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FORD & Fordson TRACTORS

JUNE/JULY 2023

ISSUE 116

FORD 4100



A strange hybrid model from the early 1970s

SELECT-O-SPEED

We chat with a
happy owner!



MUIR-HILL The story continues with the Series IIIs



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June/July 2023



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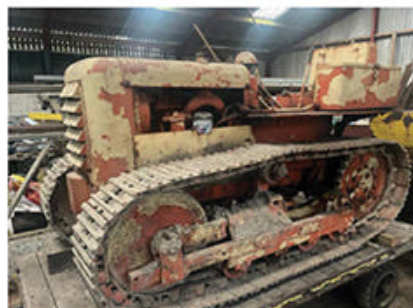
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Owning a little old Dexta, like this 1950 example I spotted at the Stradsett Park Vintage Rally, can deliver a host of practical and aesthetic benefits, as well as a welcomed buffer against the destructive effects of inflation.



Welcome!

It's always a treat to visit tractor enthusiasts with farming backgrounds who, as in the case of Edwin Hughes, have an association with their machinery that stretches right back to childhood. Edwin, whose 1965 Ford 4000 Select-O-Speed is featured in this issue, grew up on the family farm where a succession of Fordsons – and then Fords – provided the mechanised labour.

The first tractor he drove – as a 10-year-old boy – was an orange Model N, after which he graduated to an E27N. He speaks with passion and evident delight

about both models, and clearly still finds that the similar examples now in his collection give him an evocative link to that happy childhood, his parents and the land he tended for a working lifetime.

Of course, that tangible link with the past is what's usually at the root of most vehicle-based hobbies; the collector takes enormous pleasure and satisfaction from the machines in his possession. Perhaps they're identical to the model that a father or grandfather once used, or maybe

“They're never raucous or ‘in your face’. Nor are they brash or obnoxious; old tractors simply speak quietly of the past, and the many years of hard work tackled”

they bring back powerful memories of a special working machine.

There's no doubt that, for anyone with even an ounce of mechanical sensitivity, classic tractors have a special appeal all of their own. They present an endearing sense of benign friendliness which, for those who can feel it, is hard to resist. These machines aren't raucous or ‘in your face’, nor are they brash or obnoxious; old

tractors simply speak quietly of the past, and the many years of hard work tackled. They exude a reassuring, almost timeless solidity.

But, if all that's not enough to make you want to own one yourself, then there's an increasingly relevant added bonus to consider. As Ian Russell rightly suggests on p13 of this issue, owning a tractor like his cherished E27N can represent a decent hedge against inflation which, in today's unsettled economic climate, is not to be sniffed at. After all, why wouldn't you want to put a spare £5,000 into a desirable old tractor, rather than have it sitting in a bank account being nibbled at constantly by the dreaded inflation?

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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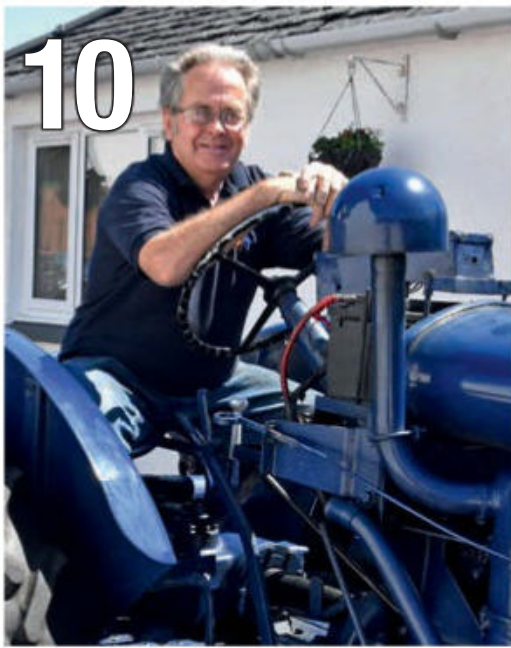
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Find out what's in store next time

TECHNICAL DRAWINGS TO LEND?

The Basildon tractor plant (CNH Industrial) is celebrating 60 years in the town next year, and the company is looking for your help to assist with the planned festivities. The company is looking to put on a display of 60 years of Tractor Product Development at the site.

Does anyone have – either in their possession or access to – any original, technical drawings of any kind, or photographs, of prototypes or testing/design activity. If so, would you be prepared to let CNH Industrial scan or borrow them?

Ideally, the documentation should relate to anything built within the Basildon plant from 1964 onwards. But, honestly, any historical Fordson/Ford/Ford New Holland items would be much appreciated.

If you can help, please get in touch with Sarah Cook by sending an email to: sarah.cook@external.cnhi.com

GDSF REPLACEMENT?

A group of friends felt there would be something missing in the Dorset area this year after the cancellation of the Great Dorset Steam Fair, so have decided to organise the Steam & Vintage Fest.

With generous support from sponsors and a selection of fellow exhibitors, the new event is slowly taking shape, and is scheduled to take place that at Fryern Court Road, Fordingbridge, in Hampshire (SP6 1ND) on August 25th-27th.

The show will include steam engines, vintage plant, classic tractors, stationary engines, heavy horses, trade and craft stands plus live entertainment in the beer tent. Even Thomas the Tank Engine will be making an appearance, and the organisers are inviting vehicle exhibitors to get in touch by calling 01202 883161 or 07974 404829, or via email to: steamandvintagefest@gmail.com

MIKE MARSHALL SALE



Looking superb; the Roadless 75 is yet another award winner.

As tractor sales go, this is certainly one not to be missed! When Mike Marshall puts his superb collection up for grabs on June 24th in Somerset, at the Marshall/Whitlock HJ Pugh sale, it could well



This concours-condition Roadless 980-4 is a multi-prize winner.

turn out to be one of the best 'blue' auctions of the year.

The lots available will include a restored Ford TW-15 4WD, a Roadless 980-4 (concours), a Roadless 75 (concours), a Roadless Ploughman 6/4 (concours), a Fordson Dexta and many other interesting models.

Full details can be found at: hjpugh.com

SEVAC TO HOST NVTRR

The South Eastern Vintage Agricultural Club will be hosting the 2024 National Vintage Tractor Road Run (NVTRR) on March 31st, 2024.

For those of you not familiar with the NVTRR, it's a charity road run that usually attracts about 300 vintage tractors from all parts of the UK. The run takes place in a different area each year, with the most recent having been hosted by the Glenluce Vintage Tractor Club at Kirkland Airfield, Stranraer, in Scotland. Preparations for the 2024 run are well underway and a sub-committee, co-chaired by Will Cranfield and John Parnaby, has already secured McCormick Tractors as a headline sponsor, created publicity material and printed entry forms.

They're also planning an evening meal and live band for the Saturday night, and are in the process of registering the grand prize draw of Sussex hampers and other prizes. The run will start at Plumpton College in the South Downs National Park, and aims to show the rest of the vintage tractor community what Sussex and most importantly SEVAC has to offer. The chosen charity is Patchwork Farm, at the Chailey Heritage Foundation. This operation



Why not enter your tractor in the 2024 NVTRR? Entry forms are available now!

is funded entirely by donation, and allows the young people of Chailey Heritage Foundation to have hands-on, multi-sensory engagement with a number of animals.

The organiser says: "We hope to have as many members, friends and visitors involved in the run as possible, whether it be taking part, marshalling or simply popping down for the Saturday evening meal and live band."

To find out more, visit: nvtrr2024.co.uk

GLAMORGAN PLOUGHING CHANGE



Will Mansi's 1918 Fordson F will be at this year's High Weald Steam Working Weekend.

THE FRENCH ARE COMING!

Following the success of the first event in 2022, it's all systems go for the High Weald Steam Working Weekend, which will be taking place on June 17th-18th at Heaven Farm, Furners Green, Nr Danehill, E. Sussex.

The 2022 weekend saw the debut of Will Mansi's genuine 1918 Fordson F, which had been found in a local barn not long before. However, the big news for this year is that 30 tractor enthusiasts will be coming, with their tractors, from Gournay-en-Bray, Brittany, France.

This promises to be a great occasion, so mark the date in your diary! You can find out more at: highwealdsteam.co.uk



There will be plenty of room for ploughing at the new venue selected for this year's Vale of Glamorgan Ploughing & Hedging Society's annual ploughing match.

The Vale of Glamorgan Ploughing & Hedging Society has changed the venue for its annual ploughing match, scheduled for September 10th. The event will now be at Boverton Place Farm, Boverton, Vale of Glamorgan CF62 4NS, by kind permission of Edward Thomas of Pancross Farm. The site is on the main road between Llantwit Major and St Athan. There will be six classes for tractors,

one for horse-drawn ploughs and seven perpetual trophies to be won (cash prizes in all classes). All entries for the ploughing match must be lodged with the secretary before August 30th, 2023, and you can get full details of the event from the secretary, Sarah Radcliffe, on: 07976 950680, or the chairman, John Thomas, on: 07879 026937, or by sending an email to: valeploughing@gmail.com

SALES DIARY

- JUNE**
- 2** **Sale of tractors, vehicles, implements and small tools.** Bridge House Farm, Stockton on Tees. Harrison & Hetherington, tel: 01228 406200
- 3** **Richard Vernon Collection.** Auction of steam engines, vintage and classic tractors, implements etc. Lutterworth, Leicestershire. Cheffins, tel: 01353 777767
- 6** **Auction of tractors,** combine harvester and equipment. Preston, Lancashire. Cheffins, tel: 01353 777767
- 7** **Online sale of tractors,** machinery, plant etc. Carlisle. Harrison & Hetherington, harrisonandhetherington.co.uk
- 8-18** **South-west online timed auction of tractors,** excavators, Farm Machinery, Livestock & General Equipment. Stags, stags.co.uk
- 13** **West Devon collective sale of**

- tractors,** vehicles, farm machinery etc. Woodovis Farm, Lamerton, Tivistock PL19 8QT. Stags, tel: 01769 572042
- 17** **Auction sale of vintage and classic tractors,** implements and spares. Lincolnshire. Cheffins, tel: 01353 777767
- 24** **Dispersal sale of classic and vintage tractors,** plant, machinery and implements. Somerset. HJ Pugh, tel: 01531 631122
- JULY**
- 5** **Online sale of tractors, machinery and plant.** Carlisle. Harrison & Hetherington, harrisonandhetherington.co.uk
- 7** **Wessex Machinery Sale.** Salisbury Road, Shaftesbury, Dorset SP7 8BT. Southern Counties Auctioneers, tel: 07971 571612
- 8** **Agri-Trader & Machinery Sale.** Craven Cattle Marts, Lingfields, Gargrave Road, Skipton BD23 1UD. CCM Auctions, tel: 01756 792375

- 8** **Collective Machinery Sale. Upper Boddington,** Northants. Howkins & Harrison, tel: 01604 823456
- 10-11** **Cambridge Machinery Sale.** Machinery Saleground, Sutton, Ely, Cambs. CB6 2QT. Cheffins, tel: 01353 777767
- 12-13** **Online Timed Implement Sale.** Lanark, Lawrie & Symington, lawrieandsymington.com
- 15** **Weeting Steam Engine Rally Machinery Sale,** IP27 0QF. Barry L Hawkins, tel: 01366 387180
- 20-30** **South West Online Timed Auction of tractors,** vehicles and machinery etc. Stags, stags.co.uk
- 25** **Collective Sale of tractors,** machinery etc. Upplowman Court, Upplowman, Tiverton EX16 7DW. Stags, tel: 07968 122198
- 27** **Vehicle Sale. Thainstone Agricultural Centre,** Thainstone Roundabout, Inverurie AB51 5XZ. Aberdeen & Northern Marts, tel: 01467 623700

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JONATHAN WHITLAM

... spotlights a strange hybrid model from the early 1970s, the 4100, which relied on the best bits of two other models from the Ford tractor range

There were big changes made to the Ford tractor range in 1975, with the whole line-up – from the 2000 to the 7000 – being redesigned in preparation for the introduction of a new quiet cab that was needed to meet the legislation coming into force the following year.

However, Ford hadn't got its new cab ready to go when the new range was put into production, so the 7A1 range, as it was called (known to the wider world as the 600 Series) had to make do with the old Fieco safety cab that had been used on the preceding Force range since 1970. This meant that the range featured new decals, tweaked mechanicals, but the same cab as before.

