view of the tractor, to give you an idea as to what the backend is like.

FORD FERGUSON



POA. petrol/two model, straight original tinwork, runs good, complete with stays, 9 hole bar and pto pulley, delivery can be arranged. Please call 07388 530078, Ireland.

115986

FORD 6810



1990, £15,750. Series III, 4wd, Super Q Cab, 16.9 x 34 Tyres. Please call 01606 592639, North West.

115328

FORD 3600



£5,250. Mechanically re-conditioned with power loader, easy starter, new tyres, brakes (hand break), clutch, track rod ends, etc. Collection from Essex. Please call 07960 636965, East of England.

116092

FORD FERGUSON



£6,000. Ford Ferguson mint, original condition. Please call 01984623486, South East.

115374

FORD 4600



£4,995. 1975 Ford 4600 good working order in original. Please call 01889577990, West Midlands.

115395

FORD 9N

1943, £4,500. Original Tyres stored inside made by Harry Ferguson and Henry Ford registered. Good, original condition. Please call 07486933915, Yorkshire and the Humber.

115458

FORDSON MAJOR E27N



£4,000. Fordson Major E27N. Please call 01469 530373, Yorkshire and the Humber.

115499

FORDSON STANDARD



£2,850. Starts and runs well, includes spare mag, mag tester, 25L transmission oil, engine oil and various spares. Please call 01386 833767, West Midlands.

115868

FORDSON



FORDSON ideal for farm entrance or playground engine is stuck so not running £1500 tel Jason daytime. Please call 07855 399487, South West.

116274

FORDSON SUPER MAJOR



1961, £8,000. Imported from South Africa 2014. South African wheels, original tin work and paint in good condition. New seat, rear lights, wiring loom, tyres fitted, UK registered. Believed unique. Please call 07507795022, South East.

116286

FORDSON POWER MAJOR



1960, 1960 Power Major, some of original parts starts. Runs well good brakes, steering and tin work, good tyres, engine slightly smokey. Please call 07515939801, South East.

116368

FORDSON DEXTA



1960, £4,495. I have for sale a. Fordson Dexta 1960. This tractor is in very original condition as it has been in the south of France all it's life. works as it should and a very sweet engine. All tyres are good. The most resent work it has had is a new duel clutch and steering box parts. Please call 07787882204, North East.

116391

FORDSON MAJOR DIESEL



1956, £3,000. Built Christmas Eve 1956 Serial No 1412056. Sold January 1957 from Bristol Street Motors, Portway Redditch to a local farmer. Used by one farmhand who bought it when he retired. Purchased by me 20 years ago. New tyres 2 years ago. Second auxiliary valve fitted, proof meter, 3 universal front weights. Good battery. Everything works including lights. Starts first time and runs well. Perfect for topping and rolling etc. With V5C. Sadly for sale. Please call 07513331763, West Midlands.

116399

FORDSON MAJOR



1952, £1. 1952 Model Rare Petrol/TVO model for restoration. Recent runner and some recent work undertaken. Good tinwork for age. Fitted with Hydraulics and PTO. Please call 07808 366095, South West.

116879

FORDSON POWER MAJOR



1957, £4,000. Fordson Power Major an earlier restoration. Starts and drives well, everything works. Linkage box not included. Please call 07899 987070, East of England.

116905

FORDSON MAJOR E27N



£3,000. Fordson Major E27N. Please call 01469 530373, Yorkshire and the Humber.

116919

FORDSON F

1924, POA. Fordson f believed 1924 for restoration, Tel Jason daytime. Please call 07855 399487, South West.

116954

FORDSON SUPER DEXTA.



£3,300. This is a good example of a 1963 Fordson Super Dexta. Runs well, body work been done. Hydraulics overhauled. Dynamo mot alternator change, price includes link box with seat for events. Please call 07446304032, South West.

116993

FORDSON DIESEL MAJOR



£3,750. 1957 WITH V5C, TIDY, GOES WELL, AS NEW TYRES. Please call 07831 347400, South West. (T)

115320

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 SUPER MAJOR



£2,600. Fordson Super Major good working order, good tin. Please call 01984623486, South West.

115367

FORDSON SUPER DEXTA



1964, £4,750. Refurbished, 3 years ago. Stored under cover, not been used since. V5 on original number plate in superb condition. Please call 07516249787, South West.

