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FEBRUARY/MARCH 2023

ISSUE 114

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Who knows what the future holds for vintage and classic tractor enthusiasts and their non-compliant, fossil fuel engines? The old adage about making hay while the sun still shines seems particularly apt!



Welcome!

I'd like to start by wishing you all a very Happy New Year; I know it's late, but it's heartfelt and sincerely delivered, nonetheless.

As I'm sure is the case for many of you, the Christmas and New Year period always provides me with some time for reflection. Those quiet interludes between festive highlights give us all the chance to take stock, to review the previous 12 months and look ahead

to what the coming year might offer.

Regrettably, I'm concerned about the future and, in particular, the way life-changing

decisions are being made on our behalf, and over which we have no control. Whatever your feelings regarding the environment and the impact we humans have on it, my impression is that we – the ordinary folk – are being funnelled down an ever more restrictive path. The western world, with its relentless pursuit of 'Net Zero', is snow-balling towards a society in which life for the likes of you and me seems set to become radically different.

“How all this will impact on the ownership of inefficient, ‘dirty’ old tractors – and the fantastically vibrant events scene that we all enjoy so much – remains to be seen”

As far as I can tell, the fundamental idea behind already planned concepts such as the 15-minute city, the central bank digital currency and an online digital identity scheme, is one of restricted options for the masses. Private motoring is already under attack, with the authorities apparently determined to make ICE car journeys increasingly expensive, slower and progressively more inconvenient.

Speed limits are being lowered, car parks are being built over and the ULEZ scheme looks set to be rolled out to cities across the UK.

How all this will impact upon the ownership of inefficient, ‘dirty’ old tractors – and the

fantastically vibrant events scene that we all enjoy so much – remains to be seen. But it's hard to envisage a particularly positive, long-term outcome. So my advice for everyone – beginning this year – is to start making the absolute most of the wonderful, unrestricted freedom we continue to share. Take every opportunity to get out with friends and enjoy your amazing machinery, while you've still got the chance!

Chris Graham, Editor

Meet the contributors



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



Peter Love
A tractor enthusiast with boundless energy and limitless knowledge



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



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



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



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



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FANTASTIC FESTIVE THRESHING!



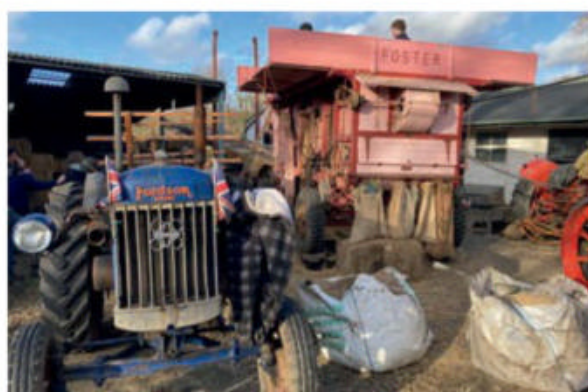
This amazing Fordson F did a wonderful job and is very original.
(Pic: Bryn Kemp)

The High Weald Steam Working Weekend volunteers celebrated the end of 2022 with a threshing day, following on from the group's successful first show that was held last June.

Unfortunately, due to persistent rain on December 28th, the threshing event was postponed until the following day when, thankfully, sunny spells and a light breeze provided a much better backdrop for proceedings.

With limited space being available in the yard selected for the event, set-up of the threshing machine and baler was quite a challenge, although the yard's solid, concrete surface was much appreciated given all the rain that had fallen in the weeks leading up to the event.

The threshing equipment being used consisted of a Foster threshing drum (No. 8802) belonging to Roger Wheatland, Wayne Elphick's Carter Brothers elevator and a Fisher Humphries baler provided by William and David Mansi. With regard to motive power, half was supplied by the Mansi's 2022-purchased 1918 Fordson F, while



As always, the E27N Perkins P6 was a very reliable piece of equipment.
(Pic: Bryn Kemp)

Bryn Kemp's 1937 Lister A type engine was used to run the elevator.

The baler (No. 1947) is believed to have been built during the late 1940s, and was acquired last October after being extracted from a shed near Pevensey, in East Sussex. It had evidently been languishing there since it was last used, way back in the 1950s.

Despite the long period of inactivity, the majority of the original wooden trough was still present, and provided a useful pattern for those boards that



There were problems with the old belt, but a replacement was found.
(Pic: Bryn Kemp)

needed to be replaced. It had been successfully tested on December 18th, when it was driven by the Mansi's Fordson E27N P6 and performed impressively and without fault.

During the working day, the baler was driven by the Model F which was well suited for the job, with the tractor running off its trembler coil box throughout the day. However, the limited space available meant that a short drive belt was required.

The elevator was acquired by Wayne early in December, from Cross in Hand, also in East Sussex, and had been predominantly dry-stored. Unfortunately, the front had been exposed to the weather and, as a result, the hopper and some of the elevator linkage had suffered. The damaged parts of the hopper were replaced, and some linkage found to replace the rotten section. It was powered for the first time on December 27th and, following some minor adjustments, worked well feeding straw from the threshing machine to the baler.

As is usually the case with any working activity, there was a considerable amount of clearing-up required once threshing had finished for the day, and this was completed with the help of modern leaf blowers combined with some traditional hard work with brooms and shovels. The drum was sheeted-up in preparation for its journey home and the rest of the equipment was safely stored away.

The team is eagerly anticipating bringing some of this magic to the High Weald Steam Working Weekend, which is being staged on June 17th-18th, 2023, at Haven Farm, in Danehill, East Sussex. To add to the excitement, the organisers are looking forward to welcoming a party of 30 enthusiasts from France, with their tractors!

More information on this event can be found at: highwealdsteam.co.uk

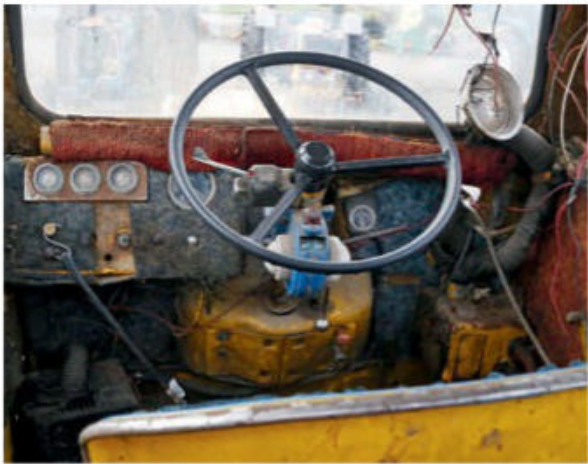


This twin-engined County Pre-Force 1004 spotted at Cheffins is certainly an unusual beast. It's clean for its age and the rear engine is offset to the right.

TWIN-ENGINEED COUNTY!

What an incredible sight I witnessed at the festive Cheffins Cambridge Machinery Sale on December 5th. When the drive-through sale started at 9am, I was amazed to see a 1965 County Pre-Force 1004 (No. 16681) dual-engined tractor appear in front of me.

This rare machine was exported to eastern Canada – to Adrien Vohl & Fils Ltd of Quebec – and converted there. It's suggested that the tractor was used to power an oil rig, but I think it's perhaps more likely that it was employed



Inside the County's cab. Clearly there's re-wiring work required!

to operate a snow-blower of some kind, judging by the look of it.

You enter the vehicle, which is fitted with a Ford Select-O-Speed 10 range transmission, via the offset rear entrance on the nearside of the fibreglass cab, and the bidding for this unusual tractor got to £7,600 which was nearly the amount needed to see it sold (£8,000). However, the final bid was unsuccessful so, at the time of writing, the vehicle remains with the auctioneers.

This is certainly a unique tractor in the UK, and will make a very unusual model for any Ford or County connoisseur to own, I'm sure. Cheffins can be reached by calling 01223 213343.

Peter Love

SORRY NICK!

We recently heard from Nick Hanks following Peter Love's coverage of last August's Biddenden TractorFest, which included a mention of the Hanks family's 1963 Doe-Triple D New Performance.

Nick tells us that the tractor wasn't previously owned by the Ovenden family in Kent as the article stated but was, in fact, bought from a Ford collector in Nottinghamshire. We do, of course, apologise for any confusion caused.

SALES DIARY

FEBRUARY

2
Late Model AG & Construction Auction. 72435 State Road 15, 46553 New Paris, IN, USA. Polk Auctions, www.polkauktion.com

9
Collective Machinery Sale. Sedgemoor Auction Centre, North Petherton, Bridgwater, Somerset TA6 6DF. Greenslade Taylor Hunt, tel: 01278 410278.

APRIL

13
Annual Collective Auction of Tractors. Walford Cross Sale Field, Taunton, Somerset TA2 8QW. Greenslade Taylor Hunt, tel: 01278 410278.

13-15
Annual three-day Spring Collector Auction. 72435 State Road 15, 46553 New Paris, IN, USA. Polk Auctions, www.polkauktion.com

20
Toy & Transport Auction. Burwash Road, Heathfield, East Sussex TN21 8RA. Watsons, tel: 01435 863132.

MAY

31
North Somerset Collective Machinery Sale of Tractors, Machinery, Horticultural Equipment & Miscellaneous. Nates Lane, Wrington, Bristol BS40 5RS. Greenslade, Taylor, Hunt, tel: 01278 410278.

JUNE

16
Collective Machinery Sale. Sedgemoor Auction Centre, North Petherton, Bridgwater, Somerset TA6 6DF. Greenslade Taylor Hunt, tel: 01278 410278.

17
Auction Sale of Vintage & Classic Tractors, Implements and Spares. Lincolnshire. Cheffins, tel: 01353 777767.

AUGUST

10
Collective Machinery Sale. Sedgemoor Auction Centre, North Petherton, Bridgwater, Somerset TA6 6DF. Greenslade Taylor Hunt, tel: 01278 410278.

24
Toy & Transport Auction. Burwash Road, Heathfield, East Sussex TN21 8RA. Watsons, tel: 01435 863132.

OCTOBER

12
Collective Machinery Sale. Sedgemoor Auction Centre, North Petherton, Bridgwater, Somerset TA6 6DF. Greenslade Taylor Hunt, tel: 01278 410278.

DECEMBER

7
Collective Machinery Sale. Sedgemoor Auction Centre, North Petherton, Bridgwater, Somerset TA6 6DF. Greenslade Taylor Hunt, tel: 01278 410278.

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JONATHAN WHITLAM

... speculates on both the popularity and desirability of one of today's most iconic tractors, the legendary County 1884

When County Commercial Cars unveiled its biggest ever tractor in 1980, the event guaranteed the company a great deal of interest. Not only was the new 1884 the largest and most powerful tractor County had ever built, but it was also the most powerful British-built tractor at that time; its 188hp output beating the 177 produced by the Muir-Hill 171.

Of course, although County converted the Ford TW-30 into the 1884 at its Fleet works, in Hampshire, the main part of the tractor was built at Ford's Belgian factory in Antwerp, which was the home of European TW production. Therefore, although the 1884 was technically a British-built machine, it was based heavily on a European-built product.

Ford had launched the TW range only a year earlier, in 1979, and the TW-30 – rated at 188hp – was the largest of this new six-cylinder model line-up. It featured not only turbocharging, but also intercooling to coax that earth-shattering power out of the Ford 401 engine that had first seen the light of day when the 115hp 8000 model was launched way back in 1968.

The same power plant was also used in the later 8600 and 9600 models, which County converted to four-wheel-drive, so the Hampshire firm was well-versed in the mechanics of the new Ford flagship when the 1884 was developed in 1980.

County never expected large sales figures for this new model; after all, not many farms could justify such a large machine and so volume production was never reached. Nevertheless, the powerful giant did generate a lot of interest and there were several buyers in the UK and elsewhere around the world. So, what makes this tractor the legend that it undoubtedly is today?

Well, for a start, the build total was low. Also, even when brand new, this model was extremely impressive, both in terms of its looks and performance. Here was a tractor with big, equal-size wheels all



A County 1884 in its element, working with a Dowdeswell plough on the back.

round and a long bonnet that just seemed to go on forever. The Ford Q cab also looked the part when fitted to this tractor, and the overall styling simply exuded modernity and power.

Added to this was the fact that the 1884 was fitted with County's massive front axle assembly and twin-propshaft set-up, transferring power from the massive, six-cylinder engine to deliver true, four-wheel-drive performance. Even the most casual observer was left in no

Super Q cab. And that was it – no more were ever built!

So, combine the 1884's impressive specifications, its awesome, on-farm pulling power and the rarity value inevitably resulting from a relatively low production figure, and you have the perfect recipe for creating a tractor with iconic status and guaranteed desirability among enthusiasts and collectors around the world. Of course, the fact that it was the largest County tractor ever made also

helps boost its notoriety, and explains why the prices being paid for this model are always so high on the rare occasions that examples come up for sale at specialist auctions.

Another interesting point is that the 1884 appears to be universally liked; in

fact, I don't think that I've heard anything negative said about the model. But do you agree? There's no denying the 1884's good looks and performance, but did you ever drive one back in the day and find yourself disappointed? Does today's legendary machine deserve that status based on the experience you might have had with one during its working life? Please let us know as we'd love to hear your recollections.

“Even the most casual observer was left in no doubt that the County 1884 would pull through anything that could be thrown at it – and do so effortlessly!”

doubt that the County 1884 would pull through anything that could be thrown at it – and do so effortlessly!

Production continued even after the original County business went into receivership, and the new owners continued to build the model on the later 195hp TW-35 chassis. The very last example was produced in 1985/86 on the Force II version, and included the new

MAJOR ENCOURAGEMENT!

Bernard Holloway meets Liam Banks and his recently-restored Fordson Major Industrial



Wayne and Liam Banks are justifiably proud of bringing this Holman conversion back to life. It would have left the factory in standard Fordson blue paint before being shipped to Holman Brothers Limited. It has subsequently been re-painted by one of the four previous owners, or Holman, in yellow livery, which Liam has retained.