The range was simply carried over from before, with '600' being added to the model number. So the smallest 2000 became the 2600 while the largest, the 7000, became the 7600. The even bigger 8600 and 9600, six-cylinder-powered models had already been introduced in 1972. However, there was one new model, squeezed in between the 3600 and 4600, and it was designated as the 4100.

This seemed to be a somewhat strange decision by Ford, but the new model was based on the earlier, 3055 tractor that

had been built exclusively for France. It combined features from both the 3000 and 4000 to produce a 3000 with a stronger rear axle. Thus, the new 4100 was also very much a hybrid machine using, as it did, a modified 3600 engine producing 52hp, the back end and hydraulic system from the 4600 and the front axle and steering mechanism from the 3600.

With the launch of the new range in 1975, the 4600 continued the tradition of the earlier 4000, and became one of the best-selling models in the whole range,

“ The 4100 was a brave attempt to offer something a bit different back in 1975; a tractor with the attributes of two other models melded together to form something of a hybrid ”

selling much better than the 3600 and the 4100. The latter though, did sell well, as it appealed to many who considered it a cheaper alternative to the popular 4600, with only slightly less power available. While it never reached the heady heights of the 4600, it did well and continued to do so after the fitting of the new quiet cab from 1976, when the 7A1 range became the 7A2.

The 4100 remained available to buy up to the introduction of the new Series 10 range in 1981, which continued the evolution of this range of tractors. The new 4110 remained sandwiched between the 3610 and 4610 then, at some point, the 4110 was deleted from the British price lists, but was still offered in overseas markets, before coming back again for the updated Force II range of 1985, then typically fitted with the Sekura-sourced LP or AP cabs.

The 4100 was a brave attempt to offer something a bit different back in 1975; a tractor with the attributes of two other models melded together to form something of a hybrid with, arguably, the best parts of both. Using the gutsy Ford three-cylinder engine was a big plus in its favour and, although rather underpowered compared with the bigger 4600, it was still a very capable machine. It always

seemed to stand out from the others in its group though, because of that 4100 designation, and this only seemed to make sense later in the 1970s when another larger tractor used the same idea with the introduction of the Ford 8100 – but that's a totally different story!

Was the 4100 as good as the 4600, or was it something of an irrelevant Frankenstein-like creation? What do you think?

Using the gutsy Ford three-cylinder engine proved to be a big plus point for the 4100.



MAJOR ADVANTAGE!

The Fordson Major E27N was introduced at the end of the Second World War and was a very important tractor in its day. Ian Russell owns a superb example, as Bob Weir discovers



The E27N Major was designed and built at a time of wartime austerity. It was much larger than its predecessor – the Fordson N – and a sign of things to come.

The commuter town of Lenzie sits astride the railway line between Edinburgh and Glasgow, and dates back to the Victorian era. This used to be farming country before the industrial revolution, but the land has since been taken over by housing developments. Ian Russell has lived in the area all his life, and his house is on the site of the Russell family's original smallholding.

"Things have certainly changed a lot

over the past few decades," he told me. "The surrounding land was all green fields when I was growing up, but it's been steadily transformed into residential housing. As I recall, my grandfather's smallholding covered four acres."

Family asset

The property passed down through the family and was eventually owned by Ian's father. "He worked for the Board of Agriculture, and used to grow fruit on the

holding. He would then sell the produce in the local area using his mobile shop. These types of vans were quite common back in the 1950s and 1960s. When the Board of Agriculture decided to sell the land to the local council, he was allowed to keep one acre. This included the family house, and my wife and I still live on the property."

Ian recalls that he was quite keen to take over his father's business, but his mother insisted he qualified for a proper



Early factory E27Ns all ran on petrol/paraffin and the venerable Fordson engine was underpowered and prone to wear and tear. Things changed when Ford came to an arrangement with Frank Perkins in 1950.

apprenticeship. “Technically, I’m a joiner by trade,” he explained. “However, I was still interested in retail, and went on to own some greengrocer shops in the Glasgow area. But it was hard competing with the growing number of supermarkets, and the shops were eventually sold. I spent the final few years before my retirement working for the local council.”

Ian has always been fond of tractors since he was a boy. “I suppose it dates back to the smallholding days,” he explained. “My first experience was with my father’s old Fordson N, which he bought secondhand from a local farm. The ‘N’ was one of the later models and painted green. I learned how to restore the tractor while I was still at school, and still own the machine today.”

But there was little time for hobbies once Ian started to expand his greengrocer’s business. When he did have a spare weekend, he used to go

“My first experience was with my father’s old Fordson N, which he bought secondhand from a local farm”

to tractor shows. “Tractor rallies were becoming popular during the early 1980s, and I used to go to a few shows in the Scottish Borders,” he recalls. “Up to that point, surplus tractors were usually sent for scrap, but a few people were beginning to collect the older models and some of those were starting to appear on the market. I got involved with a few enthusiasts and bought and re-sold the occasional machine. I also became a member of the Ayrshire Vintage Tractor & Machinery Club (AVTMC), and did a spell as club president.”

TECHNICAL SPECIFICATIONS	
Model:	E27N
Produced:	1945-1952
Engine:	Fordson, petrol/TVO Perkins P6 diesel
Cylinders:	Petrol/TVO, 4 Diesel, 6
Bore x stroke:	Petrol/TVO, 4.125in x 5.0in Diesel, 3.5in x 5.0in
Displacement:	Petrol/TVO, 267 cu in (4.4-litre) Diesel, 288 cu in (4.7-litre)
Torque:	Diesel, 168lb ft @ 1,500rpm
Power:	Petrol/TVO, 27hp Diesel, 45hp
Rated speed:	Petrol/TVO, 1,200rpm Diesel: 1,500rpm
Transmission:	3 fwd, 1 rev
Speed range:	2.5-5.4mph
Linkage:	Drawbar only Optional Category II linkage
Weight:	4,000lb
Tyre sizes:	Front, 6.00x19 Rear, 11x36

E27N softspot

Ian was interested in the older types of tractor, like Field Marshalls, and particularly liked the Fordson Major E27N. “This goes back to when I was a teenager,” he explained. “One of our neighbours owned an E27N petrol/paraffin model. By that stage I was helping my father on our holding, and used to plough the soil with the old Fordson N. I was quite envious of the neighbour’s larger Major, as it took ploughing in its stride and I remember promising myself that I’d buy a E27N once I was old enough to earn some cash.”

Ian has owned a couple of E27Ns over the years, and still enjoys driving the tractor. “When I got older I bought a petrol Major from an enthusiast, before eventually selling it on,” he said. “I acquired my current Perkins-engined model in the mid-1990s. The tractor came from Ayrshire and was in quite good condition. As I recall, the only work it needed was a fresh coat of paint.”

“Fortunately, the tractor has remained in good condition, and I haven’t had to do anything apart from adding some wheel weights. Naturally, I also service the tractor on a regular basis. As is recognised by enthusiasts, the Perkins diesel engine was a big improvement



Ian's E27N is equipped with a factory-fitted P6, and here's the proof.



The operator sat high up compared to the Fordson N, and had excellent visibility

over the petrol model, and the tractor is good fun to drive. I've used the machine on several road runs, and it takes everything in its stride."

Farming reputation

The Major E27N was introduced to replace the ageing Model N. Ideally, Fordson management wanted a completely new tractor to build on the reputation it had established with British farmers, but post-war austerity made this impractical. There was neither the money or resources to develop a brand-new design, so the Major was simply an upgrade of the old Model N.

This meant retaining the N's petrol engine, albeit in a high-compression format. Although the tractor was still underpowered, it was capable of pulling a three-furrow plough. This was achieved by replacing the old worm-style final drive, with a bevel-gear system. But, despite this improvement, the engine still struggled to do the job, and had a limited-service life. The unit also had no cylinder liners, so had to be re-bored when it wore out.

Fortunately, Frank Perkins – in Peterborough – had already converted his own Major, using one of his diesel



The Perkins P6 dramatically improved the E27N's performance, and transformed it into a genuine, three-furrow plough tractor, which was the industry standard during the 1950s.



Not only did the Perkins become a popular factory-fitted option, but existing E27N owners soon started ditching their petrol engines in favour of diesel power.

engines. This transformed the tractor's performance, and Fordson decided to investigate further. Management came to an agreement, and Perkins started supplying Fordson with P6 engines. Over 20,000 tractors were built with the factory-fitted P6 by the time the E27N was replaced, and farmers also began retro-fitting the engine to their petrol-powered versions.

The diesel model used the same three forward, one reverse transmission, but a strengthened rear axle was

added to cope with the extra weight. The business end of the tractor was equipped with either a Smith, or Varley, system that had a lever to control the lift and another to operate external slave cylinders. Roadless and County also used the E27N skid unit as the basis for some of their conversions.

In addition to the Major, Ian also owns several other Ford and Fordson tractors that have been acquired over the years. "I've got a Fordson Dexta and a Super Dexta, a Major E1A and a Ford 3000,"

PERKINS DIESEL ENGINES

F Perkins Ltd was the brainchild of Frank Perkins and Charles Chapman, and the company was founded on July 7th, 1932, and based at a small office in Peterborough. Although they didn't have a lot of money, Perkins and Chapman believed the diesel engine could revolutionise commercial transport, and the new company's aim was to persuade the growing motoring industry to use its diesel engines.

In the early 1930s, diesel power was still in its infancy. The heavy and slow-revving engines were considered to be the poor relation of the latest generation petrol units. Charles was a design engineer by profession, and became a 10% shareholder. His vision was to redesign the diesel engine as a high-speed power plant. The goal was to build an engine with a similar performance to its petrol rivals, but with much lower running costs. Frank's job was to sell the concept to a skeptical motor industry.

The pair worked long hours, and the company's first engine was the four-cylinder

Vixen. This was followed by a more powerful version called the Wolf, and Humber started using that engine in its Commer range of trucks. Although the company only made 35 engines in its first year, it was a sign of things to come.

In 1933, Perkins exhibited one of its engines at the Commercial Vehicle Exhibition at Olympia, in London. The company also used the Brooklands circuit for testing and, by 1936, was the holder of half a dozen diesel world speed records over a variety of distances.

By the outbreak of the Second World War, Perkins was producing two types of engine, the P4 and the P6. The diesel engine had arrived, and the company began to expand into the agricultural sector. Versions of its engines were used in tractors made by the most popular manufacturers of the day, including Ferguson and Fordson.

Following the end of hostilities the company went public and, in 1947, production was moved to the Eastfield site in Peterborough. During the post-war years, the focus was on exports, with Simpson & Co

of India becoming the first of hundreds of licensees and distributors around the world.

In 1959, F Perkins Ltd was bought out by its biggest customer, Massey Ferguson. But the company continued to operate under its own name, and then became a subsidiary of LucasVarity. Perkins continued to meet strict emission requirements and made products for other brands, including Dodge, GEMA and Ford.

Over the coming decades, overseas facilities would be opened in Asia, Europe, and North and South America. Perkins also forged links with other industry giants like Caterpillar, which eventually acquired the company in 1997.

With manufacturing facilities operating around the globe, Perkins now has the capacity to produce up to 800,000 units a year. This makes it one of the world's leading suppliers of diesel and gas engines in the 4-2,000kW (5-2,800hp) market. Today the company is involved in five different sectors, including agriculture, construction, electrical power generation, materials handling and general industry.



Ian is pleased with his Ford/Fordson collection, from left to right, Fordson N, Ford 3000, Super Dexta, Dexta, E1A Major and E27N.

he explained. "All of them have been restored and are in working order."

Methodical approach

Ian learned to work with tools from a young age, and his joinery apprenticeship has certainly proved useful, too. "I'm quite methodical when carrying out a restoration, and usually buy the parts in advance," he told me. "Fortunately, Ford parts are still readily available, but the cost can add up. I usually explain the expense to my wife, May, by saying that it keeps me out of mischief!"

Ian also thinks that certain old tractors can be a long-term investment, particularly in times of uncertainty. "I think that old tractors can represent

“I usually explain the expense to my wife, May, by saying that it keeps me out of mischief!”

a good hedge against inflation," he explained. "Despite the best efforts of restorers, the number of survivors isn't going to increase, and the hobby is still very popular."