115369

TRACTORS FORDSON POWER MAJOR



1960, 1960 Power Major, some of original parts starts. Runs well good brakes, steering and tin work, good tyres, engine slightly smokey. Please call 07515939801, South East.

116136

FORDSON MAJOR

1952, £3,000. Very good original condition, very reliable working tractor. Please call 07985594354, South East.

116177

FORD 6810



1990, £15,750. Series III, 4wd, Super Q Cab, 16.9 x 34 Tyres. Please call 01606 592639, North West.

115328

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 trailer. 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.
 113157

FORDSON MAJOR



1960, £2,000. 1960 Fordson Major £2000 including a ransom 2 furrow plough, starts first time, refurbished injection pump, many new parts. Please call 07810003335. Please call 07810003335, East Midlands.
 113206

FORDSON MAJOR



1950, £11,000. Factory fitted penkins, P6 engine, fully equipped with high top gearbox, complete with Ransome. Nine time cultivator also Ransome, 3 furrow plough to be restored. Good working order. South West Area. 01566782442. Please call 01566 782442, South West.
 113220

FORDSON MAJOR



1957, £2,395. Fordson Major 1957. Good working order, with rear wheel weights. Please call 01622820768, South East.
 113520

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



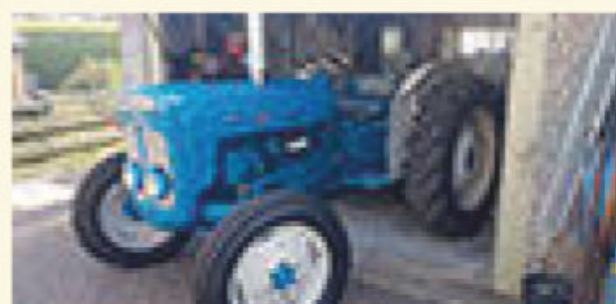
1961, £5,000. All working, swinging drawbar, V5. Please call 01228 675296, North West.
 113727

FORDSON 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 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 N NARROW WING



£2,000. Fordson Model "N" narrow wing, unrestored, runs well and has new radiator core, re con mag and manifold .On good steels, with road bands. Plough is a Fisher Humphries trailer plough. Please call 07878 779747, South East.

114152

FORDSON SUPER DEXTA



1963, £5,600. Super Dexta New Performance. Matching numbers. Award winner. Please call 07306 771501, West Midlands.

114181

FORDSON N



1944, £1,800. Runs well. Please call 07855 399487, South West.

114406

FORDSON E27N



1949, £4,275. Full electrics, hydraulics and gen top link. Belt pulley, PTO, V5, as new tyres, rebuilt mag and water pump, good rad. Excellent starter and runner. Please call 01732 850797, South East.

114507

FORDSON



£2,850. For Sale at Tamar Vintage Tractors - Fordson. This is a very nice 'Wide-Winged' Fordson, presented as an older restoration. It has been fitted with the 22/44 transmission, making it an ideal ploughing tractor. This tractor still has its original engine block, which is crack-free, along with its correct manifold. Please call 07966881985, South West. (T)

114608

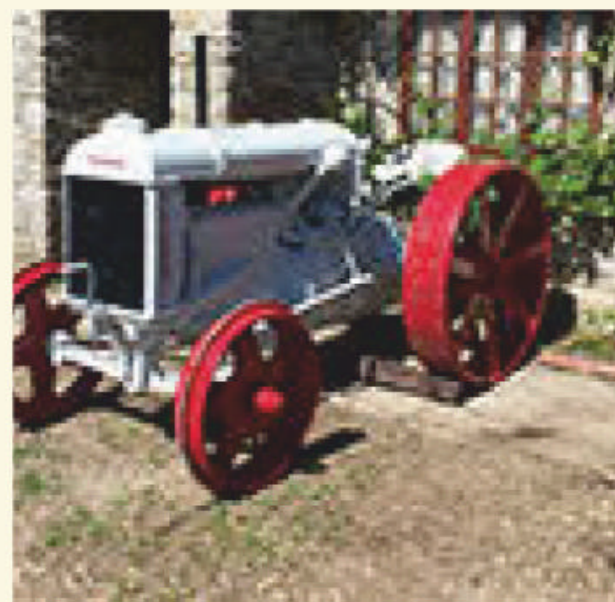
FORDSON DIESLE MAJOR



1957, £3,750. Tidy, goes well, new tyres. Please call 07831 347400, South West. (T)

114621

FORDSON N



POA. Fordson N none runner ideal for farm entrance or children's playground. Please call 07855399487, South West.