While the livery of this Fordson Major is difficult to forget, it was the many facets of Liam Banks' character that left the deepest impression on me. Mechanically capable beyond his 19 years, he's a man on a mission to ensure that any tractor he restores with his father, Wayne, is as true to the original as possible.

That ambition, in itself, isn't so unusual in the tractor preservation world, but it's his drive to learn, absorb and put into practice everything he can

about the restoration of agricultural equipment, as well as his determination to bring more younger people into the hobby, that really shine through.

A great teacher!

"Having been brought up on a small-holding," he explained to me, "tractors have always been part of my life, and I subconsciously picked up skills while watching my father using his ingenuity to repair them. As my interest grew, we attended country shows and one in particular sticks out in my memory. I was

14 years old and I approached a group of older tractor owners for advice as I was unsure how to undertake a specific repair to my first tractor – a Grey and Gold Massey Ferguson 35.

"While I may not have been as fluent then as I am now with my questions, I felt as though I was being dismissed as a time-waster, and it was clear that they weren't taking me seriously as I was a youngster. I found the experience very upsetting. There's a wealth of practical knowledge and historical information held by older members in our hobby, and

“ Tractors have always been part of my life, and I subconsciously picked up skills while watching my father using his ingenuity to repair them ”

it'll be lost if it's not handed down. So, for that reason I'm determined to raise the numbers and profile of my peer group, to encourage them to get involved and ensure the hobby prospers and that vital knowledge isn't lost.

“I hope to do this through my own network of friends and social media. But I should also add that I recently met with members of the Ford & Fordson Association, and found them to be extremely welcoming and helpful with my technical queries. If only I'd met them when I was younger!”

Originality is key

For Liam, originality is all-important. He's currently planning a visit to the factory of Holman Brothers Ltd, in



This rear three-quarters view shows the balancing pipework between the reservoirs. Two pieces of pneumatic equipment could be run at the same time. Ordering a 'Holpack' allowed the compressor built into a tubular frame to be demountable from the tractor's chassis.

Cambourne (now merged with Broom and Wade), to hopefully learn more about his Fordson that the company converted, fitting a rear PTO-driven 'Tractaire' compressor and a pulley-driven dynamo on the front. The latter was probably manufactured by

English Electric, but the build plate is missing so this can't be confirmed for now. If any readers can provide any further information, please send your comments care of the Editor.

Wayne keeps very much to the background, taking pride in Liam's



Liam has attended other shows since pulling out all the stops to debut the tractor at last year's Biddenden TractorFest. He's determined to encourage a younger element to join tractor clubs and attend events to ensure a healthy future for the hobby.



The 'Tractaire' compressor is belt-driven from the PTO. It runs well but oil and pressure gauges, an exhaust plus an overhaul of the pipework and valves are still required. Holman Brothers Ltd also manufactured a demountable version of the compressor, although this model (Serial number 3392) is fixed to the modified chassis frame.

achievements. But I know that, like many a father, he's enormously proud of his son's efforts, and that he's given more than just a helping hand with complementary skills. The pair make a particularly good team. "I've watched him struggle with a problem on his tractors," Wayne told me, "but he never gives up until he solves it."

One of Liam's many practical aims is to let his restoration work speak for itself, and showcase his skills. Eventually he hopes that his standard of work will, by word of mouth, encourage other tractor owners to have the confidence to bring their tractors to him for repair or restoration. Judging by some of the other restoration projects that I've seen in the collection (including the Grey/Gold, a B275 and a Super Dexta), that shouldn't be too much of a problem!

Liam is keen to add tractors that are a little bit different and rare to the collection, which explains his attraction to this Fordson Industrial and its Holman 'Tractaire' Compressor conversion and generator. The machine was advertised for sale in the Midlands and, to avoid missing such an interesting tractor, he decided to take the plunge and buy it unseen by agreeing the deal over the 'phone.

So, the first-time that he and his father saw it was when the haulage contractor delivered it to their small-holding in southern England, whereupon

it was rolled into a barn where, apart from some minor tinkering, it then sat for the following 18 months.

Spurred into action!

Fast-forward to the summer of 2022, and it was that year's Biddenden TractorFest – which takes place in late August – that provided the impetus needed to kick-start the restoration project into action. He thought that event would provide the perfect venue to show the finished Fordson, but to get it finished for the August 20th/21st show weekend would require many long days and late nights. But Liam and Wayne were determined to make the deadline, so set to work in earnest.

"The restoration took a month and a half to complete," Liam says. "We actually had the tractor in pieces on the Monday before the show to paint it – in Ford construction yellow – then we had to reassemble it, fit the loom and be ready to leave home on Friday the 19th."

At the show the tractor's rarity, plus the sight and smell of the freshly-applied livery, drew the crowds, and provided a just reward for all of the challenging work. Liam is extremely hard on himself in respect of many aspects of the build; unjustly so, in my view. As an example, he's overly critical of the paint finish due to one or two minor blemishes caused by dust from the barn floor. "If I'd had more time before the show, I would have constructed a spray booth and spent longer on the preparation, but I

“The tractor's logbook indicates four previous owners, and the serial number confirms a build date of December 1956”

will revisit those areas once the show season has finished," he added.

As per all restorations, this one presented its challenges. The PTO-driven compressor was seized, but now runs perfectly. It resisted all gentle attempts to free it, but eventually its resistance crumbled following a week-long soak in Coca-Cola! But, for it to be fully functional, authentic air pressure and oil gauges are required for the dashboard, plus either overhauled or new air lines and valves to enable it to be connected to the underslung reservoirs, one of which was severely corroded and required specialist repair. While undertaking this work, a '1957' date stamp was discovered, and this most likely relates to the date of conversion by Holman Brothers Limited. Now Liam is on the lookout for a Holman Brothers Limited rock drill, which was a popular piece of equipment back in the day.

The generator requires a complete overhaul and is powered by a multitude of belts from the pulley, which are easily tensioned by moving the generator



Cantilevered off an angle-iron frame that's bolted to the standard tractor, the generator drive belts can be tensioned by moving the generator relative to the slotted bolt holes that secure it. The fabrication and fitting of a bespoke belt guard is on the 'to do' list, as is a front vent grill.

within slots cut into its mounting frame. A specialist was commissioned – for a considerable sum – to overhaul it but after an inspection, he decided that it wasn't feasible. So that remains a major item on the 'to do' list, and I have a feeling that Liam won't take no for an answer regarding that.

Another essential job – when time and funds allow – is the fabrication of a new belt guard. This will need to be done by a specialist, and is an essential safety requirement. Other than an engine top end, steering and brake overhaul, the Fordson was in fair-to-good running order. The tinwork (with the exception of the wings) is original

and more good news is that the tractor arrived with nearly-new tyres.

Elsewhere around the tractor there's still a list of sundry items requiring attention, including a number of those always-hard-to-source parts which are missing and need to be located. Such items inevitably take time to find, but often pop-up in the most unexpected locations. For example, one lucky find recently was a handbrake lever, which Liam managed to discover in his late uncle's garage. That can now be mated with the existing pawl.

Liam summed up the restoration as follows. "We'll get there in the end by learning from experience and from those

with the experience who can help us." The tractor's logbook indicates four previous owners, and the serial number confirms a build date of December 1956, although it wasn't registered until mid-March in 1957. This tends to indicate that it was being worked on at Holman Brothers Limited during those months, which links well with the date stamp discovered on the reservoir.

Unfortunately, there's nothing more about the tractor's working history so, once again, if any readers have more information, please let the Editor know. ■

'Tractaire' conversions

Holman Brothers Limited and 'Tractaire' Conversions

Nicholas Holman established the company in 1839 and Holman Brothers became a limited company. Based in Cambourne, Somerset, it specialised in mining equipment and was well-known for its pioneering, water-spray-based dust-suppression equipment used in the Cornish mining industry.

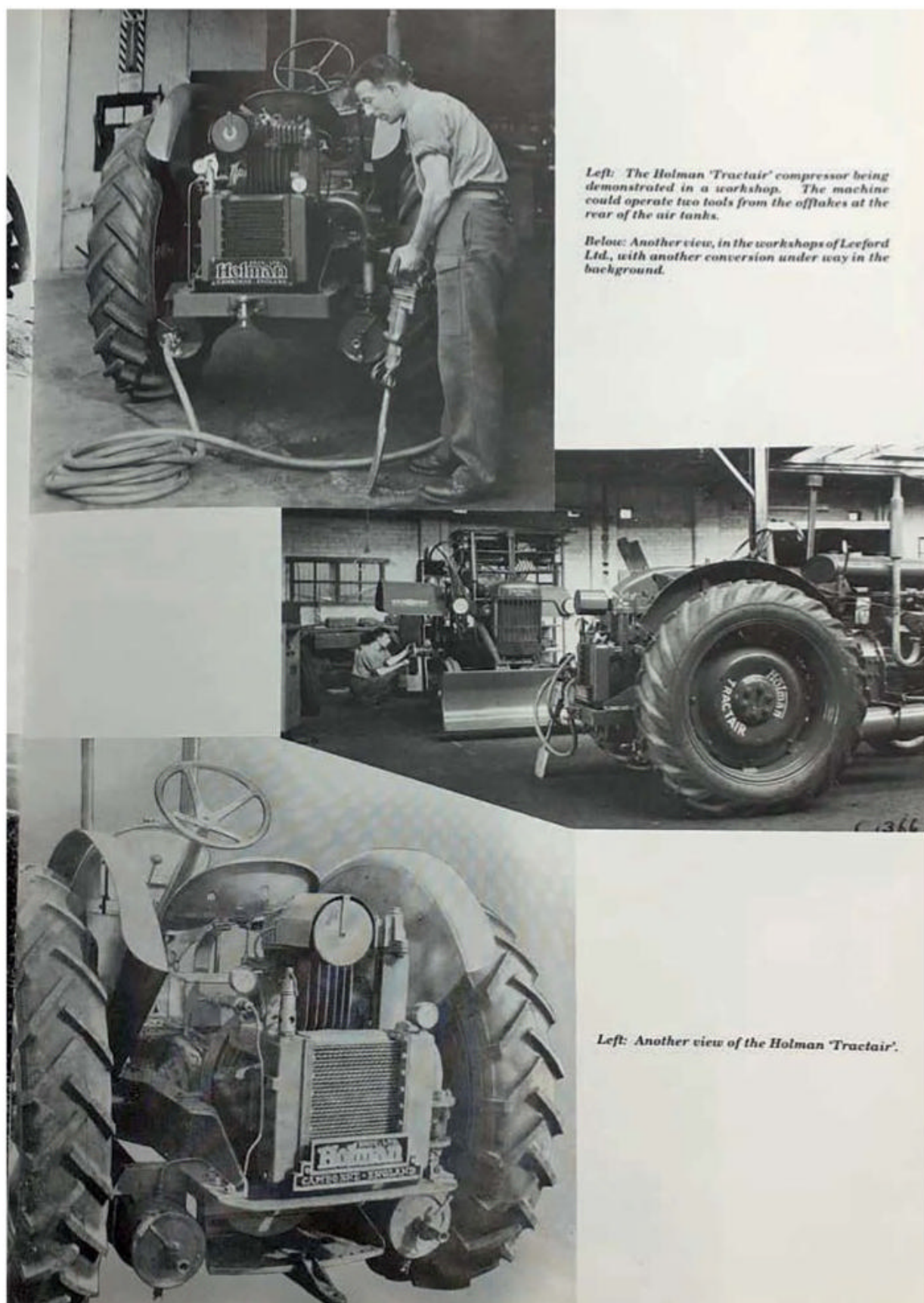
This equipment was generically referred to, after collaboration with James McCulloch, as the 'Cornish Rock Drill' and was in use in local and Welsh mines from 1882. The company went on to specialise in mining-based equipment, including winding and pumping engines, rock drills, ore-dressing machinery and air compressors.

By the early 1960s it had grown to employ 2,500 people and, in 1968, it merged with Broom and Wade to form the International Compressed Air Corporation, before being renamed CompAir Construction and Mining.

The 'Tractaire' compressor is permanently mounted on the tractor. The company developed a range of reciprocating air-cooled compressors for permanent fitting to the rear of tractors, typically delivering 71.5-110cu ft of air per minute, at 100-125psi. The air is compressed in two stages by a piston and intercooler. Power is taken from the rear PTO and engine speeds are air-governed when the compressor isn't working at full load.

A 'Holpack' could be ordered to allow for the equipment to be demountable and free standing from the tractor. It consisted of a compressor built into a separate tubular frame that could be easily removed from the rear once disconnected and the safety catch unlocked, using either a hydraulic lift or powered linkage. It is belt-driven via a UJ and layshaft from the PTO.

The company advertised the 'Tractaire' as ideal for a variety of pneumatic equipment to facilitate construction work including, trenching, road-breaking and pipe laying using ripper, hammers and, of course, drills.



Left: The Holman 'Tractaire' compressor being demonstrated in a workshop. The machine could operate two tools from the off-takes at the rear of the air tanks.

Below: Another view, in the workshops of Leeford Ltd., with another conversion under way in the background.

Left: Another view of the Holman 'Tractaire'.

This period advert shows a pneumatic hammer being powered by the Holman 'Tractaire' compressor. It was taken at Leeford Limited and is kindly supplied here by Rodney Gibson, from the Ford & Fordson Association.

THE MUIR-HILL STORY

Part 3: Jonathan Whitlam turns his attention to the new models introduced in 1969, which heralded the arrival of Perkins power



The mighty Muir-Hill 161 dwarfed every other tractor when it appeared in 1969, and continued to do so for many years afterwards!

After the highly successful launch of the Muir-Hill 101 tractor in 1966, it wasn't surprising that further models soon followed. The 101 had proved the concept of using a centre-line drive shaft to produce four-wheel-drive through equally-sized wheels and a significantly higher ground clearance than similar machines.