Now that he's enjoying his retirement, Ian has resumed his hobby of going to shows. "I've been to a large number of rallies over the years, and The



Ian Russell has been a Fordson/Ford enthusiast ever since he was a boy.

Great Dorset Steam Fair is one of my favourites," he said. "It's a good trip down from Scotland, particularly if you're driving an old lorry, which I used to do back in the old days. My Bedford TK used to take the whole day to cover the 400 mile-odd journey, and you had to keep your wits about you. The lorry wasn't equipped with power-steering, so I usually ended up with sore shoulders! Still, it's a great show and well worth the effort."

Ian's happy with his current collection, but tells me that he's keeping his options open. "Collecting tractors is a funny old game, and if the right machine comes along, you never know," he said. "In the meantime, I'm enjoying the hobby and having a lot of fun!" ■

THE MUIR-HILL STORY

Part 5: Jonathan Whitlam continues his fascinating account of the Muir-Hill development story with a look at the impressive Series III machines, launched in 1978

Launched in 1978, the Series III Muir-Hill range surpassed the company's earlier versions in terms of power and comfort, while retaining all the features that had made the big yellow tractors such unique machines in the first place.

Since the very first 101 model launched in 1966, Muir-Hill kept developing and refining the concept of an equal-size wheel, four-wheel-drive tractor, with high ground clearance resulting in a range of models to suit most agricultural and industrial tasks.

With the introduction of the Series II models in 1972, proper cabs were added that gave a much better operator experience, and represented a great improvement over the previous, box-like structures that had been fitted since 1970.

Sales success

The Muir-Hill Series II tractors sold very well, further cementing the position of the company in the four-wheel-drive tractor market, alongside the likes of County and Roadless. As the 1970s drew to a close, however, tractor comfort and features became ever-more important, with all the main manufacturers offering quiet cabs and a range of features that, only a handful of years earlier, would have been seen as simply luxurious.

Therefore, it was once again the cab that Muir-Hill focused on when developing a new Series III line-up; a range of models that represented a direct evolution of the earlier machines, but offered more customer choice and new features.

At first glance, the Series III tractors appeared to be much the same as before, inheriting not only the famous yellow colour scheme, but also, of course, the equal-sized wheel, 4WD format with centre-mounted driveshaft



The most powerful Muir-Hill tractor ever built – the impressive 171 Series III.



To show just how much larger the Spacecab fitted to the Muir-Hill Series III was, here we see a Series II 111 (in the foreground) with a newer Series III 121 next to it. The new cab really made the Series III a serious contender in the big tractor market of the late 1970s.

providing superb ground clearance and a decent turning circle. But the thing that stood out most about the Series IIIs was the new cab. The 'Spacecab' – so named because it was substantially larger than the Series II design, especially in terms of width – gave the operator much more room in which to work, and to stow dinner bags and toolboxes.

The Spacecab was also quieter, thanks to the use of more sound-deadening material, easily beating the maximum noise levels set by legislation passed in 1976. The earlier Series II cab had been ahead of the game in this respect, being introduced in 1972 and conforming to the sound-level guidelines then. But the Spacecab reduced the noise and vibration levels inside even further.

Filtered atmosphere

To add to the comfort of the new operator station, Muir-Hill equipped Series III cabs with an air circulation system that treated the air using an electrically-operated unit with filters mounted in a box on top of the roof. It might not have been like modern air-conditioning, but it was certainly appreciated by those tackling dusty jobs during the hot summer months.

As on earlier generations of Muir-Hill, the Series III cab was accessed via narrow steps mounted between the front and rear wheels on the nearside, with the cab door sliding backwards



The 121 was the best-selling model in the Series II range, and it continued being so in the new Series III line-up, when it benefitted from the new Spacecab and more power.

to enter the flat-floor cab. Once seated on the luxury seat, the driver could easily control the machine using new instrument binnacles positioned around the steering wheel, and on the right-hand side of the seat itself. The wider cab provided even better visibility than before, enhancing the impressive view from the driver's already lofty perch.

The Spacecab certainly compared favourably with anything else on the market at the time and, in most cases, was much roomier. It might have looked very angular compared to, say, Ford's Q cab, but it was also very light and airy, and every bit as good an environment in which to spend long working days.

Before 1978, the Muir-Hill Series II range had consisted of the 110hp 111, the 120hp 121 and the 170hp 171; three models that covered the then niche, 100-200hp power bracket. With the Series III, Muir-Hill introduced a fourth model and increased power outputs on the original models, all of which were now fitted with the Spacecab.

The smallest in the new range remained the 111 and, although it was based on mainly Ford components (from the Ford 600 Series introduced in 1975), it was still powered by a Perkins six-cylinder engine, with its output increased from 110 to 116hp for even greater versatility.

Useful power boost

Next up remained the 121; the best-selling model in the Series II range. However, the Series III version saw the 121 have its power increased significantly to 132hp, 12 more than before. As the smallest Ford-derived tractor in the range, the 121 was still very much the spiritual successor to the old 101 model that had started the Muir-Hill story back in 1966.

A new model was then slotted in between the 121 and the huge 171, and in the process, Muir-Hill managed to cleverly offer a choice of horsepower and engine provider. This was because the new 141 could be ordered with two very different power plants – both were turbocharged and



The 121 Series III certainly looked the part with a new radiator grille featuring larger mesh. With its Ford six-cylinder engine rated at 132hp, it was considerably more powerful than the original incarnation of this model. Note the large set of wafer weights underneath the radiator which helped ballast the nose when heavy implements were attached to the rear linkage.

delivered a new form of six-cylinder power to the big yellow machines.

If you chose a 141 powered by a Ford 2704ET engine, then you got a tractor rated at 143hp, making it 11hp more powerful than the 121, but with the turbocharged engine delivering an altogether more lively performance.



All the models in the Series III range could be bought as Industrial versions, as well as in agricultural format. The former could be specified without hydraulic linkage, but had the option of a large tow hitch and even air brakes. This 121 has been fitted with a front-mounted dozer blade with hydraulic lifting, and provides a good example of how these machines were used in the construction industry.

Alternatively, if you chose the Perkins engine option, you got a tractor fitted with the T6.354.4 engine that produced 132hp, making the Perkins-powered 141 an alternative to the Ford powered 121 of the same horsepower rating. Very clever!

At the top of the model tree sat the mighty 171, which looked even more imposing thanks to the Supercab. This model was still powered by the same Perkins V8 motor as it was in Series II form, but the fuel pump had been tweaked to boost power output by 7hp, making the 171 a 177hp machine and inching it ever closer to that magical 200hp figure!

With four models now produced – technically five if you count the two 141 variants – the Muir-Hill range became more comprehensive than ever. With two Ford-engined options against three Perkins offerings, the pendulum had swung very much in favour of the Peterborough-based engine supplier, despite the company's strong historical links with Ford. Talking of which, all the six-cylinder models in the new range used Ford gearboxes and other components.

More sophistication

At the very end of Series II production, Muir-Hill began offering the Dual Power version of the Ford gearbox as an option to the standard eight-speed 'box. Ford had standardised on an eight-forward-and-two-reverse transmission with the



The new Spacecab kept the straight lines of the earlier design, but provided more space, especially width. It was also quieter, had a better ventilation system and retained the lofty position favoured by Muir-Hill, ensuring great visibility and a 'king of the castle' feeling for the driver! A large, sliding door provided access as well as ventilation; a feature retained from the original 161 model of 1969.



The new Series III dashboard binnacle provided all the main instrumentation required, with a neat layout similar to trucks and buses of the era. The transmission was controlled by the two gear sticks mounted centrally within the flat-floor cab.

introduction of the original 6X range in 1964 and, although the semi-powershift Select-O-Speed was an option, most tractors were fitted with the cheaper eight-speed box.

Then, in 1972, the new flagship Ford 8660 and 9600 six-cylinder tractors started being fitted with a new version of the transmission called Dual Power that, with the flick of a small switch, could select between high and low in each of the original gears, thereby doubling-up the gearbox to a 16-speed unit. This not only provided a greater number of gear ratios to choose from, but also allowed a change-on-the-move capability without the need to depress the clutch pedal to get from high to low, or low to high, in each gear.



The new model introduced with the launch of the Series III range was the 141 which, uniquely, could be purchased with the choice of either a Ford or Perkins six-cylinder engine.

It was, in many ways, an answer to Massey Ferguson’s Multi-Power which had been fitted to the red and grey machines since 1962. Unlike Multi-Power, though, Dual Power was designed as an epicyclic underdrive, so it still allowed for engine braking in both high and low ranges. From 1974, it was offered as an optional extra on the Ford Force models, hence its inclusion at the end of Muir-Hill Series II production, when skid units fitted with Dual Power became available from Basildon.

The V8-powered 171 needed a much more substantial transmission system, hence the use of the Eaton-Fuller T4510 gearbox in the agricultural-specification

tractor, while industrial versions had the extra bonus of a fully automatic Allison MT640 transmission that was ideal for heavy-haulage applications.

A true monster!

The 171 was a true monster in every sense of the word! That Perkins V8 lump not only produced a beautiful song through the single exhaust stack, it also provided power by the bucketful and, at 177hp, it was easily the largest, British-built tractor sold into agriculture. For comparison, Ford’s largest model at the time was the 153hp 9700, built in the USA and Antwerp, which was also, by the way, available with a factory-fitted 4WD system sourced from ZF, although with smaller front wheels. But, despite its size, the 9700 was no match for the 171 or the County 1474 based on it, despite the latter having equal-size wheels.

The Muir-Hill Series III range was certainly well received and continued to sell well throughout the rest of the 1970s. The early 1980s, however, were a different story, as farmers began to feel the effects of falling commodity prices worldwide, and started spending less on new machinery – the good times were coming to an end!

But, for the conversion builders such as Muir-Hill, there was an even bigger problem. Ford was producing its own four-wheel-drive machines – such as the 9700 – at an increasing rate, forcing Muir-Hill to start competing with its own supplier. There was only ever going to

TECHNICAL SPECIFICATIONS	
MUIR-HILL 111 SERIES III	
ENGINE:	Perkins 6.354 5.8-litre
CYLINDERS:	6
POWER:	110hp
TRANSMISSION:	8x2 (16x8 Dual Power)
WEIGHT:	4,853kg

MUIR-HILL 121 SERIES III	
ENGINE:	Ford 2715E, 6.2-litre
CYLINDERS:	6
POWER:	132hp
TRANSMISSION:	8x2 (16x4 Dual Power)
WEIGHT:	4,853kg

MUIR-HILL 141 SERIES III	
ENGINE:	Ford 2704ET 5.9-litre or Perkins T6.354.4 5.8-litre
CYLINDERS:	6
POWER:	Ford 143hp/Perkins 132hp
TRANSMISSION:	8x2 (16x4 Dual Power)
WEIGHT:	5,896kg

MUIR-HILL 171 SERIES III	
ENGINE:	Perkins V8.540 8.8-litre
CYLINDERS:	8
POWER:	177hp
TRANSMISSION:	10x2 Eaton-Fuller T4510 or Allison MT640 automatic
WEIGHT:	6,350kg

be one winner as Ford, thanks to its volumes, could make its machines more cheaply and, therefore, undercut the likes of Muir-Hill on selling price.

As a result, the market for bespoke, 4WD tractors from specialist producers like County, Roadless and Muir-Hill began to shrink rapidly during the early 1980s. It was an almost unbelievably quick change of fortune for Muir-Hill, which went from having a full order book in the mid-1970s, to an almost empty one in 1982!

When Ford introduced the TW range in 1979, big six-cylinder tractors with four-wheel-drive became readily available from the market leader, with the largest version beating even the Muir-Hill 171 in the power stakes; the TW-30 boasting an 188hp output. Sadly, the end was in sight for the big, yellow four-wheel-drive machines and, in the final episode in this series next time, I’ll be charting Muir-Hill’s downfall and considering the legacy it left behind. ■



The 8.8-litre Perkins V8 engine was a true monster and, for the Series III version of the 171, was rated at 177hp. This made that model the largest, British-built tractor until the County 1884 arrived in 1980.

CRANK HANDLE RUN, 2023

Chris Graham reports on this year's Crank Handle Run, which saw participants enjoying some of the best rural countryside that Surrey has to offer

On April 16th – a cloudy but thankfully dry and wind-free Sunday – members of the South Eastern Vintage Agricultural Club (SEVAC) and other enthusiasts gathered at the Edenbridge & Oxted Showground near Lingfield, in Surrey, in preparation for this year's

Crank Handle Run.