114659

FORDSON CHACESIDE



£2,000. New wire board, goes well. Please call 01932 877556, South East.

115070

FORDSON SUPER DEXTA



1964, £4,750. Refurbished, 3 years ago. Stored under cover, not been used since . V5 on original number plate in superb condition. Please call 07516249787, South West.

115105

FORDSON MAJOR

£2,600. Fordson major 6cyl ford cargo engine, air tank ,power steering, new front tyres, starterandalt. Brakes overhauled, hydraulics OK. Please call 07976 225680, South West.

115109

FORDSON MAJOR



POA. This tractor has had a full engine rebuild including king pins and bushes, wheel bearings, new radiator, ring gear, clutch, cross shaft and bushes, original tin work, brake drums. All fluids changed, new tyres all round. Receipts for all work carried out. Please call 7710 022673, South East.

115114

FORDSON



£2,850. This is a very nice 'Wide-Winged' Fordson, presented as an older restoration. It has been fitted with the 22/44 transmission, making it an ideal ploughing tractor. This tractor still has its original engine block, which is crack-free, along with its correct manifold. Please call 07966881985, South West. (T)

115311

FORDSON DIESEL MAJOR



£3,750. 1957 WITH V5C, TIDY, GOES WELL, AS NEW TYRES. Please call 07831 347400, South West. (T)

115320

NEW HOLLAND TS90



2001, £23,500. New holland TS90 quickie Q940 loader. Please call 01606 592639, West Midlands.

114631

NEW HOLLAND T6.180



2017, £58,500. 2017 New Holland T6.180. Electro Command, Front and Cab Suspension. Please call 01606 592639, West Midlands.

114633

NEW HOLLAND TS90



2001, £23,500. 80% Tyres, Quickie Q940 Loader, 9507 Hours. Please call 01606 592639, North West.

115329

PARTS AND ACCESSORIES

FORD FORCE 3000



£48. Ford Force 3000 bonnet USED. Condition as per photo. May fit others. Buyer collects. Please call 01889 500303, West Midlands.

114182

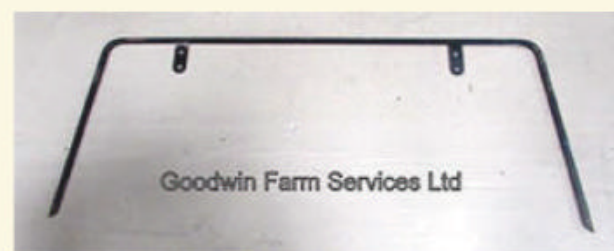
FORDSON MAJOR ENGINE



£650. For Sale Fordson major 4D Engine Mk 1, Good runner. Please call 07732878991, South East.

116786

FORD SUPER Q WINDOW FRAME



£48. Ford Super Q Rear Window Top Frame used. Buyer collects. Please call 01889 500303, West Midlands.

114185

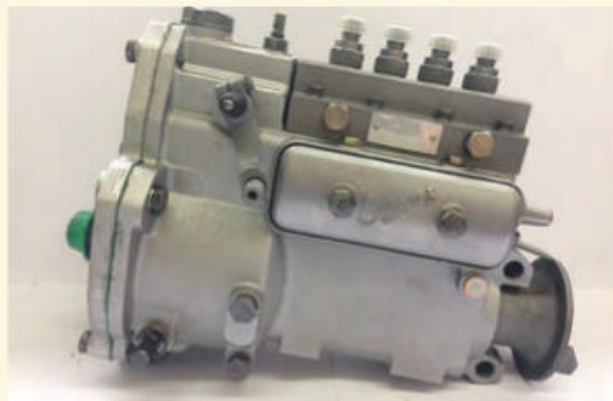
FORD SWIVEL HOUSING CARRARO



£300. Swivel Housing Carraro Ford used. Right Hand Side. Good Condition. No Cracks. Removed from Ford 4630. May well fit others. Please call 01889 500303, West Midlands.

114186

FORD SUPER MAJOR INJECTION PUMP



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

FORDSON DEXTA INJECTORS



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

FORDSON MAJOR INJECTION PUMP



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

FORD THAMES BRAKE SERVO UNIT

£100. Ford Thames ET6 brake servo unit. Please call 01207 233141, North East.