Although it was difficult to see at first glance, the Muir-Hill 101 was heavily based on the Ford 5000. It utilised the Ford's basic skid unit and rear hydraulics, although the smaller model's four-cylinder Ford engine was dropped in favour of a six-cylinder Ford 2704E industrial engine producing 108hp. The standard Ford gearbox was retained providing eight forward speeds.

Muir-Hill wasn't alone in making use of the Ford 5000 as the basis for a 4WD model, as County Commercial Cars and Roadless Traction were both producing models in this way, although neither offered the 101's high ground clearance or tight turning circle.

The 101 soon became a popular choice in agriculture, especially with contractors, but it proved to be a good seller in the British construction industry, as well. It performed well on the export market, too, with examples being shipped all over the world, and it was this commercial success that helped motivate the company to introduce one of the new models in 1969.



This restored 110 had its safety cab significantly altered by its previous owners – a circus! The much wider, glass-filled doors really helped to give much better visibility from the driving seat. Its current owners, the Riseborough brothers from Suffolk, still hate this cab though!

The Muir-Hill 110

Muir-Hill introduced two important new models in 1969. Both were powered by Perkins engines and, inevitably, it was the physically bigger and more powerful 161 that stole most of the limelight. Nevertheless, the smaller 110 was an important model for the company and was, essentially, a Perkins-powered version of the existing 101.

Looking very similar to the 101, the new 110 could be distinguished by the large and obvious hump on top of the bonnet, which was needed to accommodate the Perkins engine's air cleaner assembly. Otherwise, though, the rest of the new model looked pretty much identical to the 101, which wasn't surprising given that all the same Ford 5000 underpinnings and back end remained. However, under the bonnet lurked the Perkins 6.354 engine.

On the home market, the 110 was never as popular as the Ford-engined 101. Indeed, the 110 came into existence primarily to feed those markets around the world that were set up to look after Perkins engines instead of Ford units. Consequently, it sold extremely well in many sugar cane-growing areas that would otherwise have been unreachable for Muir-Hill and its Ford-powered machines. As such, the 110 proved itself to be a sales success, despite its comparative rarity on the home market.

In fact, the 110 was only slightly more powerful than the 101, with its Perkins engine producing 110hp compared to



The Perkins engine required a 'hump' to protrude through the standard Muir-Hill bonnet to accommodate the air pre-cleaner and intake. This was the easiest way to tell the 101 and 110 apart at a distance, but it must also have hampered forward visibility – already fairly limited thanks to the design of the safety cab!

MUIR-HILL 110	
Engine:	Perkins 6.354, 5.8-litre
Cylinders:	6
Power:	110hp
Transmission:	Ford 8x2
Weight:	4,371kg

the 101's 108 – and it's doubtful that the additional 2hp made any noticeable difference in the field.

Of course, Gloucester-based Muir-Hill was no stranger to Perkins engines, having already utilised them in some of its loading shovels and, despite having started its business using Ford skid units, the construction machinery side of the operation was if anything, moving away from Ford industrial engines.

With the introduction of the safety cab legislation in 1970, the 110 was produced with the same safety cab as that used on the 101. This was a very basic affair with pretty limited visibility, especially to the sides. It was rather cramped and very noisy inside, too, but



A rear view of the 110, looking into the cab which, with its modified glass windows, is a much lighter environment than that offered by the safety cab in its original form. Just look how narrow it is, though; it must have been one of the most cramped cabs produced, and one can only imagine what it must have been like spending long working days in this sort of environment!



The 110's Perkins engine fitted easily into what was basically the 101 'chassis'. This made the 110 acceptable for many export markets, especially those growing sugar cane, where it proved to be an ideal prime-mover.



With a large, conventional Kverneland plough in tow, the Muir-Hill 161 powers across a field at a working day in Lincolnshire.

it did at least provide roll-over protection for the driver.

The 110 concept proved successful enough to survive long after the model itself had been replaced and, what's more, the idea of offering at least one model in the Muir-Hill range with a choice of either Ford or Perkins power plants was retained right up to the end of Muir-Hill's tractor production in Gloucester.

The Muir-Hill 161

As already mentioned, the 110 was overshadowed at its launch in 1969 due to the simultaneous arrival of a new machine the like of which hadn't been seen in Britain before. In an era when tractors like Ford's 5000 were regarded as large machines – and in the same year that Ford introduced its largest machine to date, the 145hp 9000 – Muir-Hill shocked the tractor world by introducing the 161; a behemoth of a machine!

Although the 161 shared a common design style with the 101, the new model was a very different beast in a multitude of ways. For starters, it was physically much larger. While it retained the equal-size-wheels, four-wheel-drive concept with centrally-mounted drive shaft, that's where the similarities ended. Even the most casual of observers couldn't fail to be impressed by the huge, wide bonnet and twin exhaust pipes. It had awe-inspiring stature that simply demanded attention!

At the heart of the machine was a Perkins V8.510 diesel engine producing an impressive 163hp; an output that made the 161 the most powerful tractor ever produced commercially in Britain up to that time. Muir-Hill had certainly come up with something very special; a powerhouse of a machine designed to cater for operators working in both the industrial and agricultural sectors, capable of tackling the heaviest of tasks.

So, let's take a closer look at this 'Godzilla' of the tractor world. With a

much wider stance and a much bigger cab on top, this was clearly a very different machine to the 101. The 161's cab was designed and built by Muir-Hill as an integral part of the tractor's design, and it met all the roll-over safety requirements. Two steps provided access – via a sliding door – to the large cab, positioned centrally between the front and rear wheels.

Once aboard, the size of the machine was immediately apparent to any driver; the view out across the huge expanse of bonnet towards the twin exhausts was certainly an impressive one. The elevated driving position, large glass area and sliding doors ensured excellent, all-round visibility as well as plenty of ventilation in warmer weather.

A V8 engine certainly wasn't a common feature in tractors in Britain at that time, and so the sight of that huge Perkins V8 lump shoe-horned in underneath that enormous bonnet was something to behold. The Perkins V8.510 was an 8.4-litre engine, and was paired with a 291-litre fuel tank to feed its thirsty appetite during a hard day's work. It certainly provided plenty of power but, ultimately, the engine's torque characteristics didn't prove to be ideal for many agricultural tasks. Having said that, in those days there was also a shortage of suitably-sized implements to really allow operators to get the best use out of such earth-shattering power.

Obviously, the Ford eight-speed transmission wasn't up to the task of

MUIR-HILL 161	
Engine:	Perkins V8.510, 8.4-litre
Cylinders:	8
Power:	163hp
Transmission:	Fuller RT610 10x2
Weight:	5,443kg

transmitting the engine's power to the wheels, so Muir-Hill opted to fit a Fuller RT610 gearbox, with 10 forward and two reverse gears. However, this unit featured closely-spaced ratios that proved more suited to industrial-type applications, and provided another reason why the 161 wasn't as good on the farm as many had hoped and expected.

The 161's weight was 5,443kg, which was ideal for maximising traction, especially when combined with the very short wheelbase that ensured well-balanced performance overall. However, while there was no doubting the 161's traction overall, this didn't seem to be as impressive when using mounted implements. Although, to be fair, the tractor wasn't really designed for this, despite being fitted with a three-point linkage when in agricultural spec.

The cab was fitted as standard (to meet the upcoming safety regulations), but was detachable if required. It was a spacious place to spend a working day and there was even the option of factory-fitted air conditioning. However, the best part of driving the 161 was, without doubt, the beautiful music that the eight-cylinder engine provided while at work – the roar under load was something to behold!

Muir-Hill predominantly designed the 161 for industrial tasks, and even produced a massive dumper specially



A view into the bespoke cab of the 161, complete with luxurious-looking padding to help reduce noise levels. All the main controls are visible, as is the comprehensive dashboard, while the seat itself is mounted on a pedestal giving a superb view out. This cab was designed to be detachable and was fitted from the launch of this model in 1969. Although not as quiet as would be required to meet Q cab regulation later in the decade, it was pretty quiet considering the huge engine up front!



The squat, short overall length of the 161 seems to enhance the sense of power the model exudes, especially when at work. This tractor, like most, is fitted with a full set of 'belly' weights under the radiator.

built for it, which became something of an integrated haulier for use in quarries and construction projects. These were the sort of applications at which the 161 excelled; but it was never an ideal machine for general agricultural use. In reality, the power it produced was way beyond that needed by most British farmers at that time, and many found such a machine hard to justify accordingly.

However, some agricultural contractors found success when hitching the 161 to large, multi-furrow ploughs and wide cultivators. Put to work like this, this giant was capable of covering many acres during a working day, but those with such requirements – and the means to cover the initial investment – were sadly few and far between during the 1970s.

Perkins power!

As 1970 progressed, Muir-Hill was on a high, selling its three-model range of tractors with power outputs ranging from 108 to 163hp, and ticking many of the boxes demanded by those seeking high-horsepower 4WD machines. All three models remained in production – pretty much unchanged – until, in 1971, the original 101 was upgraded with a more powerful Ford engine producing 120hp. This changed the dynamic of the Muir-Hill line-up, with the 110 becoming the smallest (110hp), followed by the upgraded 101 (120hp) and the 161. This situation didn't last for long, though.

In 1972, Muir-Hill revamped the whole range with the introduction of the Series

II machines. This saw all the models, except the 161, receive new 'quiet cabs' with more room and a much better working environment than the original safety cab fitted to the 101 and 110. The model numbers also changed to reflect the upgraded status of the new models, and we'll be taking a closer look at these next time.

The 161, with its already pretty advanced cab design, remained in production right up to 1975, outlasting its 110 launch-mate by three years. The V8-powered monster remained the flagship of the Muir-Hill tractor range until that date, and was still the largest British-built tractor at the time of its replacement in 1975.

The two Perkins-powered Muir-Hill tractors took the original principles of the 101 and brought them to another level, both in respects of an alternative engine choice and with a much more powerful and larger machine. They both achieved what they were designed for, even though the 110 was only in production for about three years.

Both broadened the spectrum of the Muir-Hill range, and helped achieve success in markets that the Ford-powered 101 simply wasn't able to reach. Both the 110 and 161 are quite rare to find these days, but some have thankfully been preserved for posterity and reside in the caring hands of dedicated, enthusiast collectors. The first Perkins-powered yellow giants were a success and went on to spawn even more successful models to build on that reputation. ■



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



Our New Holland 8340 is first on the list for repairs in 2023. I love this powerful tractor and will be happy to give it the mechanical attention it needs. It's a great workhorse for us.

We're now into 2023 with a new list of tractor projects, the first of which will involve the New Holland 8340. I absolutely love this tractor and do a lot of work with it because it's very powerful for its size. We pull the combi baler/wrapper with it all summer, and it's also our tractor for spraying and spreading fertiliser because it's fitted with the extra-wide wheels.

We fitted it with a GPS system a few years ago and it would be hard to manage without that now. It's very difficult to get wide wheels for the 40 Series tractors nowadays, so we got two big wide wheels off of a combine and adapted the centres to make them fit.

The first job to be done on 8340 involves taking off the two half-axles at the back, removing the brake pistons and fitting new seals. As things stand, brake fluid is leaking into the back axle. After doing that I need to turn my attention to the air conditioning, which isn't working. I think that it's the

pump that's at the root of the problem because there seems to be gas still in the system. Then, after I've put that right, the final job will be to change the engine oil and filters.

Next on the list for attention will be our Ford 5095. I've only become familiar with this tractor since I came to France; it's not a model that I ever saw when we were farming in Ireland. So, for anyone who doesn't know (like I didn't!), it's similar to a Ford 5000,

“ I absolutely love this tractor and do a lot of work with it because it's very powerful for its size ”

but with a six-cylinder engine that was factory-fitted. We've only owned our example for just over a year, and it required a bit of work when we got it. I removed the old cab, changed the oil and filters and fabricated a new battery box. Mechanically, though, it's in perfect order, and it got a lot of use last year. Now the plan is to give it a bit of a facelift to smarten it up overall. I like to have all my working tractors looking as

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good as possible, and this one has a bonnet that's starting to show signs of unsightly surface rusting. That'll only get worse if I leave it, so it needs to be dealt with sooner rather than later.

Another job to be done on the 5095 is to overhaul the front axle by fitting new bushes, bearings and two stub axles. In addition, the lights aren't working, although I'm not terribly concerned about that for now. We've fitted extra-wide wheels at the front, and may well put dual wheels on the back because the plan is to use it for rolling the cereal ground.

At a more cosmetic level, I also have a set of stickers being custom made for it, in the same style as the Ford 7000. There's also a pick-up hitch that I bought although I don't know if I will get round to fitting it this year.

Incidentally, most of the parts that I need for servicing and repairing the Ford and Fordson tractors in our fleet are sourced from a company called Quality Tractor Parts, in Ireland. The parts are very reasonably priced and the delivery service provided – which is worldwide – is always quick and reliable.

In 2022 we added a new tractor to our fleet. It's a 165hp New Holland T7.165 S, with just 1,400 hours on the clock, a front PTO and an MX front loader. I also bought a Pottinger front

mower for it, and plan to add a silage wagon later this year, too.

While we have a trailer harvester, we find it a bit slow and you

always need a lot of tractors and trailers at silage time.

Finally, I've been very pleased and surprised by the number of people who have been in touch with us following our column in the previous issue, even from as far away as Canada. I'm glad that you're enjoying hearing about what we're up to here on the farm in France, and I'd like to take the opportunity of wishing you all the very best for 2023.

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BLUE IS HIS COLOUR!

The Ford 3000 remains a very popular tractor with enthusiast owners like Les Hanmer, and Bob Weir discovers



Les Hanmer used to plough with the Ford 3000 when he was a teenager.

Les Hanmer has lived in Shropshire all his life and has been collecting tractors for many years. “When I left school I went to work on a local farm that was using a Ford 3000,” he recalls. “That’s why I remain interested in Ford tractors to this day.”

Nineteen sixty-four was a big year for Ford, as the company introduced a new range of tractors to replace the Fordson Major. At the factory the new models were classified as the ‘6X’ range but, once the marketing and sales people had got to work, the range became known as the 1000 Series, or the ‘Pre-Force’ range.