The 11-mile route was a mixture of on- and off-road sections and there was a break point organised on a farm that was about half-way around.

While there weren't as many tractors involved this time as in previous years, organiser and SEVAC vice chairman

Anthony Bradford was very pleased with how things went overall. He was also keen to extend his thanks to landowners John and Louise Young and the Bigwood family, who kindly gave the tractors access to their property. Without their support, the run simply wouldn't have happened.





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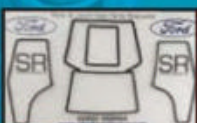
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A SELECTIVE CHOICE

Chris Graham meets Edwin Hughes, who, after first trying the Select-O-Speed system 58 years ago at Ford's Boreham House Training Centre, finally has his own tractor fitted with that transmission

There are very few mainstream tractor options from the classic era that enthusiasts continue to shy away from, but Ford's Select-O-Speed is one of them. During the early 1960s, it was a system that Ford boldly promoted as the greatest advance in tractor technology since the introduction of hydraulics, and the most revolutionary advance in transmission design in tractor history. It was also claimed to deliver increased engine efficiency, extended service

life, lower running costs and enhanced productivity.

The key to all this was the ability that Select-O-Speed gave the driver to match engine speed to load, thereby making it possible to keep the engine operating at its 'sweet spot', in terms of power output and torque. The solid-drive, hydraulically-operated transmission offered 10 forward gear ratios, easily and quickly selected using a single, small lever mounted below the steering wheel. A Select-O-Speed-

equipped tractor could run at speeds between about 0.5mph to just over 18mph, and there were also two reverse ratios, plus 'Park' and 'Neutral' settings.

Three ranges

The forward speed ratios are grouped into three ranges. 'Low' encompasses ratios 1-4, and is designed for low-speed jobs. The 'Work' range includes ratios 5-8, used for more general work, while ratios 9 and 10 are grouped in the 'Road' range, and intended to be used

Outwardly, Edwin Hughes' restored, 1965 Ford Pre-Force 4000 looks completely 'normal'. Only a closer inspection reveals it to be a Select-O-Speed model.



when the tractor is operating on Tarmac. The speed ranges associated with each ratio overlap, making it possible to pair engine speed with the forward travel of the tractor to best match the work being undertaken.

Perhaps most impressively of all, Select-O-Speed allows gear changes to be made without the use of a clutch pedal and while the tractor is on the move. Gears can also be skipped altogether, if required, to facilitate turning on the headland, for example. The only other control is an 'inching' pedal, positioned where you'd normally find a conventional clutch. It's used for precise manoeuvring or for making emergency stops, and provides a feathering action that's useful when reversing towards an implement that needs to be hitched, and is also handy for facilitating smooth starts when under load.

Of course, all of this sounds fine and dandy on paper, but it's how new

technology like this stands up to the rigours of real-world use that always provides the acid test. Sadly, in the case of Select-O-Speed here in the UK, the harsh truth was that it proved something of a failure. For whatever reason, farmers grappled unsuccessfully with the system from the off and, worse than that, technical difficulties dogged it from day one. Perhaps it was lack of adequate instruction, some unsuitability to the British farming methods of the day or simply operator error, but system failures became common and, inevitably, word of this spread like wildfire.

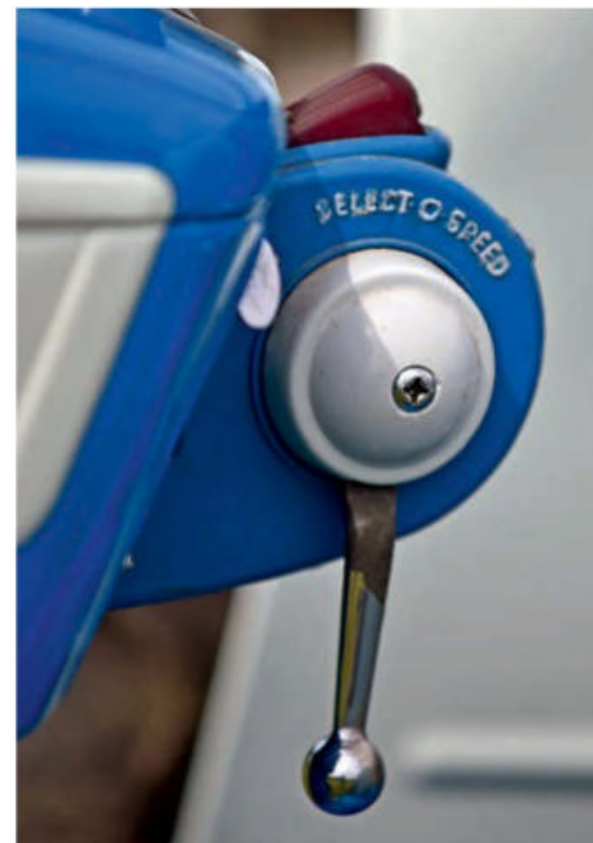
Bad reputation

So it wasn't long before Select-O-Speed tractor sales started being hit and, worse still, from a PR point of view, existing users began getting their machines converted to traditional transmission. The power of reputation simply crushed the desirability of the Select-O-Speed option, which cruelly soon became popularly known as 'Jerk-O-Speed'.

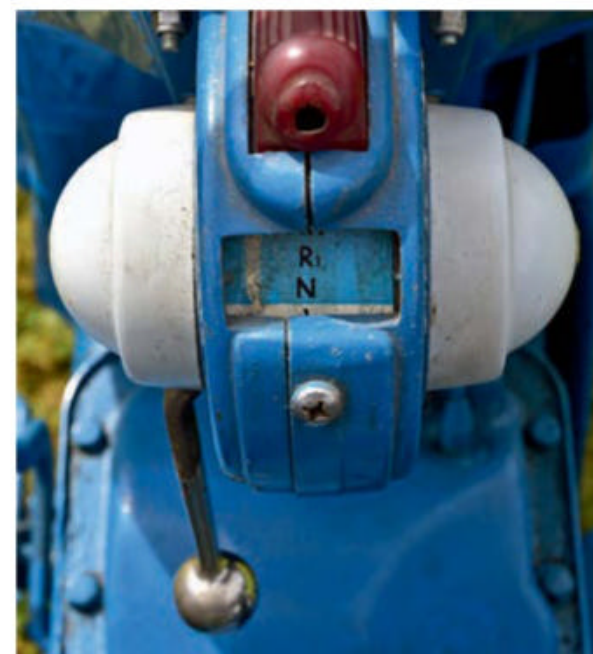
“The solid-drive, hydraulically-operated transmission offered 10 forward gear ratios easily and quickly selected using a single, small lever mounted below the steering wheel”

In many respects, Select-O-Speed's reputation remains tarnished to this day, although, in that odd way that eventually starts to favour the least popular options, the desirability of Select-O-Speed-equipped Ford tractors appears to be on the increase nowadays among enthusiasts seeking interesting alternatives. One such individual is retired Flintshire livestock farmer, and life-long Fordson and Ford tractor user, Edwin Hughes, whose association with the Select-O-Speed transmission extends right back to the system's UK launch, during the early 1960s.

Edwin's current, 40-strong tractor collection includes a handful of carefully-chosen Fordson models, plus a couple of Fords, one of which is his 1965 Pre-Force 4000 Select-O-Speed. "I was studying agriculture at Harper Adams Agricultural College back in the early 1960s," he explained when we met recently, "and a



The unassuming Select-O-Speed control lever is mounted below the steering wheel and is easy and very simple to use.

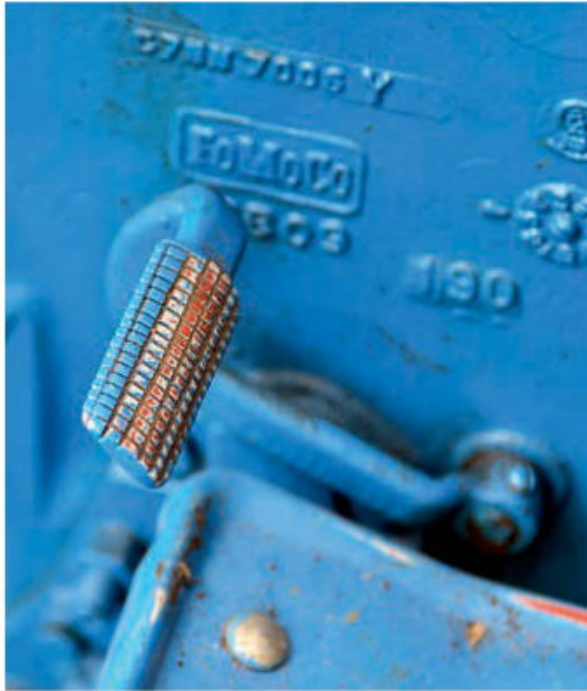


The ratio selected is displayed in this window, with coloured backgrounds used to indicate the different range options. Edwin isn't sure what the red light above is for. For safety reasons, the engine can't be started if the gear selector is in anything other than the 'Park' position.

friend and I went to the Smithfield Show in 1964 where I was very excited to see the newly-launched 6X range of Ford tractors.

"I'd come from a farming background, so had a keen interest in tractors – and everything else mechanical, for that matter – and had been driving Fordsons since I was 10 years old. I have many happy memories of learning on a Model N, then graduating to an E27N and using that with a Jones baler on the back. Our farm had always used Fordsons, so I knew the marque well.





This is the 'inching' pedal, that provides a feathering action that's useful when reversing towards an implement, and is also handy for facilitating smooth starts when under load.

"Then, in 1965, the college received a circular from Ford inviting students to visit Boreham House for the chance to work with the new tractors and, of course, everyone wanted to go. Sadly, there were only three places available, so it was a case of names in a hat. Amazingly, though, out of about 80 who were in the draw, me and my friend were both got, so off we went."

Early experience

"We got the chance to put tractors to work on proper, real-world jobs like ploughing, cultivating, pulling trailers etc and, among the models we drove, were several equipped with the brand new Select-O-Speed, 'change on the go' transmission. I have to say that I was most impressed, took to it quickly and liked using it very much."

Fast-forward to the early 1970s, and Edwin was running the family farm and doing so with secondhand Fordson Majors. So I was interested to know whether he'd been tempted by a Select-O-Speed-equipped model as a working tractor, after having been so impressed with the system at the launch? "No, I didn't consider that option for a moment," he recalled. "Even by that stage, the system had gained a terrible reputation for reliability, and I simply wasn't prepared to take that risk with a working machine."

"In more recent times, I came an ex-Ford employee who worked as a tractor demonstrator and, while chatting with older colleagues, he was told that all the Fords that were exported to New Zealand during that era were Select-O-Speed models, and that they caused horrendous problems for users out



Edwin has really enjoyed using his 4000 Select-O-Speed so far, and is very glad that he finally took the plunge and bought one.

there. I don't know how true that is, or whether the company was reacting to flagging Select-O-Speed sales here, but I thought it was interesting."

Bad instruction?

"My impression is that a big part of the whole problem was that farmers weren't trained to use the new transmission properly and, as a result, people started abusing it, almost from day one. Against that background, mechanical problems were almost inevitable and, sadly for Ford, that's exactly what happened. I remember that even on my visit to Boreham House all those years ago, I watched one demonstrator crashing a Select-O-Speed tractor directly from forward to reverse while going at quite a speed. It was certainly an impressive manoeuvre to witness, but I can remember thinking that it seemed a mechanically harsh thing to do."

However, Edwin is retired from farming now and, with the work pressure off, the objections to buying a Select-O-Speed model fell away. "When I finally decided to get one, I put an advert in one of the tractor magazines, stating that I was interested in buying a Pre-Force Select-O-Speed 4000," he said, "and two or three people responded. The first two were selling examples which they described as being absolutely 'mint' but, once they'd sent me photographs, it was clear they weren't! There were very obvious things wrong with them, so both were rejected."

"Then I had a call from a collector called Philip Warren, who lived near Exeter. He told me that – amazingly – he had about 30 3000 and 4000 Select-O-



The engine runs sweetly and required no serious mechanical work during the restoration. The tractor still displays its original dealer plate, revealing its Cornish roots.