114480

FORD THAMES ET6 CENTRE CONSOLE

£2,500. Thames ET6 centre console range in cab. Please call 01207 233141, North West.

114481

FORD THAMES ET6 GEARBOX

£250. Ford Thames ET6 four speed gearbox needs overhaul but works. Please call 01207 233141, North East.

114482

FORD THAMES ET6 WHEEL RIMS

£100. Thames ET6 x4 wheel rims. Please call 01207 233141, North East.

114483

FORD THAMES ET6 TORQUE TUBE

£100. Thames ET6 torque tube. Please call 01207 233141, North East.

114486

FORD THAMES ET6 LGAR SPRINGS

£100. Thames ET6 lgar springs. Please call 01207 233141, North East.

114487

FORD THAMES ET6 STEERING BOX

£100. Thames ET6 steering box x2 price for each. Please call 01207 233141, North East.

114490

FORD D SERIES AND CARGO PARTS

POA. Door skin, door glass, door hinges, set of recon injectors, new cab floor mat for cargo, some engine parts, custom mirrors D series. Collection from Southwest. Please call 07881 751975, South West.

114702

FORDSON DEXTA DIFF



£144. Fordson Dexta Diff USED. Crown Wheel and Pinion Teeth all ok. Please call 01889 500303, West Midlands.

114183

FORDSON DRAWBAR



£90. Drawbar probably Fordson E27N. Used. No wear on pin hole. Please call 01889 500303, West Midlands.

114189

FORDSON E27N REAR WHEEL SPIDER LUGS

£60. Fordson E27N rear wheel spider lugs. Please call 01323 440359, South East.

114446

FORDSON N RIMS

£50. Cast iron rims x2 prices for each. Please call 01207 233141, North East.

114484

FORDSON E27N PISTON RINGS

£25. Piston rings. Please call 01207 233141, North East.

114485

MISC

FORDSON FUEL FUNNEL



£125. Standard Fordson Fuel Funnel. Please call 07751 410344, East of England.

114167

WANTED

FORD THAMES TRADER

1957, Wanted. Im looking for a ford thames trader, 1957 forward control 2 tonner, reg no YAD 408 or any. Please call 07977781887, South West.

114570

FORDSON SUPER MAJOR

Wanted. Fordson Super Major Performance in good restored condition complete with current registration documents. Please call 07836 284420, East of England.

114190

FORDSON TE-20 CONTINENTAL

1946, Wanted. Ferguson TE20 Continental. Please call 07771 571339, South West.

115194

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



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T6 + TM HYD PUSH OUT £1850, 40s STRAIGHT DROP
DOWN TYPE £1250



NH TS FRONT GRILLE £275,
TM GRILLE £250



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SERIES £150ea



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POWER £575, AUX ENGINE MOUNT £350, 7610 MAIN
+ AUX PUMP £300ea



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7740...£155; 7840/8340 TURBO...£145; 7840/8340 NON
TURBO £155



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



FILTER KITS TO FIT FORD 40 SERIES, DP AND SLE INC
ENG, FUEL, AIR AND HYDRAULIC FILTERS £150



NH 15 X 38 WHEEL RIMS TO FIT 16.9 + 18.4x38 TYRES, FIT NH 40s
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IN BREAKING FOR PARTS



NEW FORD 3 CYLINDER SHORT MOTORS TO FIT
FORD 4000/4600/4610/4630 £1800



NEW FORD 4 CYLINDER SHORT MOTORS TO FIT
FORD 5000/5600/6600/7700/7600/5610/6610/6810/7610/
7700 £2000



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+ £110, TM £100



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REAR FENDERS £150 EA



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£550, BLACK CLOTH SPRING SUSPENSION SEAT £225,
BLUE 10s AP VINYL SEAT £70



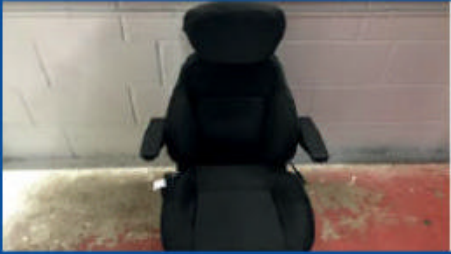
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