New range, new factory!

The new machines were built at Ford’s new plant in Basildon, Essex, and the range consisted of the 2000, the 3000, the 4000 and the 5000 models. The first three were powered by the latest, three-cylinder direct injection diesel engines, and the 3000 was an important tractor in the line-up, as it gave the range a comprehensive spread of horsepower.

The new models were all painted in a blue and white livery and had a modern design. Standard equipment levels were good, and included items like a differential lock. Ford retained its policy of allocating a tractor both a name and a number, so the 3000 was also called the ‘Super Dexta’.



The 3000 was given modern, squared-off styling in line with Ford’s new image.

“Ford retained its policy of allocating a tractor both a name and a number, so the 3000 was also called the ‘Super Dexta’”

The 3000 had a dual-range constant mesh gearbox similar to some of its rivals, offering four forward and one reverse speed in both high and low ranges. If a buyer was prepared to spend more money, he could choose the optional Select-O-Speed 10-speed Powershift transmission. This allowed the driver to select 10 forward and two reverse gears, by using a small lever instead of a clutch. Also, the tractor could be switched from forward progress to reverse without stopping. In addition, there was an independent 540rpm PTO. Deluxe versions were even more sophisticated, being fitted with a tri-speed PTO (ground/540/1,000rpm). Motion was managed by a hand selector situated underneath the steering wheel, and a pedal was used to attach the tractor to implements.

Established rivals

Ford was still going toe-to-toe with Massey Ferguson, and the Select-O-Speed-equipped tractors offered some useful advantages over MF’s Multipower alternative. These featured engine braking in every gear and a ‘park’ safety to lock the rear wheels, although this item was subsequently withdrawn.

The pricing structure at this entry-level end of the tractor market was cut-throat, and the standard 3000 cost a very competitive £900. Buyers who opted for the Select-O-Speed transmission were asked to fork out an additional £180 and, thanks to the



The 3000’s hydraulics could handle larger ploughs, like the five-furrow Ransomes TS 78.



The tractor required some refurbishment, although Les took the whole process in his stride.

reputation of the outgoing Fordsons, there were plenty of takers.

Operators had lots to be happy about. The three-cylinder engine could do the business, although it couldn't match the pulling power of its long-stroke rivals. Nevertheless, the tractor was still capable of handling a five-furrow plough, provided front-end ballast was fitted. Other goodies included dual-category linkage and fully independent hydraulics. This meant larger implements could be fitted. The options list was also extensive, and featured power steering and an automatic pick-up hitch.

There was also plenty of scope for specialist manufacturers to make some money. Roadless brought out a 4WD version called the Ploughmaster 45 during the 'Pre-Force' production run, which used a Selene system similar to the Roadless Dexta. Ford sold a lot of tractors in the mid-1960s, and sales figures were on the up. This encouraged the company to launch special variants, including narrow types for use in orchards and vineyards.

The Ford management was keen to press home the company's advantage and, in 1968, the 6X range was replaced by the 'Force', or 6Y range. These new models featured updated styling



The three-cylinder engine that powered the 3000 was available with either petrol or diesel fuelling.

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and other improvements. The 3000 remained an important part of the line-up, although Ford took the opportunity to ditch the 'Super Dexta' name. The 3000 kept rolling off the assembly lines until 1975, when it was finally replaced by the Ford 3600.

Reliable worker

"The Ford 3000 was a great tractor, and very reliable," said Les. "It was particularly good for ploughing. I worked on the farm for about three years, before enrolling on a course at a local agricultural college." Les passed the course with flying colours, then worked for an agricultural contractor for six years.

"One day I bumped into an old school friend who was running his own plant hire company," he recalls. "Plant hire was big business and offered better

TECHNICAL SPECIFICATIONS	
Model:	Ford 3000
Production:	1968-75 (Ford Force 6Y)
Cylinders:	3
Bore:	107mm (4.2in)
Stroke:	107mm (4.2in)
Displacement:	175 cu in (2.9L)
Power:	47hp (35kW)
Transmission:	8 fwd, 2 rev or 10 fwd, 2 rev (S-O-S)
Linkage:	Category 1 & II
Weight:	1,678kg (3,700lb)
Tyre sizes:	Front: 5.50-16; Rear: 12.4-28

wages than farm work. One thing led to another, and I ended up staying in plant hire for almost 40 years.” He began by driving a digger, but soon progressed through the company ranks and ended up as group operations manager. The job took him all over the world, including some exotic locations including Jamaica and Sierra Leone.

“I enjoyed my time working in plant hire, but always retained my love for classic tractors,” he explained. “I wanted to get hold of a Ford 3000, and managed to acquire a suitable machine three years ago.” According to Les, he bought the tractor from an enthusiast in Leominster. “One of my friends had arranged to collect some tractor tyres, so I went along to keep him company,” he explained. “We were browsing the seller’s collection and spotted this Ford 3000. It looked really genuine, so I asked if it was for sale and, after some deliberation, the owner came up with a price. I thought his suggestion was a bit on the high side, so I made a counter offer and left it at that.”

Nothing concrete came out of this conversation, so Les and his friend drove home with the tyres, but without the Ford 3000. “The owner then rang my friend, Richard, the same evening, and basically agreed that he would accept my offer,” Les said, “so we drove back to Leominster shortly afterwards to collect the tractor.”

First impressions

Les remembers the tractor wasn’t a runner, and that it had to be pushed on to his low-loader. “Once we got the tractor back home, the first thing



The 3000’s controls are well laid out and straightforward to use.

I decided to do was take stock of its condition,” he explained. “I knew the clutch was unserviceable, so decided to take the Ford to specialist Shaune Clorley Restorations just up the road, at Wem.

“It soon became obvious that somebody had already had a go at fixing the clutch, but without much success. They hadn’t bothered to use a clutch aligning tool, and had simply wound it up on the bolts. The whole unit was a mess and needed fixing.”

“The pick-up pipe in the gearbox was also missing a section and, when we drained the oil, we found a screwdriver in the bottom!”

Unfortunately, there were other issues, too. “The pick-up pipe in the gearbox was also missing a section and, when we drained the oil, we found a screwdriver in the bottom! All-in-all, it was a bit of a botched job.

“To be fair to the previous owner, I think he was genuine. He probably didn’t realise there was anything wrong when he bought the Ford, and had never got down to doing any work on the tractor himself. The problem was more of a nuisance than anything else, and Shaune refurbished the 3000 in about six months. Specialist Bill Carr in Shrewsbury also rebuilt the engine.”

Because Les owns several tractors, he hasn’t done a lot with the Ford since it’s been finished, apart from taking it on a couple of road runs. “The tractor is a joy to drive and has plenty of power,” he said. “The steering is great, and the brakes are fine.” Les also told



All-round visibility is good and the 3000 is an easy tractor to handle.

me that he had some issues with the tractor’s registration. “It had originally been sold with a ‘WP’ registration signifying Worcestershire,” he said. “It was difficult to pin down the original number, so the Ford is now wearing an age-related plate.”

A return to ploughing

Les has recently started taking part in ploughing matches, although it has been many years since he was ploughing on a regular basis. “I’m slowly getting back into the swing of things,” he said. “Every ploughing match is a bit of a learning curve, but I’m really enjoying it. I have started off at the bottom in the novice category and hope to work my way up. Shropshire is a rural community, so there is lots of competition.”

His early apprenticeship on a farm has stood Les in good stead over the years, and he’s comfortable working with tools. “It’s just something you pick up over time,” he explained. “I like getting my hands dirty and it keeps me out of mischief!” Storing a collection of tractors can often be a challenge, but Les certainly has the situation under control.

“I have plenty of space to keep the tractors, and a lot of it is under cover,” he said. “I think it’s important to store machinery out of the weather, especially during the winter months.” Now that he’s enjoying a well-earned retirement, Les has become a regular on the local tractor and vintage vehicle events circuit.

“I prefer local shows, because it cuts down on the traveling,” he explained. “I’m happy to drive a tractor like the Ford 3000 on the main road, even when it’s very busy. I’ve had great fun showing and working with my Ford tractors over the years, and hope to continue for the foreseeable future.” ■

THE DARLINGTON OVERDRIVE?

I was deeply saddened to read that Arthur Battelle had died (*News*, Dec '22/Jan '23 issue). Through my work with Ford at Basildon, I got to know him very well. We shared a common background and interest in old tractors. This interest resulted in me dealing with numerous queries regarding pre-Basildon production.

In 1995, I received a letter that had originally been sent to Dagenham. It was from a man in New Zealand whose friend was restoring a P6 E27N fitted with a Darlington overdrive (the forerunner of dual power?) about which he wanted some information.

This was new to me, so I consulted Arthur who suggested that if I sent him the letter, he would reply and forward

the info he had. Subsequently he sent me copies of his reply, which included fitting instructions and a description including speeds in different gears. I was surprised to see that a high top Major went from 8.8 to 14mph in overdrive.

In his letter to me, Arthur finished by saying, 'file it away somewhere as you never know, maybe somebody will make a startling discovery when you and I are gone.'

Now, before I go, I would like to know if anyone has experience of using tractors fitted with the Darlington overdrive? Do any tractors still exist with it fitted? Maybe someone in Nelson, at the top of New Zealand's South Island, might even now what happened to Mr Tomlinson's friend's tractor.



Many, including Geoff Blower, were very sad to hear about the death of Arthur Battelle.

Readers should note that I'm a comparative newcomer to the FFA, so please forgive me if this subject has already been covered in the past.

Geoff Blower, via email

PLOUGHING SUGGESTIONS



Lawrence Gilbert greatly enjoyed his visit to the British National Ploughing Championships, but feels that more information at the event would help newcomers understand more about what's going on.

I much enjoyed my visit to the British National Ploughing Championships back in October, and came away tired but happy after tramping for what must have been many miles around the extensive site. On my drive home to Somerset I had plenty of time to reflect on the event, and to focus on a few

areas where I thought it fell slightly short of the mark.

I appreciate that this event represents the pinnacle of UK ploughing, and that many of those taking part qualified to be there following successful performances at regional matches up and down the land. However, the fact that this is the

UK's premier ploughing event gives it a higher profile than all the rest and – presumably – this means that it attracts the highest proportions of inexperienced visitors. As such it must surely provide one of the best opportunities of the year for enthusing new people to get involved with the hobby.

With all this in mind, I was disappointed to find that it was so difficult to understand what was happening. The site is necessarily large but, apart from the map in the £4 programme – which, I imagine, lots of visitors don't buy – the lack of signage made it difficult to navigate around the site. The tractor and trailers that were running constantly to save people walking were a great idea, but there were no announcements in the trailer, so it was hard to know where you were, or where to get off. Having the tractor driver announce the classes near each upcoming stop would have been a great help.

On the theme of announcements, I didn't notice any sort of PA system, either. Once again, those without a programme were all at sea in terms of what was happening when. I realise that running a speaker system across the whole site might not be practical, but how about using announcements on Facebook – or a dedicated event app – to keep visitors informed and in touch? Most people have a smartphone nowadays, and having

announcements relayed via that would make a lot of sense.

Also, some more information about the basic aims of the competition would have been very useful. Not everyone feels confident enough to approach a steward or a judge to ask amateurish questions, so having an expert with a microphone explaining the competition

basics on a demonstration plot would, I'm sure, be a valuable addition.

Finally, I was also wondering about the prospects for 'taster' sessions for visitors. Surely the best way of attracting new people into match ploughing is to let them have a 'no pressure' go at it themselves. Granted, there would be Health & Safety, public liability and insurance issues to

be overcome, but you'd imagine that something could be worked out. I'm sure that people would be happy to sign a disclaimer on the day that would allow them to have a go under careful supervision, and watching the efforts of complete beginners would provide an additional attraction for the visiting public, too.

Anyway, those are just my random thoughts on what, overall, I found to be a very enjoyable event. Maybe someone will find them useful or thought-provoking, or maybe not!

Lawrence Gilbert, Shepton Mallet, Somerset

TURBO TROUBLES!

I had a laugh when I read in the Muir-Hill story in issue 113, which included the suggestion that Ford was wary of aftermarket turbos being fitted, and how doing so might jeopardise the warranty. Maybe that was my fault; I will explain.

In 1967, my assignment with Overseas Tractor Operations (OTO) finished and I swapped the spanners for a slide rule and became a test engineer in the product development department. My job involved endurance engine testing in the dynamometer cells. We worked three shifts – early, days and lates – and, one evening I was running a 5000 engine fitted with a turbo. Part of the test was to take the load off the engine and drive it with the dynamometer.

I was just into this stage when there was an almighty explosion, so I immediately shut it down wondering what I'd done. The block was shattered and had been ripped off the floor mounts, and the cell was full of

steam and spattered in oil – good job it was behind safety glass.

I cleared up the mess, finished my shift and went home. After the 'autopsy', I was informed by the senior engineer that it had been caused by a con rod or piston failure, but I can't remember which as it was such a long time ago. But if you look at the 7000, both these items were upgraded prior to production to cope with the extra power.

However, there's another twist to my tale. After about 18 months, a night shift was introduced, which I wasn't happy about, so I got a transfer to the UK service department. Once there I was initially involved with assessing warranty claims and, while I can't remember actually rejecting any claims (except, perhaps, for some 'marinised' 8000 engines), I do recall telling customers that Ford didn't approve the fitment of turbos. Is it any wonder after my previous experience?

Geoff Blower, via email

FORD 7700 SEARCH



Ian Arthur is trying to track down a couple of East Fife-registered Ford 7700s; can you help?

I'm a long-time member of the Ford & Fordson Association, and am getting in touch because I'm hoping for some help from readers with tracking down a couple of Ford 7700 tractors that were registered new in East Fife, Scotland.

The first one carried the registration number WSR 447T, and was registered in September, 1978. The other one I'm interested in (XSR 14T) was registered in January, 1979.