Speeds for sale, and that I could take my pick! He sent me a few photographs and told me that I could have one for about £2,500. When we arrived down there with the lorry, we discovered that he also owned about 50 other Pre-Force and Force Fords with conventional, stick-shift transmissions; it was amazing, really."

Scruffy but original

"The machine I eventually bought – a 1965 Pre-Force 4000 – cost me £2,300, and was a rather scruffy but very original runner. We managed to get it onto the lorry, despite the badly worn gear selector mechanism and, once it was home, the proper assessment could begin. I found that it was still fitted with its original dealer plate, indicating that it was supplied new by R Harris & Son (Tractors) Ltd, from Saltash, in Cornwall."

"However, it also arrived with what I was told was an Isle of Man registration number (718 JMN), and I've not been able to find out any more about why a



So far the 4000 Select-O-Speed has lived up to all Edwin's expectations, and he finds it simple, easy and very enjoyable to use.

Cornish tractor ended up there – maybe a reader will have some information. Unfortunately, I was also told that it would be tricky to re-register the tractor with its original number, and that proved to be the case. The DVLA informed me that it wouldn't be possible due to the different tax system operated on the Isle of Man, so it was issued with an age-related number instead.

"The first thing I wanted to establish was that the gearbox actually worked but, due to the selection problems, I couldn't do that simply by driving the tractor. So we raised the rear wheels with a forklift, removed the top plate from the gearbox and then, with the engine running, used a spanner to manually select each gear in turn. The rear wheels sped up and slowed down as we did so, so we concluded that all was well inside the 'box'.

"My initial thought was that the selection problem related to the cable that links the lever to the gearbox but, after replacing that thanks to a specialist supplier I met at the Newby Hall Tractorfest, the issue remained. So we got some further help from Select-O-Speed expert, John Roberts, who quickly diagnosed a worn control box as the root of the problem. A replacement unit solved it, and the system now works perfectly."

Uneventful restoration

Once the gearbox control issue had been put right, Edwin was able to turn his attention to the tractor's restoration. "Everything was stripped and, happily, I was able to keep all the original



Edwin's 4000 in 'as bought' condition. Although it was fitted with the wrong rear wheels, all the tinwork was in saveable condition and remains on the tractor now. The only item to be replaced – apart from the rear wheels – was the seat.

components apart from the seat, which had to be replaced. The tinwork was resprayed by a friend with motor trade experience, and everything else ran very smoothly. I don't think that the tractor led a hard working life, and I have no reason to doubt the total of just over 7,000 hours recorded on the tractormeter. The pedals don't show much sign of heavy use, either, which backs up my overall impression."

“So far, it's lived up to all my expectations, and I find it both simple and easy to use. On road runs the tractor is an absolutely lovely thing to drive”

Altogether, the restoration took about 12 months to complete – it wasn't being worked on full-time – and, once it was finished, Edwin was happy to start using it. "Since it's been finished I've taken part in a few road runs and attended a local show or two. I'm a member of the Flintshire Vintage & Classic Tractor Society, which was formed about 18 years ago and has around 100 members. Apart from regular monthly meetings during the winter and a busy show season, we organise road runs and working days. The runs are staged

in conjunction with the local Rotary Club, which provides the marshals in return for a share of the proceeds. The working days give members the opportunity to put their machines and implements to good use on one of my stubble fields. It's a very informal event, but people seem to enjoy it.

"I've very much enjoyed using the 4000 Select-O-Speed so far, and am extremely pleased with the restoration. I'm certainly glad that I took the plunge and finally bought one of these interesting machines. So far, it's lived up to all my expectations, and I find it both simple and easy to use. On road runs the tractor is an absolutely lovely thing to drive, and it's really relaxing not to have to worry about gear selection for a change. I've got a Fordson E1A – one of the first models to arrive in my collection – which can be a bit of a nuisance on hills. The gear ratios are widely-spaced so, if you get your selection wrong, you end up having to stop and then do a hill start, which can be a bit of a palaver!

"But there's no such trouble with the Select-O-Speed; you simply switch from ratio 10 to 9 – or lower if needs be – and on you go. It's as simple as that. In my view, it's a good system that works very well and has proved utterly reliable for me, so far. Admittedly, though, I do treat it with a healthy degree of mechanical sympathy, and would certainly never dream of crashing my way from forward to reverse, while on the move. That would simply be asking for trouble!" ■

SUMMER EVENTS: June-July

Please check with the organiser that the event you're thinking of attending is going ahead before planning your day, or travelling to the venue; we're still living in uncertain times.

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

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



JUNE

1-3

ROYAL BATH & WEST SHOW

The Showground, Shepton Mallet, Somerset BA4 6QN
Tel: 01749 822200
bathandwest.com/royal-bath-and-west-show

3

KENILWORTH SHOW

Stoneleigh Road, Kenilworth, Warks. CV8 3AY
Tel: 07799 77 3518
kenilworthshow.co.uk

3-4

TINKERS PARK STEAM RALLY

Tinkers Park, Hadlow Down, East Sussex TN22 4HS
tinkerspark.com/home/a-homepage-section



3-4

HESKIN STEAM & VINTAGE RALLY

Malt Kiln Farm, Tinklers Lane, Eccleston PR7 5QY
facebook.com/HeskinSteamRally/

3-4

WOOLPIT STEAM RALLY

Warren Farm, Wetherden, Suffolk IP14 3JX
woolpit-steam.org.uk

3-4

RAINSCOMBE COUNTRY SHOW

Rainscombe Park, Oare, Nr. Marlborough, Wilts SN8 4HZ
wiltvehicleandmachineryenthusiasts.com

4

FARNHAM FESTIVAL OF TRANSPORT

Upper Hart Car Park, The Hart, Farnham, Surrey GU9 7HA
farnhamfestivaloftransport.co.uk

4-5

SOUTH MOLTON VINTAGE RALLY

Alswear Old Rd, South Molton, Devon EX36 4JU (on B3227)
smoltonvintagerally.co.uk

10-11

TRACTORFEST

Newby Hall, Ripon, Yorkshire HG4 5AE
tractorfest.uk

10-11

NORTH RODE VINTAGE RALLY

Station Road, Bosley, Cheshire CW12 2PH
northroderally.co.uk

10-11

NEATH STEAM & VINTAGE SHOW

Llwyn Felish Farm, Crynant, Neath SA10 8SP
neathsteamandvintage.co.uk

10-11

WEST BAY VINTAGE RALLY

Melplash Showground, West Bay Road, Bridport, Dorset DT6 4EG
wdvtsec.com

10-11

41ST SLAIDBURN STEAM & VINTAGE VEHICLE DISPLAY

Hark to Bounty Inn, Slaidburn, Lancs. BB7 4EP
slaidburnsteam.co.uk

10-11

WILTSHIRE STEAM & VINTAGE RALLY

Lydiard Park, Swindon, Wilts. SN8 4HZ
wapg.co.uk

10-11

WHITWELL STEAM & COUNTRY FAIR

Mansell's End Farm, Bury Lane, Codicote SG4 8XY
whitwellsteam.co.uk

10-11

CORBRIDGE STEAM RALLY

Tynedale Rugby Ground, Corbridge NE45 5AY
corbridgesteamrally-sttes.com

10-11

40th STOKE ROW STEAM RALLY

Hill Bottom, Whitchurch Hill, Reading, Berks. RG8 7PU
stokerowsteamrally.com

11

GOLDEN VALLEY VINTAGE & COUNTRY FAIR

Moorhampton Park, Abbey Dore, Hereford HR2 0AL
vintageandcountryfair.co.uk

11

KILDUMMY VINTAGE RALLY

Kildrummy Estate
kildrummyvintagerally.weebly



com/news.html

17-18

HIGH WEALD STEAM WORKING WEEKEND

Heaven Farm, Furners Green, E Sussex TN22 3RG
highwealdsteam.co.uk

17-18

BOLNHURST VINTAGE & COUNTRY FAYRE

St. Neots Road, Bolnhurst, Beds. MK44 2ER
bolnhurstally.org.uk

17-18

SCORTON STEAM WEEKEND

Woodacre Lodge Farm, Gubberford Lane, Scorton PR3 1BN
scortonsteam.co.uk

17-18

YAXLEY VINTAGE FESTIVAL

Yaxley Scout & Guide HQ, Great Drove, Yaxley PE7 3TW
facebook.com/yaxleyvintagefestival/

17-18

CLWYD VETERAN & VINTAGE MACHINERY SOCIETY ANNUAL SHOW

Oswestry Showground, SY11 4AB
cvvms.co.uk

18

WELSH NATIONAL TRACTOR ROAD RUN

Cefn Coed Colliery, Crynant, Neath SA10 8SP

18

MARSWORTH STEAM & CLASSIC VEHICLE RALLY

Startup Farm, Marsworth, Bucks. HP23 4LL
marsworthsteamrally.co.uk

**21-22****LINCOLNSHIRE SHOW**

Lincolnshire Showground, Lincs.
LN2 2NA

lincolnshireshow.co.uk

24-25**KELSALL STEAM & VINTAGE RALLY**

Churches View Farm, Kelsall Road,
Ashton CH3 8BH

kelsallsteamrally.co.uk

24-25**BLOXHAM STEAM & COUNTRY FAIR**

Smiths Fields, Milton Road,
Bloxham, Banbury OX15 4HD

bloxhamrally.co.uk

24-25**TOWY VALLEY VINTAGE SHOW**

Pontargothi Showground, Cothi
Bridge SA32 7NG

tvvc.co.uk/tvvc-vintage-show

24-25**BROYLE COUNTRY SHOW**

Upper Lodge Farm, The Broyle, E
Sussex BN8 5AP

broylecountryshow.co.uk

25**WROTHAM CLASSIC STEAM & TRANSPORT RALLY**

Wrotham Hill, Kent TN15 7NS

wrotham.org

25**SOTTERLEY COUNTRY FAIR**

Sotterley Hall, Beccles, Suffolk
NR34 7TY

sotterleycountryfair.co.uk

JULY**1-2****ELVASTON STEAM RALLY**

Elvaston Castle Country Park,
Derby DE72 3EP

elvastonsteam.co.uk

1-2**VALE VINTAGE MACHINERY SHOW**

Ty Ucha Farm, Pen-y-Cefn,

Caerwys, Flintshire CH7 5BQ

facebook.com/

valevintagemachineryclub/

2**40th WEST CUMBRIA VINTAGE CLUB RALLY**

Hayes Castle Farm, Distington,
Workington, Cumbria CA14 5YN

westcumbriavintageclub.org.uk

7**PILFORD HEATH TRANSPORT & HERITAGE SHOW**

Colehill, Wimborne, Dorset BH21 7BD

pilfordheathtransportheritage
group.com

7-9**KENT COUNTY SHOW**

Kent Showground, Detling,
Maidstone, Kent ME14 3JF

kentshowground.co.uk/

Admission: See website

8-9**SUSSEX STEAM RALLY**

Parham Park, West Sussex

sussexsteamrally.co.uk/advertising

8-9**SEDGEMOOR VINTAGE SHOW**

Old Pawlett Road, West Huntspill,
Somerset TA9 3RH

sedgemoorvintageclub.co.uk

8-9**SCOTTISH TRANSPORT EXTRAVAGANZA**

Glamis Castle, Dundee Rd, Glamis,
Angus DD8 1RJ

8-9**CHESHIRE STEAM FAIR**

Daresbury, Warrington, Cheshire

WA4 4AG

outdoorshows.co.uk

8-9**STOURPORT STEAM & COUNTRY SHOW**

Coney Green Farm, Ribbesford
Road, Stourport-on-Severn,

Worcs. DY13 0TE

stourportvintagesteamrally

andcountryshow.co.uk

8-9**REMPSTONE STEAM & COUNTRY SHOW**

Turn Post Farm, East Road,
Wymeswold, Leics. LE12 6ST

remptonsteam.org

9-10**CAMBRIDGE STEAM RALLY & COUNTRY FAYRE**

Quy Park, Stow Road, Stow-cum-
Quy, Cambs CB25 9AF

cambridgeshiresteamrally.org.uk

14**COWBEECH BONFIRE SOCIETY CHARITABLE TRUST TRACTOR RUN**

Cow Farm, Cowbeech Hill, E

Sussex BN27 4JD

Tel: Jeremy Harrison, 07450 182731

15-16**WEST OXON STEAM & VINTAGE RALLY**

Ducklington Show Ground, Nr

Witney, Oxon OX29 7YH

westoxonsteam.co.uk

21-23**NETLEY MARSH STEAM & CRAFT SHOW**

Meadowmead Farm, Netley Marsh,
Hants. SO40 7GY

nmscs.org.uk

21-23**SOMERSET STEAM & COUNTRY SHOW**

Netherham Farm, Low Ham,
Langport, Somerset TA10 9DR

somersettractionengineclub.com

22**HUDDERSFIELD TRACTORFEST**

North Moor Lane, Upper Heaton,
Huddersfield HD5 0PZ

huddersfieldtractorfest.co.uk

22-23**CLASSIC VEHICLES SHOW**

Chiltern Open Air Museum,
Newland Park, Gorelands Lane,

Chalfont St Giles, Bucks. HP8 4AB

coam.org.uk

22-23**MUCH MARCLE STEAM RALLY**

Rye Meadows, Much Marcle,
Ledbury, Herefordshire HR8 2LX

muchmarclesteamrally.com

22-23**BEAMISH TRACTOR SHOW**

Beamish Museum, Nr Stanley, Co

Durham DH9 0RG

beamish.org.uk

22-23**RIPLEY CLASSIC TRACTOR & MACHINERY SHOW**

Woking, Surrey GU23 6ES

csvac.co.uk

22-23**ISLEPORT STEAM & VINTAGE WORKING WEEKEND**

Isleport Farm, Isleport Lane,
Highbridge, Somerset TA9 4QX

23**FoFH FENLAND ROAD RUN**

Southery Village Hall, Southery, Nr

King's Lynn, Norfolk

Organised by: FoFH Norfolk &

Cambridge

Tel: Roger 01366 377464, 07470

126650

Email: carolthulbourne8@outlook.
com

25-27**NEW FOREST & HAMPSHIRE SHOW**

The Showground, New Park,
Brockenhurst, Hants. SO42 7QH

newforestshow.co.uk

28-30**WELLAND STEAM & COUNTRY RALLY**

Woodside Farm, Welland, Nr.

Upton-upon-Severn, Worcs. WR13
6NG.

wellandsteamrally.co.uk

29-30**TRAIN & TRACTOR EVENT**

Yeovil Railway Centre, Yeovil

Junction, Somerset BA22 9UU

Tel: John 01297 32935

Email: yeovilrailway@hotmail.com

29-30**DACORUM STEAM & COUNTRY FAYRE**

Green Croft Farm, Potten End,

Hemel Hempstead, Herts. HP1 2SG

Tel: 01923 266491 or 07971

126038

dacorummachineryandsteam.co.uk

29-30**HECKINGTON SHOW**

Boston Road, Heckington, Nr

Sleaford, Lincs. NG34 9RA

heckingtonshow.org.uk

29-30**YEOVIL RAILWAY CENTRE TRAIN & TRACTOR WEEKEND**

Yeovil Railway Centre, Yeovil

Junction, Somerset BA22 9UU

yeovilrailway.freeservers.com

29-30**ST BURYAN VINTAGE RALLY**

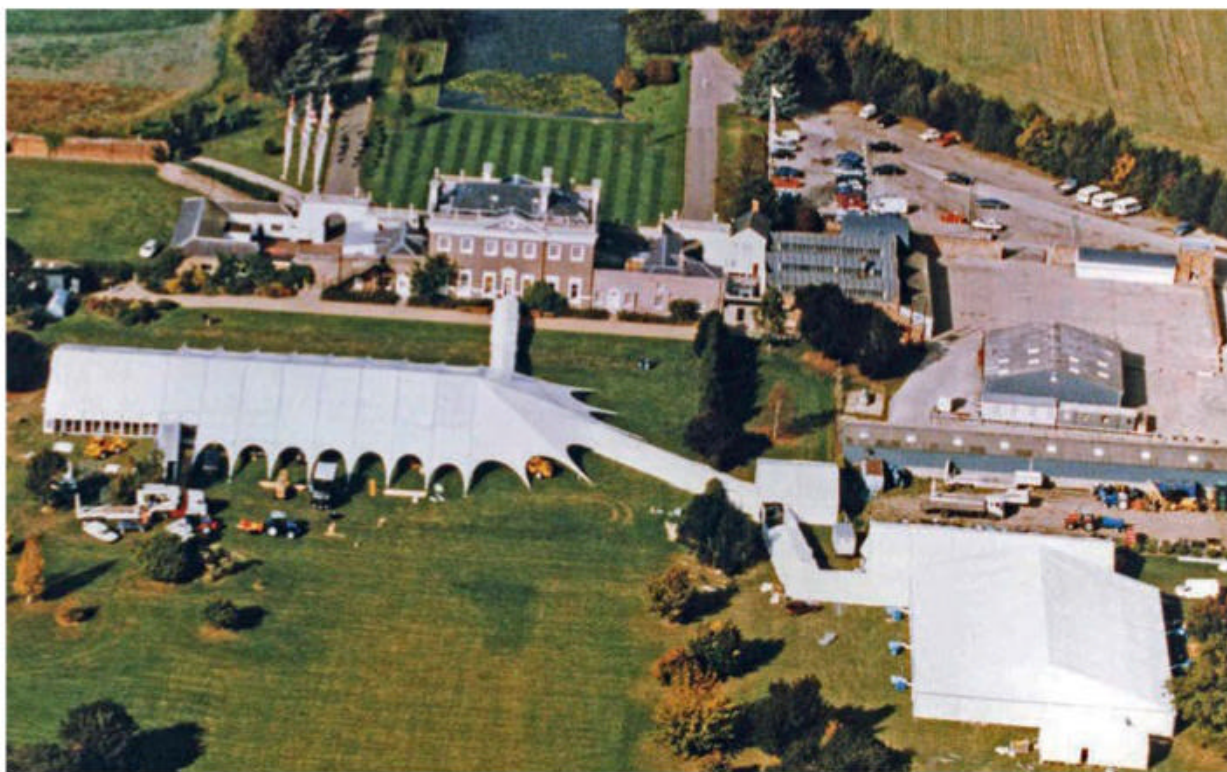
Trevorgans Farm, St Buryan,

Penzance, Cornwall TR19 6HP

stburyanrally.co.uk

A LIFE WITH TRACTORS

David Woods shares his memories of a working life spent with Ford Tractor Operations, this time focusing on the Series 40 launch in the early 1990s



The Boreham House launch of the Series 40 was an impressive affair, but Ford introduced the range to the rest of Europe using a series of stand-alone, self-contained and equally impressive roadshows. (Pic: Essex Police)

The Ford Series 40 launch was combined with that of the New Holland TC combine in October 1991, and held at the International Training Centre at Boreham House, in Essex. These new products were critical to the future success of the company, and contained radical new features that triggered a significant recovery of market share during the early 1990s.

The Series 40 tractors featured new transmissions, an updated Genesis engine range – replacing the old 6X engine format – and modern styling. Farmers had been expecting Ford New Holland to implement these changes to its tractor range, but the launch was to be under a different banner.

Also in 1991 – seven months before the launch – came the dramatic news that Fiat had acquired Ford New Holland, the agricultural machinery division of Ford Motor Company. Needless to say, this was quite a shock, especially to the long-serving Ford tractor people who'd not expected Ford to forsake the farm machinery business. After all, the founder of the company, Henry Ford, designed the first Ford prototype tractor in 1907, and our history was absolutely entwined in the Ford family. However,

in more recent times, Ford had suffered increasing competition and financial pressure in the USA from the Japanese car industry.

Then, following the death of Henry Ford II in 1987 – the last surviving Ford family member who was openly supportive of Ford Tractor – the board of directors decided to dispose of what it called the 'Diversified Products Group'. This included domestic electrical products, steel and glass manufacture, NASA space communications systems and Ford New Holland. FNH came last in the Ford disposal list, but the outcome was the same; we now belonged to Fiat and had better learn to get used to it.

In fact, the agricultural divisions of the two companies – Fiat Geotech and Ford New Holland – were losing huge sums of money at the time of the Fiat acquisition. The prospect of gaining synergies from the merger of the two operations, to create a profitable, larger unit, was the rationale for the acquisition. Some of the older Ford generation, unwilling to adjust to a new environment, decided not to hang around, and took the opportunity to quit while the old Ford separation terms were still in place.

Appointed as manager of the International Training Centre in 1987, I



The 40 Series launch at Ford's Boreham House training facility in Essex was a truly international occasion.

was asked to host clandestine meetings in December 1990 and early in 1991, attended by Ford New Holland and Fiat executives. Bob Moglia, Robert Gerrity, Gor Cowl and their Fiat counterparts, Dr Giorgio Garuzzo and Riccardo Ruggeri, who later became chairman and CEO respectively of the new company New Holland, initially called NH Geotech and based in London.

The Fiat team also included Vincenzo Morelli, who had specialist expertise in company mergers, and was key to the success of the integration process. These meetings were also attended by top European Ford New Holland sales, marketing and manufacturing management. This high-powered group put together the two global organisations embracing Fiatagri, Fiat Allis, Fiat Hitachi and Ford New Holland. NH Geotech was to be the new company name from May 1991, following a strategic decision to avoid the use of either 'Fiat' or 'Ford' in the new company title.

Following the new company launch, a meeting was held at Boreham attended by Fiat executives and Ford New Holland managers. Our main sales lecture room was packed to capacity and included a TV crew to record the event. I remember one key message from this meeting when the Fiat chairman, Giorgio Garruzzo, stood up and uttered his first words to the Ford New Holland managers. "You have nothing to fear from Fiat," he said calmly.

Little did we know that some months later, in response to continuing heavy losses in the new company, 'Project

Magma' was launched from the London headquarters. This decreed that every department in the NH Geotech world had to cut its staff headcount immediately by 20-30%, together with a similar cut in operating budget. This was the real drama of the first year under new management.

To cut a long story short, we did it and the company became very profitable and survives to this day as CNH. A book, *The New Holland Case*, was written by the management and published about this major event in the company's history, and I still treasure a copy in retirement!

Initially, there was considerable rivalry between the Ford and Fiat factions, and inevitable tension between employees of the two companies during the aftermath of the merger. Nobody was quite sure about what was to happen next, or when the inevitable downsizing would begin. There was a battle of expertise between similar departmental functions. The Ford and New Holland guys had already been through this process in 1987, of course, when Ford New Holland was formed, but this was different because Ford was no longer in the driving seat.

Such was the background to the Ford Series 40 launch, which had been planned long before these dramatic events took place. Brian Dearden was in charge of the launch planning. He reported to Glenn Neuenschwander and, up the line, to Bob Nicolazzi, vice-president sales and marketing of international sales operations, based in New Holland Pennsylvania. Gor Cowl was his boss and vice-president general operations. These were the key executives behind the Series 40 launch.

The initial European launch concept was to be a central meeting in a single location, Monte Carlo, Nice or Barcelona. However, this was rejected on cost grounds, in favour of a combination of high-profile events in each of the major European markets using a centrally-produced launch package inside a travelling series of large marquees that would form the presentation auditorium and catering facilities.

This European launch would be highly flexible and not require expensive, fixed auditorium facilities in each country. It was called the 'Series 40 Roadshow'. Brian was concerned that while Ford New Holland had in the past consistently launched new products with panache and great enthusiasm, some of the dealers might be less than efficient in conveying the same message to farmers. (The Ford Force II launch in UK that reached 47,000 farmers was perhaps an exception).



It was, of course, the new tractors that took centre stage.

So the launch concept was designed to reach out to retail customers by using the 'Roadshow' in each country visited, allowing end users to participate in this new type of professional product launch. The Series 40 and TC combine launches could take place in the middle of a field, and were completely self-contained, with all necessary equipment carried by 10 trucks. However, the logistics of transporting everything from site to site, and the subsequent set-up, were very complex.

Another advantage of this concept was that smaller markets in Europe wouldn't have had the budget to fund such a sophisticated event like the 'Roadshow'. In this plan, all markets – whatever their size – shared the same resources, and so were able to achieve the same overall impact. This programme was able to take the launch show to many more locations within each country, and it was planned to continue over a two-year programme. The company cost of about £1m for a combined event for dealers and customers really made a lot of sense.