I'd be very grateful for any help that anyone can provide regarding the whereabouts of these two tractors, if they still exist.

Ian Arthur, via email

COUNTY THEFT

On page seven of the December/January 2022/'23 issue there is a photograph of my nephew Daril Evans' County accompanying the news item about the cancellation of this year's GDSF.

Many readers may have noticed the absence of the tractor's top grill, which is the panel on which the 'County' badge is carried. Well, this isn't there because it was stolen at some point while the tractor was at the show.

As you can imagine, he was really upset and angry when he discovered it was missing, and I think that it's very sad that this type of thing is happening in our hobby.

I thoroughly enjoy the magazine, so thanks to everyone involved in its production.

Glyn Evans, Abergavenny, South Wales



Daril Evans' County suffered the theft of its 'County' badge while on show at the Great Dorset Steam Fair last summer.

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A LIFE WITH TRACTORS

After a fascinating, 40-year career with Ford Tractor Operations, David Woods shares his memories of a working life spent at the heart of tractor development



The Ford International Training Centre at Boreham, in Essex, was bought by Henry Ford in 1934, and was converted into The Henry Ford Institute of Agricultural Engineering. The fine, Grade 1-listed house sat within 75 acres of gardens and farmland.

I left the City of London School in 1959, aged 19, with insufficient A-levels for university; I'd spent too much time on sport as well as suffering with the after-effects of my parents' divorce. Fortunately, during the school holidays, I'd spent some time on a dairy farm in Kent, and it was that experience that got me interested in agriculture.

So I decided to follow a career in agriculture, and my first thought was to learn about dairy farming on a thriving farm at Elham, in Kent. David Andrews owned Oxroad Farm, which spread across about 100 acres of grassland, and I got a job there. I lived on site and took on the roles of tractor driver and general

farm worker, but also learned about milk production. Starting at 5.30am each morning, I'd fetch the 70 cows from their field – assisted by the dogs – and bring them to the shed for milking. However, the farm was without mains power in those days, so starting the engine to power the generator enabled the milking parlour to operate normally.

Driving forwards

I also learned to drive a Ferguson TE-20, and it was that tractor that performed most of the silage and hay-making tasks on the farm. Then, after a year on the farm, I decided to apply for a job in the tractor industry, and wrote to both the Ford Motor Company and Massey

Ferguson. Ford was quickest off the mark, and invited me to its Dagenham factory for an interview.

However, the personnel manager wasn't impressed with my academic performance compared to other applicants, but I was the only candidate with actual farming experience, and that earned me a job as a sales statistics clerk in the Product Planning Dept. I started at the Dagenham factory on March 7th, 1960, and the role involved preparing UK and the Rest of the World tractor sales statistics for senior management. One of those who received my figures was Sir William Batty, who was the boss of Tractor Operations at that time.



This period publicity shot shows David Woods at the wheel of a Ford 4000 and baler.



The end of an era. An array of Fordson, Ford and New Holland machinery marks the closing of The Ford International Training Centre in 1994.

I heard a lot about plans for the 6X tractor line, and the proposed launch at Smithfield Show in 1964 and, by that time, I'd been transferred to the Ford Tractor International Training Centre at Boreham, in Essex. My agricultural experience proved vital at that stage, and I was appointed product training lecturer. I remained in this position until 1967, when I was then appointed as international product training supervisor. By that stage I was newly-married and that job was based at the Ford Tractor European headquarters in Brussels, Belgium.

Ford tractor sales

I travelled extensively in Europe for two years in that role, before returning to the UK. It was then that my sales career began, and I was made a zone manager for the South West, responsible for the

“ My agricultural experience proved vital at that stage, and I was appointed product training lecturer ”

dealer network and tractor and parts sales in Somerset, Devon and Cornwall. During the 1970s my sales responsibility was extended to the Southern half of the UK, then I got my big break; I was appointed as manager of the International Training Centre at Boreham, in Essex. This was a senior management position with a high profile in a 'stand alone', Grade 1-listed facility with 56 staff. I remained there right into the 1990s, when Ford New Holland was looking for



David volunteered to drive Ford tractors at the British Grand Prix for a number of years during the 1960s. Here he is with Jack Brabham and his race-winning Brabham Repco on the trailer behind, at Brands Hatch in 1966.

drastic cost-cutting across company's the international operations.

Management decided that, as a major cost-cutting exercise, all international training would be transferred to the Basildon plant. So I was instructed to sell the Grade 1-listed Training Centre and its 75 acres of land without delay. This came as a devastating blow to the local employees who maintained the house and provided hotel facilities for all dealer staff attending courses. I supervised the sale of Boreham House and its land for well over £1 million in 1994, and that was the end of the facility that had been purchased by Henry Ford back in 1934, and transformed into The Henry Ford Institute of Agricultural Engineering. All of the existing staff were transferred to the new training centre in Basildon, with the exception of the housekeeper and her staff.

I was left looking for a job, too, but was soon appointed as regional manager for Northern Europe, with particular responsibility for the Ford New Holland dealer network in Belgium, Holland, Norway, Finland, Sweden and Iceland. I travelled extensively in these countries until early 2000, when my 40th anniversary with the company arrived. That, I felt, was the appropriate time to take advantage of the outstanding separation agreements being offered, which included a full pension entitlement that was equal to two-thirds of my final salary.

Now, at 81 years old, I'm very proud to look back over my long career with Ford Tractor and Ford New Holland – now Case New Holland. I'm happy to say that I'm still working as a volunteer, teaching outdoor learning in a local Primary school in Carbis Bay, Cornwall, and I'm looking forward to sharing more of my tractor-related experiences in future issues of this magazine. ■

1940 FORDSON STANDARD N

Ben Phillips concludes this mini restoration project with his assessment of this simple but appealing tractor

**PART
3**



Pete drives the finished Fordson out to his trailer, in preparation for the journey to its home in Kent.

As I mentioned in a previous issue, this restoration project was tackled in a slightly different way than I usually approach tractors of this sort and, overall, I think that it worked well. I don't normally get involved with tractors of this sort, but it was interesting to work on this Hop Garden converted Fordson and to note the differences between it and the standard model.

Rather fittingly, this Hop Garden tractor was being returned to an old

oast house in Kent, somewhere close to where it must have spent its working life. When Timothy Lyons sent the machine to me for restoration, I don't think he fully appreciated the strong connections it had to where he lived, in what's affectionately known as The Garden of England.

Pete, who fetched the tractor in the first place, played a big part in helping me to get the Fordson's engine running smoothly and, as he drove it out of my workshop to begin its journey home

to Kent, I really could appreciate the differences compared to the standard-width Fordson. As the tractor came towards me, the narrowness was very obvious. As with most narrow tractors, the main skid unit on this N was the same as the normal model, but it was just the axles that had changed.

The front axle on this machine had been manufactured specifically to make it narrow and to shorten the overall wheelbase, allowing the tractor to work more effectively along the sort of narrow



From this angle you can appreciate the narrowness of this Fordson, compared to the standard-width model.



The shorter-than-normal wheelbase is obvious from this side view. It was achieved by the use of a different front axle.

rows typically found in a hop garden environment. The rear trumpet axle was the same, in that it had been specially made to make the rear wheels sit just proud of the front ones.

The wheels had been treated to a set of new tyres, with the rear ones being fitted while they were off the tractor. However, this wasn't the case with the fronts. Very early on in the project I'd decided to try and avoid removing the

front wheels because, not only did they look extremely heavy, getting them off wasn't going to simply be a case of undoing some nuts.

Luckily it was easy to have the tractor sandblasted and then painted with the front wheels in place. Then, when the time came to replace the tyres, the firm I used was very pleased to find that the rather cumbersome front wheels were still attached to the tractor.



That new radiator core really did look good, and freshened-up the tractor's front end very effectively. The core is soft and easily damaged.



I chose not to highlight the 'Fordson' lettering in a contrasting paint colour as I believe they should be the same colour as the rest of the tractor.



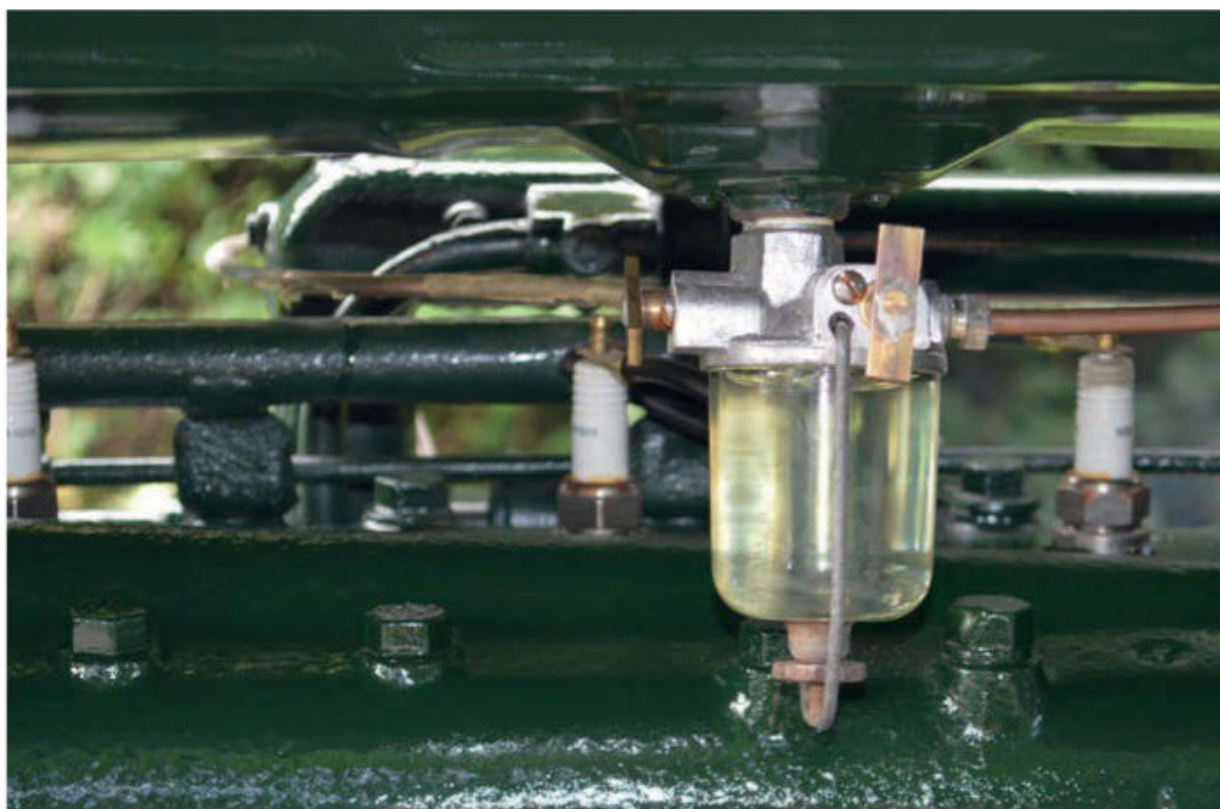
The same rule applied to the embossed 'Fordson' letters above the radiator. These were made more prominent thanks to the sandblasting.



This Lucas SR4 magneto was sent away to a specialist company in northern England for complete refurbishment.



A new set of spark plugs and leads made sure the engine now runs beautifully.



Unfortunately the fuel tank's original brass tap was beyond repair. I tried everything to stop it leaking but had to admit defeat and specify a new replacement.



I don't think there's a simpler tractor to get on and off, which is one of the reasons why the Model N is such a joy to use.



The front axle was specially made for this hop garden conversion. Close up, the detailing is lovely.

Another area at the front that I was pleased with was the radiator, which I'd replaced previously. This had been worth all the effort to replace the old painted one. I hope, in future, that this is looked after as it's all too easily damaged and it rather dominates the front of the tractor.

When the tractor was sandblasted, that process was certainly very effective at cleaning away the old paintwork, and it did a great job of making the embossed 'Fordson' lettering on the front and sides of the radiator look as prominent as possible. I didn't paint these letters in a contrasting colour, but left them all finished in the green used for the rest of the tractor.

One part that didn't get sandblasted was the long fuel tank; I decided to tackle this by hand using an air-fed sander instead. This provided a gentler and far less abrasive way of removing the



Even though it's just a simple, hard metal, pan-style seat, the ride is very comfortable thanks to the long spring, which provides plenty of bounce.



Once settled into the seat, the simplicity continues with a metal steering wheel and lack of dash. The rear end of the fuel tank proudly proclaims 'Ford Motor Company England'.



These 24in rear wheel rims and centres were made for this hop garden model. The tyres were new.



The front tyres were also new, and were fitted without removing the heavy-looking rims from the front axle.



I don't know if these wings were original or not, but they were in great condition.

old paint from this precious component. I did have the tank checked and treated to ensure its integrity. Given the tank's position over the top of the engine, fuel leaks present a very real risk so need to be avoided at all costs.

However, the original brass tap on the tank was suffering with a slow drip, and I spent longer than I should have trying to cure that. While it wasn't dripping down on to anything hot and important on the engine, it was falling onto the freshly-applied paintwork at the rear of the engine block. Leaving that issue unresolved would have quickly led to blistering in the paint, so the decision was taken to replace the tap with a new one. Granted, the replacement doesn't look as good as the original, but it works perfectly and, with some new brass pipework connected, it should perform reliably for many years to come.

On the other side of the engine, the carburettor had been cleaned out and a new gasket fitted. Beneath this, the magneto had been sent away for an overhaul. While I had no reason to doubt the Lucas SR4's overall condition, having it professionally reconditioned would give everyone maximum peace of mind. I also renewed the plugs and leads so, with everything back together, it was no wonder that the engine started and ran so well.

I get on and off dozens of tractors a year, and I consider that the layout of the Standard Fordson makes it one of the easiest to live with. Stepping on and off the back is so simple compared to tractors where you have to straddle the gearbox, or struggle with fitting work boots onto a narrow footplate. The

seat on the Fordson is made to a very straightforward, metal pan-type design but, despite this simplicity, it delivers a comfortable ride.