A marketing company, Kevin Byles Design, was recruited to produce the launch show that was contained on video discs; in those days a very recent innovation that could operate the programme in as many as 20 languages. It had the ability to handle complex computer animations of the internal workings of engines or grain separation systems of combine harvesters. It was a packaged programme that didn't allow individual markets to interfere with the product presentation, ensuring a consistent marketing message in every country.

Early in 1991, Brian Dearden and Kevin Byles Design started filming for the laser video discs that would contain the whole launch show. They came to Boreham in the summer of that year to film sequences there and at Boreham airfield, the nearby home of Ford Motorsport and Ford New Holland Harvester equipment training. Where appropriate settings for the film didn't exist, stage sets were built at one of these locations. Brian Dearden was a master of these affairs and

certainly knew what he was doing.

Quick decisions had to be made for the supply of the 'Roadshow' equipment. The huge marquees were hired from a specialist company for two years, as were the six additional articulated trucks and trailers that the Demonstration Team didn't already have to make up the 10-vehicle fleet needed to carry the equipment across Europe. A custom-built 450hp Iveco generator was purchased to meet the huge power needs of the 'Roadshow', and tiered seating for 500 people was bought from another specialist, with the proviso that the trucks could carry them in folded-down form. Then the elaborate audio and laser projection system was acquired with surround-sound speakers and massive amplification; enough to waken the dead!

Brian Dearden was under extreme pressure to get all this equipment and the European launch plan for Series 40 into place before NH Geotech was tempted to intervene after the merger of the two companies. Fortunately, the new company executives agreed that this was a Ford New Holland show, and that it was too late to interfere with launch plans that had already cost half a million pounds.

I do remember a summertime meeting at Boreham in my office attended by Brian Dearden, John Prentice and the communications vice-president of NH Geotech. John was Brian's key manager, who had 40 years of Ford sales promotion experience under his belt. It was he who would run the 'Roadshow' team, and it was he who would fix the inevitable problems. No one was better at fixing things than John Prentice!

Back to the meeting that was about the organisation and expense of the proposed Roadshow. There was some surprise at the overall budget for the Series 40 launch, and the cost of the video disc film in particular. Bearing in mind the complexity of this multi-language production, it was a considerable achievement to get this done within the budget we had. In any event, it was too late for changes to the programme, and we were authorised to proceed, although the new communications boss was far from happy. Clearly he'd forgotten the vast expense of the Fiat Winner launch in Paris, when the Champs Elysees was converted into a cornfield and closed to the general public for a day! Hardly a low-profile launch for a Fiat product! ■

NEXT TIME

The Series 40 range launch begins

FORDSON DEXTA

PART
1

Ben Phillips introduces our new restoration project in which we'll follow the renovation of a 1960 Fordson Dexta



This Fordson Dexta arrived at my workshop in need of a lot of TLC; some of the problems were visible, but others weren't!

After working on a couple of Fordson Super Dextas recently, it was good to get the chance to have a look at an earlier example of the model, when Stephen Garnham's 1960 machine arrived at my workshop a few months ago.

When I received the tractor, Stephen was working abroad, but was planning a return to the UK and wanted me to restore the machine to 'as new' condition in the meantime. I'd previously seen a few photographs of the tractor, so I was interested to get my first look at the tractor 'in the metal', and to assess its overall condition.

As I stood back, gazing at the

machine, the first thing that caught my eye was the front cowl; one grille was missing and the one that was fitted was wrong. In fact, a close look revealed that it was simply a section of mesh that had been pushed into place, without any fixings at all. The cowl itself was in pretty poor condition, with the whole surface covered with dents and rotten holes. However, as with most Fordson cowlings from this era, a lot of the corrosion damage was confined to the area where the upper section joins to the side section.

The wheatsheaf badge was present but was also dented, and the vertical 'Fordson Dexta' badge that should have been fitted between the grilles was

gone – only the blue paint where it had been gave any clue that it had once been present. My conclusion was that the cowl as a whole was past the point of economical repair, so it and the grilles would have to be replaced with new.

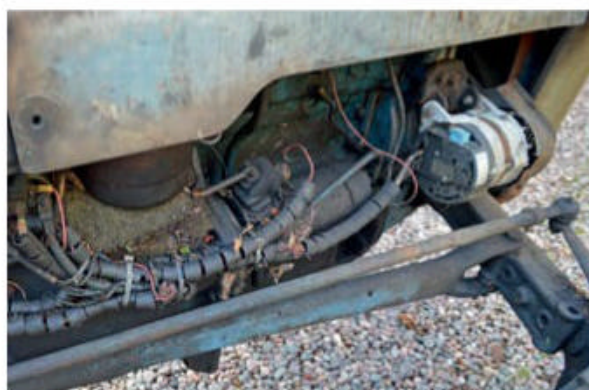
A new set of headlamps would also be required, as the originals were found to be rusty and broken. However, the bonnet was in surprisingly good condition, still opened as it should and was essentially free from dents and corrosion; a complete contrast to the state of the cowl. On the side, between the bonnet catches, there was an original brass dealer plate identifying the tractor as having been supplied by



The tractor did run and drive, but there were a few issues, such as the steering feeling suspiciously heavy.



From the rear the roll bar dominates. I'm not overly keen on these structures, so normally like to remove them.



The wiring loom wasn't standard and looked a bit of a mess. It was held together with cable ties. The alternator is scheduled to be replaced with a dynamo.



The Perkins engine ran but not smoothly, so I didn't leave it going for longer than was absolutely necessary. It will undergo a complete overhaul as part of the restoration.



The Simms fuel injection pump will require specialist attention, as will the injectors themselves.



It was good to discover that the fuel tank and bonnet are in good condition. Note the string on the throttle lever, which is being used as a primitive way of regulating engine revs.

Colchester Tractors Limited – I always like to see this sort of confirmation about a tractor's past life.

Lifting the bonnet, I found that the prop that's used to keep it open was still present, as was the clip that holds the prop in place when the bonnet's closed – these normally break off, so it was

good to find both still present. Looking at the three-cylinder Perkins engine, the first thing that struck me was how oily it was. However, Stephen had mentioned that it was a runner, and I'd heard from Pete – my transport specialist – that the tractor had been driven onto his trailer. Stephen had also told me that he thought some engine work had been carried out in the past, but that he knew no more than that.

The first thing I did was remove the dipstick, which revealed that there



I was pleased to find this dealer badge still in place – a brass plate revealing that the tractor was originally supplied by Colchester Tractors.

was oil in the engine, and that it was at the correct level. It was very black, of course, but I expected that. So I decided that it would be safe to try and get the engine running, although it certainly wasn't an 'easy starter'. Once it was running, it was clear there were issues, as it was far from smooth. I reckoned there could be a problem with wear in the throttle linkage on the inlet manifold or, perhaps more likely, an issue with the diaphragm in the Simms injector pump. These are made of a rubbery material that perishes with age, and, once a hole develops, running is affected and



Sadly, the front cowl is pretty much scrap. It's badly affected by dents and corrosion. The vertical badge is missing, as is one of the grilles.



Sadly, the right-hand wing is beyond economic repair; regrettably, the dent towards the rear is simply too severe to deal with.

a replacement is needed. This whole pump assembly would need a good overhaul in due course.

I also spotted that a length of string had been tied between the throttle lever and the fuel tank cap, presumably in an attempt to regulate the engine revs; it had a tendency to run at high throttle. The exhaust was emitting a fair bit of smoke and, with everything else that I'd noticed with this Perkins engine, I could tell that a comprehensive overhaul was required.

I settled into the driver's seat and became aware that there was quite a lot of free play in the steering and that, when it did turn, it didn't do so easily. In my experience, Dexta steering isn't always the best and I typically find plenty of wear in the system. Quite a few parts are now available so an overhaul is doable, but it can be a tricky job to get the set-up 100% right. Beneath the steering wheel, the upper dash was complete, with the



The bottom section of the front cowl is where the damage is most noticeable; it's dented right the way across.



The left-hand wing is in better condition, but does have some largish holes punched in the side.



It's common on Dextas of this era to find the steering box cover missing. It's easy to remove, and even easier to forget to replace!



Looking at the lower dash – also complete – I could see some new switches. A gauge overhaul might be required!

temperature and oil pressure gauges present, plus the warning lights. Judging by the light, there seemed to be sufficient oil pressure to allow the engine to run safely for now.

The lower dash panel houses various switches and the stop pull cable, but the combined light and ignition switch was missing. I'm assuming that the lights were being operated by the non-standard switch that had been added lower down,



The upper dash was complete, and its silver metal surround was in surprisingly good condition.

below the tractormeter. The latter always dominates the Dexta dashboard, and this one was in reasonable condition compared to some I've seen, although the broken glass was an obvious issue.

Issuing from the back of the dash I noticed the wiring loom, which is



When I sat on the pan seat it felt a bit rickety. A quick glance at the rear revealed that it's fairly rotten.



Unfortunately, one of the rear wheel rims is badly dented, as you can see here. This will require a lot of work to sort out, and it remains to be seen if it gets repaired or replaced.



A common sight often seen on tractors that use 6.00/16 front wheels is that they're fitted with tyres from an old Land Rover, as in this case.

normally quite hidden. In this case, the wires had been draped along the side of the tractor, and wrapped in a black plastic spiral covering that was secured at various points by cable ties. This loom eventually ended up at a modern-looking alternator, which I never like to see on an old tractor. To my eye, a



On the Super Dexta I worked on before, the footplates were in much worse condition than they are on this tractor.



The rear tyres are odd and this is the best of the pair. On the plus side, both currently hold air.

period-looking, round-bodied dynamo always looks so much better.

As I continued my initial inspection, I spotted that the wings were quite dented and corroded in places, with the left one looking quite damaged; it looked as though a heavy implement had been dropped on it. There were also a number of holes in both wings, where they shouldn't be. Connected to the wings were a set of oil-coated footplates, but these were so dirty that it was hard to assess their condition at this stage. Hopefully, though, the oil layer will have protected them from corrosion.

Turning to the wheels and tyres, it was obvious that all the rubber was

old and past its best. The fronts were Land Rover rejects, and bald at that! It's common to find this bodge with the Dexta, as the wheels are the same size and most farms used to run a Land Rover, so transferring the unroadworthy tyres onto the front of the Dexta was a great way of extending the service life. The rear wheels were shod in an unmatched pair; one newish Malhotra tyre and one very heavily worn one fitted to an odd rim.

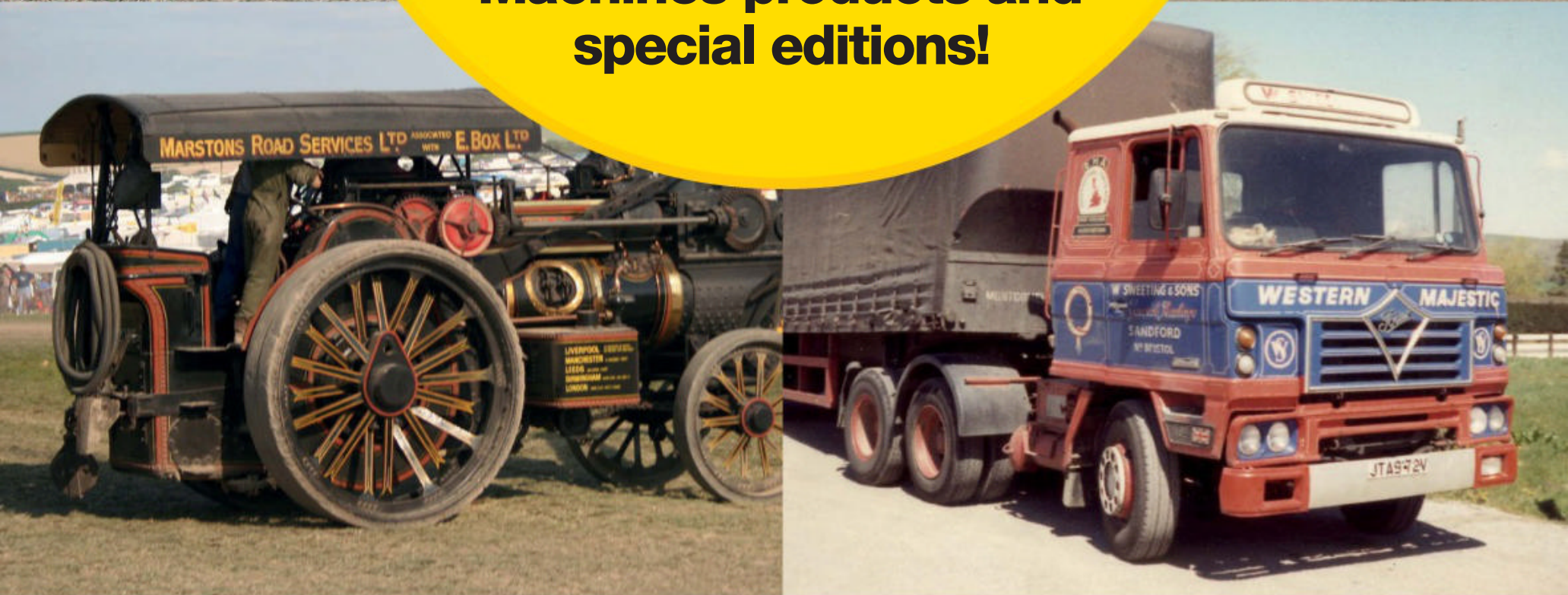
Nevertheless, despite the tired, dirty looks of this Fordson Dexta overall, I was confident that it possessed the potential to make a great restoration. Time will tell! ■