However, this is more to do with the long spring that extends from the dash area to support the seat, and effectively absorbs most of the shocks delivered by even the roughest of terrain typically encountered in the field. Sitting in this simple seat you look at a simple dash with no gauges; sometimes a temperature gauge was included right at the front of the tractor, but this one doesn't have that. The words 'Ford Motor Company England' stamped on the end of the fuel tank are pretty much all that the driver has to look at!

Either side of the driver's seating position, decent mudguards provide great protection from the rear wheels, and any dirt thrown from them. My suspicion is that these aren't the original items on this tractor, although I can't be absolutely sure about that. Whatever their origin, though, they're of decent quality. Presumably they were the correct type, with the narrow top that hardly extended over the tread on the tyres. I believe this was done to save metal during the war; the early examples featured mudguards that extended right over the wheel, with metal to spare.

I've mentioned the word 'simple' several times during this story and, while the Model N was certainly a simple tractor, it was also a very capable one. I enjoy every tractor I restore and, even though I had to tackle this one slightly differently, I think I did the machine justice and made a good job of it. ■

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Contact Jane Broomhall on
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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



TRACTOR WORLD, MALVERN

This year's Tractor World, Malvern event will be taking place on March 11th-12th, and we look forward to welcoming you to this excellent show once again. Hopefully,

many of you will be displaying your exhibits on the FFA stand.

The club's AGM will be held on Saturday the 11th, at 4.30pm in the Pavilion, so

please do join us to hear how your club is progressing. The meeting typically lasts for about 40 minutes, so you'll have had plenty of time to purchase your items in the sale by then!

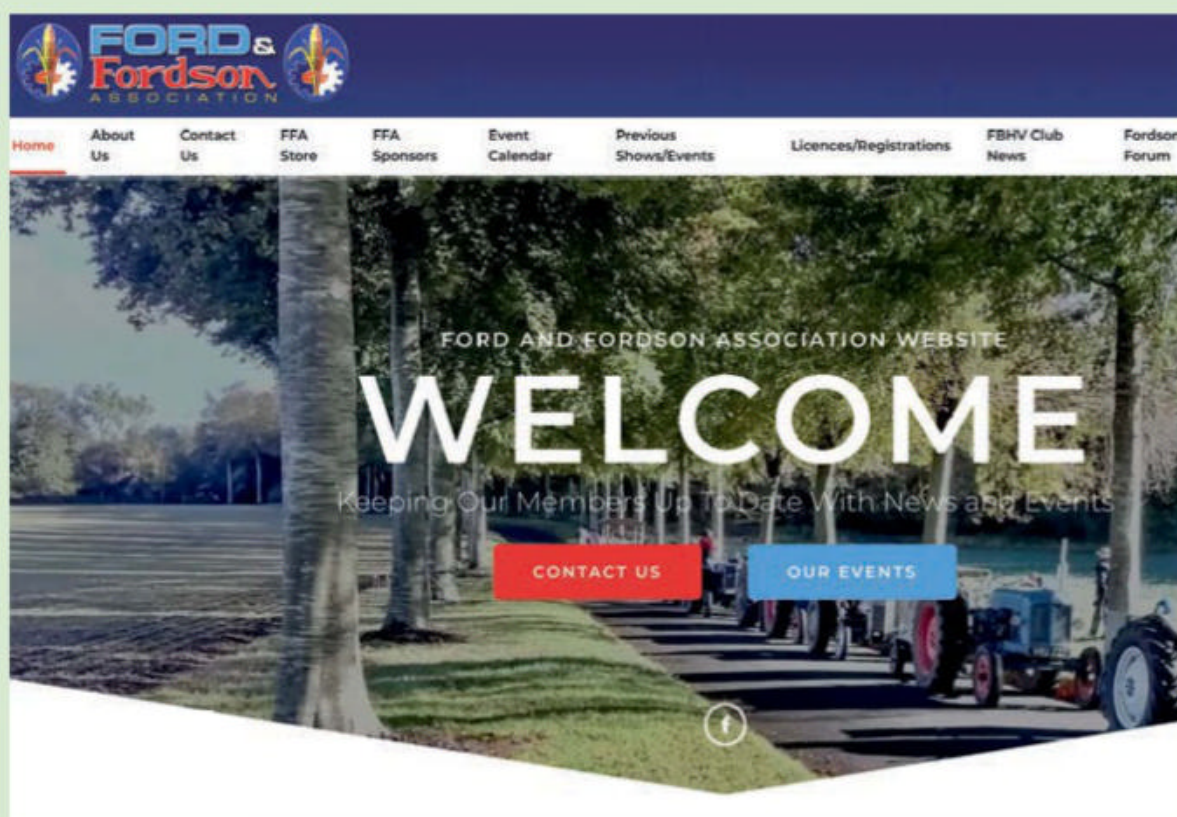


There's always so much to see and enjoy at the Tractor World show; for many it's the real season-opener, so don't forget to come and see us on the FFA stand!

NEW WEBSITE!

The FFA's new website (fordandfordson.co.uk) is now up and running, courtesy of Promonet Ltd, Kent, and we hope that you find it easy to navigate, and that it contains all of the information you might need. In case of errors, please contact Jane Broomhall, the club secretary/treasurer, who can be reached on 07884 115089.

➤ Lots of work has gone into the FFA's new website. Let us know what you think of all the improvements.



NEWARK VINTAGE TRACTOR & HERITAGE SHOW



Some of the Industrial tractors provide a splash of yellow at Newark. This photo was taken during the display build-up.

Well, where to begin? This was a fantastic show which took place on November 5th-6th at the Newark Showground, in Nottinghamshire.

Things got off to a great start thanks to the very impressive entrance display. The doors into the feature marquee and the FFA's stand within were flanked by some impressive giants of the classic tractor world. Richard Mason's Muir Hill 171, John Brown's County 1884 and John Hayward's incredible, homemade Doe (complete with eight-furrow Ransomes plough on the back) set the tone brilliantly for the treats on display inside.

But that wasn't all there was in front of the marquee, as visitors were also wowed by members' lorries. One of these was carrying the front and rear axles from a Fordson N, but without an engine in sight. It was a very different display, and just what was needed to grab the attention.

The marquee housed both Ford and Fordson tractors plus many interesting derivatives. The majority of machines on show belonged to club members, and included an impressive variety of both ages and types. Those present included everything from Fordson Fs and Ns right through to a modern, New Holland T6 model.

There was a rare Fordson N water washer but, interestingly, it was a narrow variant. This tractor was purposely placed beside a New Holland T5 to demonstrate to visitors the evolution of the tractor over the years. There



An 'unfinished project' perhaps loaded on a Fordson Thames outside the tent?



Skid steer loader comparison; visually not as much of a difference as with other models.



Linda Brumpton's Fordson Major, which won the Best Ford & Fordson in the Show award at Newark.



A general view inside the marquee at Newark, showing the interesting diversity of exhibits on display for visitors to enjoy.



One didn't have to walk too far to compare model differences, and all in the dry, too!

were enough Industrial versions on show to field a mini-display mainly in bright yellow. John Brown had brought his Ford skid-steer loader, and Linc's Motors brought the latest New Holland version; they looked a bit similar until you noticed the cab and all the electronics on the newer machine.

Congratulations to member Linda Brumpton on winning the Newark Trophy for the Best Ford & Fordson in Show, with a 1959 Fordson Major. The club awarded certificates – as is usual at the larger shows – to the winners of the following categories:

1. **Best Commercial:** Paul Thundercliffe, his artwork and decals on the lorry were stunning.
2. **The Concours Class:** Matthew Newberry, a junior member with his Ford 8N. Well done! We need to encourage the younger generation into the hobby.
3. **Tractor & Implement Class:** Ashley Clough with his original Ford 3000 and Ransomes sprayer. How sprayers have changed from his version!
4. **The Tractor the Judge Would Like to Take Home:** Colin Peart's very smart Ford 8630.
5. **The Most Original Tractor:** Richard and Jo Turner's superb Ford 5000.

Overall, the club managed to muster 71 exhibits for display on the stand, which is a record for Newark. That is a tremendous achievement and I'd like to thank all of those who put in so much time and effort to make the show the resounding success that it was.

You'll all be pleased to hear that the FFA itself enjoyed an excellent weekend, with 67 new members and renewals being signed-up over the weekend. Happily, merchandise sales were also at record levels, which helps enormously with the on-going success and growth of the club.

In the Stevenson Hall there was a large and varied display of Fordson



John Hayward's massive, homemade Doe, complete with eight-furrow Ransomes plough behind.



A lovely Fordson N with a trailer designed for tractors, rather than a horse conversion.



Top of the range! Richard Mason's Muir Hill 171 and John Brown's County 1884 during set-up at Newark.



The award for Best Commercial went to Paul Thundercliffe; what stunning art work!



This was the tractor that the judges wanted to take home – Colin Peart's superb Ford 8630.



Junior member Matthew Newberry won the concours class with his Ford 8N. The award was accepted by his grandad!



The Best Tractor & Implement award was won by Ashley Clough, with his original Ford 3000 and Ransomes sprayer.



The award for the Most Original Tractor went to Richard and Jo Turner's Ford 5000.

THANKS PHIL!

On members' behalf, we really must thank Phil and his band of supporters for all the hard work they devoted to organising the FFA's fine stand at the Newark show, and liaising with the showground management. It was a truly splendid display which helped create a wonderful atmosphere inside the marquee. But, as Phil rightly said, none of it would have been possible without the co-operation and help of so many members who kindly brought their tractors to the event; so well done, one and all.

Pat Pawsey, FFA chairman



Ian Prince's chain bridge-hauling Power Major came to the rescue of a stuck lorry at Newark.

Major E1A tractors, some of which were being exhibited by FFA members. Also, while not 'blue', over the road from our marquee was a great display of – I think – 13 Massey Ferguson 1200s plus, in another direction across the showground, a sea of green in the shape of a large group of Field-Marshalls.

However, we were all so busy on the FFA stand that I can't comment on the rest of the show as I didn't get the chance

to see much else. Nevertheless, it was good to meet up with friends from all over the UK, Southern Ireland, and a few who were visiting from elsewhere in Europe. It's always good to enjoy a cuppa and a biscuit with fellow enthusiasts!

Late on Sunday afternoon, as we were packing up, a lorry driver came in looking for help. He'd got his six-wheeler stuck on the showground so, with all the big tractors having already disappeared,

FFA committee member Ian Prince had his Fordson Major volunteered to lend a hand. His tractor is fitted with a winch on the front, and spent most of its working life hauling a chain bridge. However, that wasn't needed on this occasion, and the Major itself was perfectly capable of rescuing the stranded lorry, much to the relief of the happy driver!

Phil Gibson, FFA Roving rep

CANADA CALLING!

Am I no longer rational? Well, please read on! Here we are again with another year ticked-off; where, oh where, does the time go? Anyway, it's been a monumental year on a number of fronts. Thankfully, I'm hoping the wretched Covid is well and truly in the rear view mirror now, and it's good news that the most recent variants seem so much less of a problem. As the overall travel health risk diminished, my wife and I seized the opportunity to travel to Ireland for a family wedding last July. As luck would have it, this allowed us the privilege of attending the Ossory Agricultural Show at Rathdowney, in County Laois, where we enjoyed seeing vintage trucks, cars and tractors. This was a one-day event and clearly the level of organisation needed to coordinate the variety of events, vehicles and catering outlets for the show was monumental!

In particular, on account of my passion for the vintage tractor component, I would like to recognise two clubs present; the Raheen Club from the host county, and the North



Ian West (left) sharing the craic with a Raheen Club member during last summer's visit to the Emerald Isle.



Ian back in Canada with his latest project. We look forward to progress reports on this one!

Tipperary Vintage Club from the adjoining county. The Raheen Club was exhibiting some fine examples of the Ford brand, with lots of vehicles from the mid-1960s era. Many of the owners that I spoke to were very friendly and also evidently extremely proud of the vehicles they were showing. In some respects it was a shame that the whole thing was

over in a day, as I could have happily spent a lot more time viewing and chatting at this wonderful show – well done indeed, Ossory!

In the lead-up to the July holiday here on the farm, we experienced a really wet period between June and mid-July. However, upon our return it was a completely different story. From mid-

August through to the end of October we experienced temperatures that, on many occasions, were well into the 30°C range, resulting in reduced crop yields during the critical kernel-filling stage.

But the redeeming feature of those high temperatures and the associated lack of rainfall, was the almost ideal harvesting conditions created. This eliminated the need for grain drying, as we'd had to do for the past four years in a row. Soil moisture reserves here in Central Alberta are now at record lows as we head into winter and normal fall cultivations are an integral part of our cropping practices. But this year cultivating the bulk of our acreage had to be abandoned as the implements simply couldn't penetrate under such dry conditions.

One positive aspect of the mild autumn was that it afforded the ideal opportunity to thoroughly winterise all the farm equipment in preparation for winter storage. Over the years I've found it critical to routinely change the long-life antifreeze to ensure that concentrations remain at the correct level, thus allowing the important additive compounds within these solutions to do their essential preservation work. Antifreeze concentration is routinely diluted to 60%, providing freeze-protection down to approximately -55°C.

Another winter protection practice is to remove all power equipment batteries



Vintage harvest at Westlock. Interesting to see the blower straw discharge from the thresher.

and store them separately. Due to the extreme temperatures experienced here, even the power draw needed to maintain an in-cab digital clock over the coldest winter months will deplete battery charge to the point where it will freeze and then split, rendering it absolutely useless. As well as writing-off the battery, this causes a terrible mess, with battery acid spilling over all nearby surfaces.

Where bulk farm fuels are used here, it's also critical to ensure diesel is of a 'winter grade' to prevent gelling. With petrol-powered vehicles, another must is to minimise the incidence of allowing fuel tanks to run routinely lower than half to minimise moisture build-up. Fuel line antifreeze (methyl hydrate) should be regularly added to a fuel fill to prevent this.

All summer long I've been actively searching for a winter restoration project, which ideally would have been a Ford 3000. By mid-August I'd found a couple of possibilities that were to be sold at an upcoming online farm dispersal auction. One was a

1967 diesel Select-O-Speed model in a reasonable overall mechanical condition. It seemed to tick most of the boxes, despite the SoS transmission. The second possibility was a petrol-powered model with the standard, eight-speed gearbox, although it sounded as though there was a bucket-full of spilled nuts and bolts adrift in the sump! Subsequently, during the bidding process, it became readily apparent that the Ford brand was commanding much more of a premium than I could justify, regardless of the future potential, so the search continued.

By early September I'd found what I considered to be a suitable alternative, in the form of a 1960 Massey Ferguson 35, fitted with the Perkins 3-152 diesel engine, and I was the successful bidder at the auction. While this tractor was listed in the sales literature as a non-runner, I had the opportunity to check its condition in advance of the auction. While it definitely lacked a 'good character' appearance, I recognised a much greater overall potential. So far – I'm at the mid-stage of disassembly

of the motor and driveline components – it hasn't revealed any insurmountable calamities, so fingers crossed it'll be OK.

Now, of course, the big question is whether or not I've lost my marbles by deviating from the Ford camp? Do readers feel that, in order to regain credibility with the Association, I should paint the new tractor blue? In the meantime, I'll await your verdict with some trepidation.

Finally, in early October, our local vintage club hosted a vintage harvest event, which included a variety of machinery including a John Deere PTO-operated reaper and binder pulled by a Massey Harris 44. Also, there was a John Deere thresher powered by an Allis Chalmers. Sheaves from the about three acres of wheat were collected with a four-wheeled wagon pulled by a Ford 8N and, in the end, three wagon loads were retained for future demonstration purposes. That'll be something I look forward to seeing at the annual June show later this year.

Ian West, FFA Canada rep

SCOTTISH EVENTS REMEMBERED



Robbie Ironside's award-winning Fordson N and Dexta on the Club stand at New Byth. An idyllic show setting.

The Ironside family – the North of Scotland FFA reps – attended rallies, road runs and open days from early May to the end of September in 2022. These included everything from the

Scottish Vintage Tractor and Engine Club weekend rally at Scone Palace near Perth, right up to the Laigh o' Moray Rally at Burghead near Elgin in Moray, plus lots of events at other locations in between.

Ford & Fordson Association members came with their tractors to display on the stand, some at their local rallies and others at most of the rallies. These enthusiasts help



Club member Sinclair Lamb's splendid E27N Major on the stand at Fraserburgh.



The club's stand at Scone, with Roy Cowgill's 1220 grass-cutting saviour in pole position!

with setting up the display, chat to prospective members and drink lots of tea and coffee! There's always lots of laughter, plenty of advice shared and new friends made. Sales of FFA merchandise across the year were excellent, and the toddler-sized boiler suits proved very popular.

The club was delighted to win the Best Stand in Show award at the Fraserburgh Platinum Rally, and was awarded a superb glass trophy, plus one for the 'Spirit of the Show'. At the SVTEC rally at Scone Palace, the FFA's stand was placed second by the judges, for the second year in a row. As we say in

Scotland, "We wuz robbed!" But maybe next time we'll manage to secure that coveted red rosette!

The grass at Scone Palace was longer than we were happy with (as it was the last time we had the club stand there) but, this time, we were prepared. Roy Cowgill – the FFA's South of Scotland rep

– had brought along his Fordson 1220 c/w mower, and so the grass was soon at a suitable length. Other members followed behind with rakes, and a trailer was borrowed to transport the cut grass away for disposal. Teamwork at its very best, I'm sure you'll agree!

Despite lots of rain in the week before the rally, the weather for the show was scorching on Saturday and dry but cooler on Sunday. The event finished at 4pm, at which point the rain started and it poured non-stop as we travelled some 150 miles home to North Aberdeenshire,

arriving there at about 10pm.

Nevertheless, it was an excellent event for exhibitors and visitors alike. Overall, the rallies we attended over the summer were well supported by FFA members, and, happily, many new enthusiasts signed-up to join the club.



Another view of the club's interesting vehicle display at Scone.

MEMORIES OF A TRACTOR MAN

First published in Australia by Probert Consulting and written by Ian O'Rourke with Terry Probert, *Memories of a Tractor Man* is Ian O'Rourke's fascinating life story. The tale begins in the outback with a very young Ian back in 1939, at Burraobi, in New South Wales.

It recounts a tough but loving childhood, and progresses through Ian's education, beginning with correspondence lessons to, as a young man, being employed in Massey Ferguson's research and development team.

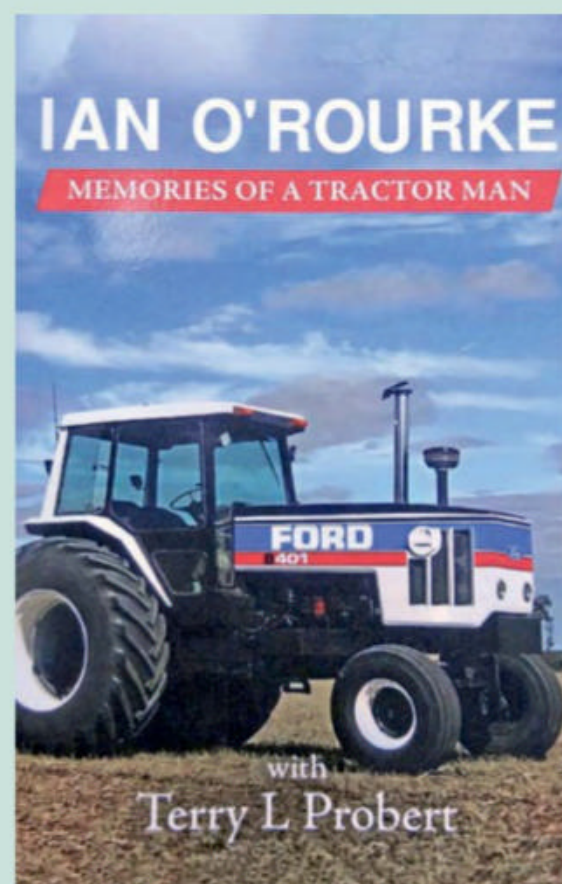
In 1964, Ian joined Ford as a product trainer, and the story continues to reveal the working practices of Ford in Australia, charting Ian's impressive rise through the company. He eventually became national service manager of Ford Tractor Operations Australia, from which position he was able to influence decisions in Australia, Dearborn and Basildon.

The book is packed full of fascinating anecdotes, and charts the day-to-day

problems encountered and, in most cases, their ultimate solutions. Ian's time with Ford came to an end with management changes following the Ford/New Holland merger, and he eventually retired in 1992.

I found it fascinating as it not only gave a vivid picture of Australian 'outback' life in the thirties, and much later dealing with actual guarantee claims and the enlightened approach taken to resolving them. It covers the conception of the Australian 8401, independently on the other side of the world, that paralleled the County-produced 80001 and the Mid Essex's prototypes in the UK, which convinced Ford to produce some of its most iconic models.

Our review copy was borrowed but, for UK readers, the book is printed here. So, we tested the system by emailing Ian at ian.gwennie@glail.com. The book's price is £30 (inc. P&P), you can pay by PayPal and Ian arranges delivery. There is no import tax to pay, and the system worked very well.



Memories of a Tractor Man, by Ian O'Rourke and Terry Probert.

OUT & ABOUT

Peter Love reports from the Hoey family's farm museum in Ireland, which opened its doors recently for a charity fund-raising event

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

AN IRISH SPECTACULAR!



As time went on, it started to get more difficult to take photographs at this sold-out event due to the number of visitors around.



The dioramas are very exciting at this private museum; this one featuring a rare, hydraulic Moffett log saw/hedge cutter.



A Ford 6810 III 2WD that's set up for grass-care work.



Michael Hoey was on good form, personally welcoming visitors to his amazing collection.

The weekend of November 26th-27th saw the Hoey family open its amazing private farm museum at Swords, a few miles north of Dublin, for a sold-out ticket event. As a result, more than €100,000 for Project ESPWA, which provides Ukrainian humanitarian aid, and other charities, was raised.

Guests travelled from all over Ireland, and elsewhere in the UK, to attend this professionally-staged event, and I counted more than 20 coaches in the car park when I visited on Saturday. The museum is simply superb, and took everyone's breath away and I certainly regard it as the best agricultural museum in the UK and Republic of Ireland by far.

The museum sits at the centre of a 6,000-acre farm that runs a fleet of modern New Holland machinery operated by a team of seven workers. These tractors – like the historic exhibits inside the museum – are all maintained in impressively immaculate condition. The local New Holland dealer, Armstrong Machinery Ltd, based in Jordonstown,



This French-made Ford 45-H excavator is something else!

County Dublin, was present to support the event with a stand packed with excellent goodies that were selling well.

We were also able to enjoy a good look at the farm's new implements, including the Grime potato equipment that arrived last year, and the Kverneland ploughs. It was also a treat to see the New Holland combine that harvests the crops each year. Incidentally, 2022 was the best harvest ever in County Dublin.



This immaculate County Super-Six is typical of the many tractors in Michael Hoey’s vast collection.



A rare-to-see Highland Park-built Ford 4000, with a Long-made Ford baler behind.



This superb, 1989 Ford 7810 Jubilee has been a prize-winner wherever it’s been shown.



A Custom Cab Ford D Series truck with a load of Pre-Force tractors on board.

Following on from the very successful working Fingal events held on this site, and the need to use the land for commercial farming activities all the time, Michael Hoey decided to create a museum to house all his preservation machines that have featured during his working life. But they don’t simply sit gathering dust in the museum, as many are brought out regularly to take part in various top events in Ireland and the UK.

The first building we visited was constructed about 10 years ago, to house the amazing Ford collection, which includes machinery dating from 1920 to 2020. This building was extended more recently to create extra exhibition space, while another building was built about five years ago specifically to house a Massey Ferguson tractor collection.

The museum’s third hall was finished during the Covid period, and now



These two tractors illustrate the early- and late-style paintwork that Ford adopted in the 1980s; from the 3910 to the 4610 III at the end of the line.



The museum's café was just superb, as was the quality of food being offered.



The late 1970s Ford 3600 is a very underrated tractor, and one that's ideal for road runs today.



The County 1174 (right) is a very popular tractor today. This one is fitted with wheel weights and more.



One of the oldest tractors in the Ford collection is this Irish-made magneto conversion.



The most popular Fords in the collection are the 10 Series machines, as exemplified by the immaculate Ford 5610 II 4WD and the 6810 2WD seen here.



The smaller range of Ford tractors aren't forgotten in this collection. Here's a 1220 and others on the Society of St Vincent de Paul Dublin stand.



The Ford 6000 diesel was a troublesome model for Ford when first introduced, but lasted a few years in the new Ford 2000, 3000, 4000, 5000, and 6000 ranges.



The remote-controlled Ford 3000 attracted plenty of attention. It was expertly restored by Errol McGinnis and others.

provides a home for all the John Deere machines that Michael's father used in the 1970s. He was one of the biggest users of this make at the time in Ireland. However, there's always been plenty of 'blue' machinery around the place, and this is Michael's first love.

The new hall inter-connects with the other halls, and visitors also benefit from The Green Acre café, which serves excellent food and was offering free teas and coffees during the show. I enjoyed a delicious slice of homemade apple pie, and was very impressed by the enthusiasm and friendliness of the staff. But that applies to the Hoey family, too. All have similar traits, as typified by Michael's wife, Geraldine, and their three daughters who were all very involved with the event.

But there's not only machinery to be seen at the museum, there's plenty of regalia and memorabilia to be enjoyed as well. In addition, each exhibition hall included a film show relating to the marque in question, which really

helped bring everything to life even more.

As well as the main hall, the site includes other buildings housing interesting exhibits such as a collection of Ford trucks, other light commercials plus cars, including a stunning Ford Capri Mk.3 and a metallic green Ford Cortina Mk.2.

However, one of the star exhibits for all Ford fans is the radio-controlled Ford 3000, which was exhibited at the Kent County Show back in the 1960s. This machine was moved from Basildon in the late 1980s, to the Barleylands Museum at Chelmsford, Essex, where it stood gathering dust before eventually being bought by Michael. Now a prized exhibit in the collection, it's been carefully returned to full running order by the skilled engineers here. The tractor carries modern technology incorporated into its 10-mode control module, and is an amazing piece of Ford history that, thanks to Michael's enthusiasm, survives for all to see.

As well as a comprehensive collection of Ford's European tractor offerings, the museum also offer visitors a fascinating selection Highland Park, Detroit-built Ford tractors from the 1960s. These include a 1962 hi-clear 2000, a Force 4000 (2) and a 6000 with Select-O-Speed.

I found it so heart-warming to see this private museum leading the way in preserving agricultural heritage in Ireland and the UK, especially given what the Science Museum has been doing recently, with the sell-off of a number of donated agricultural heritage machines. I came away feeling both positive and enthused about what can be achieved in our hobby.

If you're interested in visiting this museum, together with other agricultural delights in Ireland, then I'm currently putting together a 2023 tour package for enthusiasts. To register your interest, give me a call on 01323 833125, for send an email to: peterlove@madasafish.com

SALES CORNER

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

TRACTOR WORLD SALE BOOKINGS

HJ Pugh is taking bookings for the first big classic and vintage collective sale of the year at the Tractor World Show on March 11th-12th, at the Three Counties Showground in Malvern, Worcestershire.

It looks as though there will be nearly 2,000 entries, including a raft of original

and restored Ford and Fordson tractors. Entries are open for all sections, which range from stationary engines, implements and memorabilia to models, literature, tractor seats and much more besides.

Visit hjpuugh.co.uk, or call 01531 631122, for more information.

SMART FORDS AT EAST DAVENPORT

Mecum Auctions staged its Fall Premier Collective at a very cold Mississippi Parkway, in East Davenport, Iowa, USA, on November 17th-19th. But, despite the low temperatures, a number of world record prices were set at this sale.

Just over 560 tractor lots went under the hammer over the three days, with the stock coming from 20 collectors. All were essentially clean machines in mostly good running and restored order, while a few were in concours condition.

Among the notable lots was a 1957 Ford 841 Emico FWA conversion – with dual wheels front and rear – which sold



What a lovely Ford 9600, with a 'sun roof'. It could have been yours for £18,568.



This 1944 Ford Ferguson 2N hi-clear conversion restoration went for only £2,219.



The hammer fell on this 1964 Ford 6000 Commander-based Balmar Industrial Bombardier tracked conversion at £29,621.



This 1959 Ford 841 Emico four-wheel-drive sold for £15,916.

for £15,903. A very rare, 1963 Balmer gas Ford 6000 Commander Select-O-Speed crawler conversion (using Bombaradier tracks or similar), sold for a staggering £29,597, while a stunning and restored, 1978 Ford 9600 changed hands for £18,568. Finally I should mention the Ford 2N row crop conversion that was in excellent order and went for just £2,219.

Mecum is currently getting things together for its spring 'Gone Farmin' sale, which will be taking place on March 24th-25th. Further details are available from: mecum.com

BLUE STARS AT NEWARK



The best looking tractor at the Newark sale was this restored and well-painted Fordson Super Major, which changed hands for £5,000.

On November 6th, Brown & Co staged the Newark Vintage Tractor Show collective sale, which featured 24 tractors. Placed in a similar position to the sale in 2021 – on hard standing – it was a good situation for everyone.

This has never been the easiest of sales for Brown & Co and, this year, the stock offered wasn't the greatest. Nevertheless, three-quarters of the lots changed hands, which was good to see.

As far as I'm concerned, the best of the bunch were a well-painted Fordson E1A Major, which sold for £5,000, and a Fordson Dexta in similar condition that found a new home for £4,800.



This Fordson Dexta – in similar condition to the Super Major – moved on at Newark for £4,800.

BARRY HAWKINS SALE



In rough condition, this Fordson E27N Major with Perkins P6 engine sold for a decent £4,800.

On November 11th the Barry Hawkins team sold the Jessie Watson collection. Most of the 30 or so tractors included in this 340-lot sale were rather scruffy, with many requiring work.

The highest-priced old-timer was a rough Fordson E27N with Perkins P6

engine, which made £4,800. A p/p-powered E27N in rough condition got moved on for £600, while a Fordson E1A Major needing major work, sold for £1,550.

Among the smaller tractors, a Ford 1210 4WD in clean condition made £3,000 and, lastly, a Ford 3600 in original condition but requiring work, changed hands for £3,800 + VAT.



This Ford 1210 4WD was sold for £3,000; a good price.

FORDS AT HOME FARM

Cheffins was called in on November 23rd for the Home Farm sale at Great Wilbraham, in Cambridgeshire. It featured 208 lots that included 14 tractors, all of which were sold by Oliver Godfrey.

The classic Fords sold well, including a 1994 Ford 7840 Powerstar SLE 4WD (complete with Farm Force front linkage and 6,944 hours on the clock) that made a thumping £17,500. The paint was missing on the nose and bonnet but, otherwise, it was a very original-looking machine.

As for the 1978 Ford 6710 2WD with Cameron Gardner 1620 loader and 4,870 hours on the clock (but carrying a replacement engine), this one made £10,200. The extra lots included a 1990

Ford 4630 2WD that looked worse than it actually was, and featured a new nose cone finished in the wrong shade of blue. Nevertheless, the tractor – with just 1,680 hours on the clock and a very clean cab – sold for £8,500.



Selling very well, this Ford 7840 made £17,500.



This 1990 Ford 4620 looked clean, had 1,680 hours on the clock and sold for £8,500.



This hard-to-find Ford 6700 – complete with front loader – was moved on for £10,200.

MUIR HILL 121 AT EURO AUCTIONS

There were just a couple of tractors with a Ford connection at the last Euro Auctions sale of the year, which took place at the company's Leeds base on November 30th.

The first was a Ford 4000 that looked to be in basically original condition, although there were signs that some restoration work had already been carried out. To boost its selling price, it was fitted with an HFT front loader, and it sold for £3,250.

Also of note was a rather rough-looking 1969 Muir-Hill 121 four-wheel-drive, that was being sold with a single-axle gravel cart. I know that it had been offered at other auctions a month before and, this time, it changed hands for £5,000 (plus VAT).



This undated Ford 4000 looked to be essentially original, although some work had been carried out. It sold for £3,250.



This rather work-worn-looking Muir-Hill 121, dating from 1969, found a new home for £5,000.

ROADLESS MAKES RECORD MONEY

HJ Pugh held its annual festive sale on December 3rd at the company's Hazel Meadows HQ, and the event attracted a huge crowd. The sale featured classic and vintage tractors, stationary engines implements, memorabilia, enamel signs and much more.

There were nearly 100 tractors of all types and conditions being offered, but several stood out for me. While it had been offered before in 2022, a previously-restored Fordson E27N with a Perkins P6 engine conversion in running order made £9,900. However, the big one was a clean and original County Super-4, which sold for a record £31,000. A similar but restored 1964 New Performance Super-4 was knocked down at £21,000.

A rough-looking 1992 Ford 7740 SL Powerstar sold for a good £9,500 considering its condition, while a Ford 8100 with 9,700 hours on the clock and that I've seen at a number of sales before, finally found a new home for £7,800. I also liked a gleaming, 1964 Fordson New Performance Major, which sold for £6,600.

All-in-all this was an excellent event, but not just in the tractor department which saw an 88% sell-through, but in all other respects, too.



This restored, 1964 Fordson New Performance sold for £6,600, while the Ford 8100 made £7,500.



This Fordson E27N Major with a Perkins P6 has been offered for sale number of times last year, but was finally sold by HJ Pugh for £9,900.



Looking so cool and original, this pair of Roadless Super-4s sold for £52,000 between them.

FESTIVE COLLECTIVE!

Although Cheffins still had a number of sales to conclude before the end of the year, its last Cambridge Machinery Sale took place on December 5th, at its Sutton HQ site, and the event drew a large crowd of over 200 people.

As always, there was a raft of classic Fords being sold, together with an interesting selection of modern New Hollands. Some of the notables I spotted included £1,800 for a Ford

4000, £5,900 for a 1977 Ford 3600, £7,500 for a Ford New Holland 4630 4WD in reasonable order and £12,500 for a clean Ford 7740 SLE.

Others worthy of a mention were a rough Fordson F for which the bidding stalled at £1,000 which wasn't enough to see it move on, and a Ford 3000 (running but requiring work) which made £2,600. All prices were subject to VAT.



A bid of £9,200 (+ VAT) was offered for this 1988 Ford 5610 II.



This Ford 7740 sold for £12,500 (+ VAT).



This Ford 4600 with Q cab got to £3,500.



The bidding on this Fordson F got to £1,000, but more was needed to see it sell.



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CHARITY COLLECTION: 2023 IN AID OF BODLE STREET GREEN VILLAGE HALL FUND AND OTHER LOCAL CHARITIES.

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:

BAND 2:

BAND 3:

BAND 4:

BAND 5:

BAND 6:

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

Will run but needs work done to it

In original condition

Older restoration, but complete and should run

Average restored condition and ready to go

Concours. Restored tractors in exceptional condition

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





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

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**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**

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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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CLASSIFIED COUPON FREE ADS!

UP TO 30 WORDS (trade excepted)

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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 7610 FORCE TWO



£12,800. Good condition for year for wheel drive tyres. Good starter everything works. Please call 07882912889, South East.
117630

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 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 2000 TRACTOR WITH CAB

POA. Ford 2000 Tractor With Cab. Please call 07831 566480, South East.

117156

FORD 3000



POA. Ford 3000 pre force good early restoration. Please call 01747 828272, North East.

117386

FORD 4000



POA. Ford 4000 with loader a good ex farm example. Please call 01747 828272, North East.

117389

FORD TW20



POA. Ford TW20 good working tidy example. Please call 01747 828272, North East.

117390

FORD 9N



£6,000. This is not a 9N like you see 1000s of them around Come by for a visit and a 9N talk, this tractor is truly one of a kind and only a hand full are still alive and in this good of a shape. For collectors or museum with knowledge only. Please call 001-(519)-955-0010 located in Goderich Ontario, Canada. Please call 519 955 0010, Rest of the world.

117478

FORD FERGUSON



£2,750. Ford Ferguson Petrol, V.G.C. Running perfect firestone Tyres as new, new battery. Please call 0035386259208, Ireland.

117483

FORD 3000



1986, POA. Ford 3000 in mint condition, good tyres and tin work. All works as it should. Please call 07932317710, West Midlands.

117578

FORD FORD



1976, £5,650. 1976 Ford 4100, some new parts, in good working order. Please call 07379309887, Wales.

117583

FORD 4000



£3,500. Ford 4000 pre force, good starter, drives well, good tyres, cab tatty good project or would go back to work as is. Please call 07821184799, South West. (T)

117598

FORD 3000



£4,000. A tidy example with new mudguards, on turf tyres could be changed, has a pick up hitch, ready for work or restoration No VAT. Please call 07821184799, South West. (T)

117607

FORDSON DEXTA MK1

POA. Dexta MK1. Please call 07831 566480, South East.

117157

FORDSON SUPER MAJOR



£4,750. Original tin work all new tyres, new pistons and new liners. Please call 01428 683294, South East.

117166

FORDSON N



POA. Fordson Nearly restoration, original buff logbook. Please call 01747 828272, North East.

117381

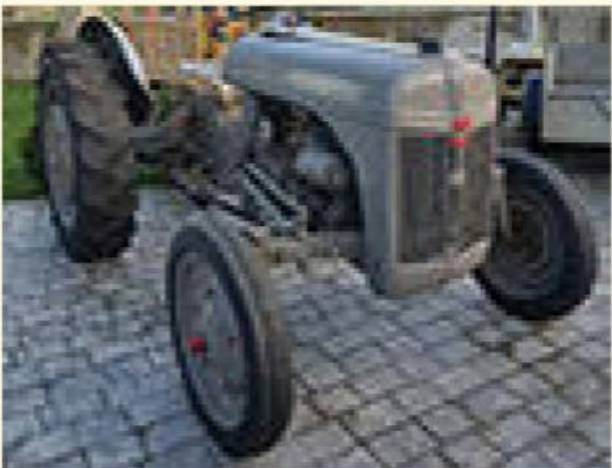
FORDSON MAJOR



POA. Fordson Major a good genuine example. Please call 01747 828272, North East.

117387

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 n original. Please call 01889577990, West Midlands.

115395

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

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



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 its life. Works as it should and a very sweet engine. All tyres are good. The most recent work it has had is a new dual 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 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

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 TRACTORS



1946, £3,500. Two Fordsons for sale. Standard 1944 Narrow wing, barn stored 12 years £1850. E27W P/P with Laingbury Kingham Winch 10 Ton good rope RE/Con engin, unfinished due to health reasons £3500. Both being sold due to health reasons. Please call 07861925024, Yorkshire and the Humber.

117560

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, starter and alt. 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. 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 N



POA. Fordson Nearly restoration, original buff logbook. Please call 01747 828272, North East.

117381

FORDSON F

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

116954

FORDSON N

£2,200. Wide wing, green, Good Tyres, EH Vaporiser. Please call 07778 525037, Greater London. (T)

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

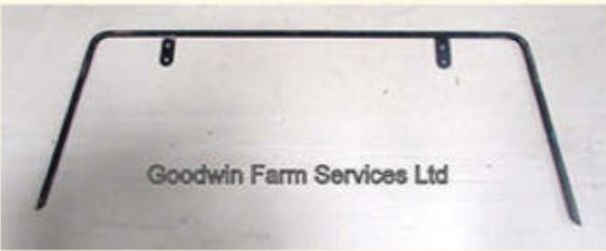
FORDSON MAJOR ENGINE



£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

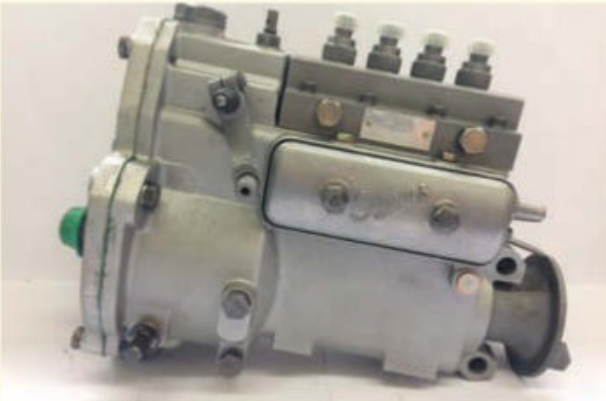
FORD SWIVEL HOUSING CARRARO



£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



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117024

MISC

FORDSON FUEL FUNNEL



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

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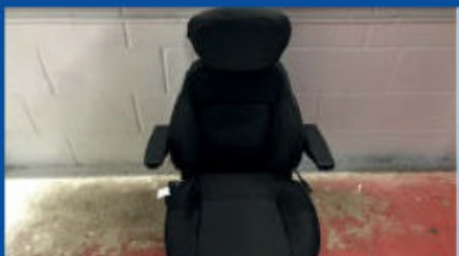
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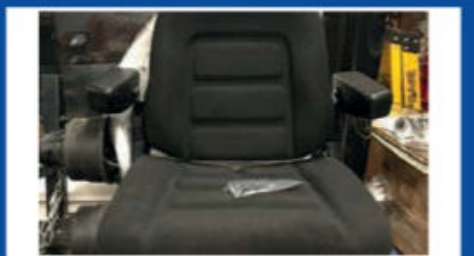
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