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

1st April

Heritage Transport Show

Kent Show Ground, Detling, Nr Maidstone,
Kent ME14 3JF

Contact: Rodney Gibson on 07850 788347

15th April

The English Festival

Riverside Park Gillingham Kent ME7 2XH

Contact: Rodney Gibson on 07850 788347

30th April

The Witchampton Club Tractor Rally

Witchampton, Wimborne, Dorset BH21 5AP

Contact: John Maiden on 07836 525330

30th April & 1st May

Stradsett Park Vintage Rally

Near Downham Market PE33 9HA

Contact: Keith Broomhall on 07831 130005

20th & 21st May

The Three Okefords Steam and Vintage Fair

Shillingstone, Blandford, Dorset DT11 0SQ

Contact: John Maiden on 07836 525330

28th May

44th Vintage Rally and Car Boot

Park Farm, New Abbey Road,
Dumfries DG2 7LU

Contact: Willie West 07703 744022

28th May

Rural Run out to the Spetisbury Country Fair,

Spetisbury Country Fair

Contact: John Maiden on 07836 525330

28th & 29th May

Carrington Steam & Heritage Show

Main Road, Carrington, Lincoln PE22 7DZ

Contact: John Vowell on 07803 003047

10th & 11th June

The West Bay Vintage Rally

West Bay, Bridport, Dorset DT6 4EG

Contact: John Maiden on 07836 525330

10th & 11th June

Tractor Fest

Newby Hall, Ripon, North Yorkshire HG4 5AE.

Contact: Keith Broomhall on 07831 130005

For membership enquiries contact Keith Broomhall 07831 130005 or email

keithbroomhall185@btinternet.com



The Club has a range of merchandise in royal and navy, including jackets, overalls, body warmers, fleece, rugby shirts, hoodies, polo's, beanies and caps. For sizes and prices please contact: Jane Broomhall, Newhall, 1 Sneath Road, Aslacton, Norwich, Norfolk NR15 2DS
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Ford & Fordson Association Round-Up

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



Technology is all around us nowadays, whether we like it or not; even the humble television remote has become so complicated it demands a degree to make it work! I bought my first computer – a so-called ‘Super Brain’ – back in the 1970s, and used it to manage farm records.

In those days, you had to find someone to write the program to make it work, and that meant that you had

to start by explaining exactly what was needed to someone with no knowledge of farming. Things have moved on hugely since then, of course, and computers are now quicker, cheaper and far more reliable. What’s more, they can be used to run an almost limitless range of programs for virtually any purpose, all of which are available straight off the shelf.

Well, that’s the theory. Just over a month ago, my current machine started to

misbehave, so I called a pal who’s helped with my computer problems for many years. In the past, if either installing a new machine or reinstalling the operating system – apart from having the whole system backed up on a hard disk – I’ve always also backed-up files separately, just in case. This time, though, I didn’t bother, and I’m sure you can guess the rest! I learned a salutary lesson, and many documents have been permanently lost.

REGISTRATION NEWS

I wrote to Ian Edmunds, at the Federation of British Vehicle Clubs, regarding the problems members have had, only to discover that the poor man has also experienced a computer ‘meltdown’; is it catching, like Covid? However, he thinks that the registration-related steps already taken are appropriate, and represent all that

can be done at the moment. Interestingly, he commented on the DVLA’s changing attitude, and will continue to make representations on our behalf, as below.

‘I’m aware of the sometimes unusual numbering system used on tractors, and it is perhaps inevitable that DVLA will sometimes have trouble with tractors as they are, in this respect, different to

anything else they deal with. Additionally, it appears that over the past few years, the DVLA has started to apply much stricter interpretations of its policy. In some instances, we consider its stance to be unreasonable, and continue to make that point.’

Pat Pawsey, FFA chairman

TRACTOR WORLD

A snowy Malvern greeted us this year for Tractor World, which took place on March 11th-12th at the Three Counties Showground. It was certainly picturesque but very cold all weekend, especially up in the hills behind the showground.

The sale, always an important part of the show, was probably the largest I’ve seen at Malvern, and the parts traders gave visitors every chance of finding that long-searched-for spare part, tool or piece of equipment.

As I was organising the display on the

FFA’s show stand, it was good that quite a few of our members had contacted me to ask about which of their multiple tractors I’d like them to bring? It’s always great to have some flexibility with model choice, so that I can keep the show stand display looking fresh and interesting for visitors each year.

I was a little apprehensive about our allotted space, as the large marquee wasn’t erected this year, but we had most of the area in the marquee between the two permanent buildings plus a



Tim Pearman’s American-spec Ford 3910 and 2810 models that were the centre of a lot of interest at Tractor World.



Johnathan and Nick Boaz's three-cylinder Tricycle E1A and (left) Model F, the latter with a mid-mounted Athens disc plough.



An unusual combination; a Fordson E27N P6 with a baler badged by D Lorant of Watford.



The Marsh family's New Holland 7740 next to the splendid Ford 7810 that Phil converted.

large area outside the entrance, and that worked well. But we could have done with it being a little wider!

Four of the display tractors were very different. Tim Pearman brought a 47hp Ford 3910 and a 34hp 2810 4WD, both of which were late-1980s American specification. They were certainly unusual, and attracted plenty of attention over the two days – lots of visitors commented that they'd never seen an example of either model before. However, what really stood out for me was that both tractors featured large, trumpet housings with oil-immersed brakes, unlike our smaller Fords. What's more, I also noticed they had T-bar-type handbrake levers of the type being fitted to UK-spec models back in the mid-1960s.

Two others that are certainly worthy of a mention here were the Fordson Major and a Fordson F owned by Nick and Jonathan Boaz. However, the 1956 Major, on its journey across to the marquee, didn't sound normal, then I discovered that it was fitted with a three-cylinder Perkins engine when normally you see converted Majors with larger, six-cylinder engines installed. In this case, though, the installation was certainly well engineered, like a factory-fit, with the bonnet



A nicely restored Fordson N fitted with an Automower winch.

shortened by five inches. Nick has also fitted a Roadless three-wheel row crop conversion, taken from a worn-out tractor;

an excellent restoration.

Jonathan's Model F came with the recent addition of a rare, Athens two-



This is the one that the judge wanted to take home! Bernard Saunders' lovely Triple D.



Pat Bryne receiving her award for winning the Most Original Tractor class at Malvern.



The Stokes family's County 654 was the winner in the Best Restored Tractors class, and was a show winner last year as well.

furrow, mid-mounted disc plough. What a good idea that implement was; no more looking backwards to see what the plough was doing! That set-up was popular in America during the 1920s and '30s, and Jonathan explained that he'd found this one in a salvage yard in Minnesota a few years ago, then fitted it to his F. He's also fitted the tractor with a battery ignition system to help with

starting, although was keen to point out that the engine still runs on the original Trembler Coil system.

Other interesting tractors on show included the Marsh family's Ford 7810 and New Holland 7740; both 2WD models, although the 7740 was the one I'd have taken home! There was also a Fordson N with an Automower winch conversion and, on display outside, an

E27N P6 with a Ransomes-badged, low-density baler with its own engine (made by D Lorant Ltd of Watford).

The FFA award-winners at the show were as follows. The 'Tractor the Judge would like to take Home' was the Doe, owned by Bernard Saunders, while the 'Tractor and Implement' award went to Jonathan Boaz. The 'Most original exhibit' prize went to Pat Bryne (maintaining



This is something that no E27N owner wants to see; frost damage, and not for the first time!

her winning streak after success at Somerset), and the 'Best restored' was judged to be the County 654 owned by Anthony and Ray Stokes and family.

Well done and thanks to everyone who brought exhibits to the show, especially given the uncertainty of the weather during the lead-up to the event. I'd also like to welcome all the new members who joined the FFA over the weekend, and to say how pleased we all were to welcome and offer refreshments to the many existing members and visitors who visited the FFA's stand.

It was good to meet the couple



Jane Broomhall presents Nick Boaz with the award for Best Tractor & Implement.

who surely must have travelled the furthest to attend the show, Ian and Linda West, who came all the way from Alberta, Canada, where they are the FFA representatives.

Finally, the club held its AGM at the show where, happily, president, Nick Battelle, and treasurer, Jane

Broomhall, both reported that the club remains financially fit and healthy, with a membership that continues to rise. Thanks to all the committee members who helped with what turned out to be a very enjoyable weekend.

Phil Gibson, FFA roving rep



The Lorant low-density baler; donkey engines were common in that era, as tractors had far less power.

CANADA CALLING!



Ian West inspecting a 4WD Dexta on the sale ground at Malvern. “Thar’s snow on them hills!”



Ian with his brother, Alan, admiring a 1953 Lubilee that’s identical to his own.

It’s hard to believe that it’s now almost two months ago that Linda, my brother, Alan, and I had the great pleasure of attending Tractor World show in Malvern. What a wonderful event that was, with a great crowd (especially on Saturday) and such a variety of fascinating machinery on display.

The exhibitors – without exception – provided a wealth of knowledge and were always approachable, to the point that I could easily have spent another couple of days simply chatting and

learning! I’d particularly like to recognise all the personnel running the FFA’s stand, most notably (from memory) the ‘ever energetic duo’, Jane and Keith Broomhall. Incidentally, well done Jane for stepping up and running the AGM in Pat Pawsey’s absence, ably assisted by club president, Nick Battelle. The positive news they were able to deliver about the club was terrific.

It was also great to meet the Gibsons – both Rodney and Phil – together with

Margaret Badham who ensured there was always a ‘fresh pot’ on the go. So thanks all of you for your unforgettable hospitality.

The Ford and Fordson tractor displays at the show certainly delivered the wow factor without exception, and I’d suggest that anyone attending would have been proud to take any of the superb show machines home with them!

My one and only complaint about the event concerned the weather! Who would have anticipated widespread snow to that extent in the lead-up? Now, I know you might think it odd to hear a Canadian complaining about snow, but the British Isles’ high humidity made it feel like about -15°C to us. Here in Alberta, conditions are typically so much drier overall, so the cold doesn’t feel such a problem. I must confess that it’s been many years since I felt so consistently cold for so long as I did during my three-week visit to the UK and Ireland!

Anyway, speaking of drier conditions, during the lead-up to winter here, I was forced to abandon autumn cultivations due to the lack of soil moisture conditions, post-harvest. In the meantime, following a very mild winter with low snowfall resulting in no spring runoff, conditions have only deteriorated further. Some of the local grain farmers who employ direct seeding (zero till) are starting to seed but, in my situation, conventional tillage practices aren’t an option. So, at the moment it’s a case of wait and see what the next couple of weeks bring, weather-wise. The tried and trusty Ford 8600 is at the ready, whatever transpires.

I was reading an interesting article in this week’s *Western Producer* farming newspaper, relating to the world’s reliance on Taiwan for the manufacture and supply of electronic components widely used in agricultural equipment applications. In essence, such reliance doesn’t bode well for so much of the technology employed in today’s equipment, particularly having seen the implications in the automotive world recently, according to the article.

The ongoing sabre-rattling by the Chinese, and its threat of a takeover of Taiwan, coupled with the Russian/Ukrainian conflict and, now, instability in Sudan, causes me to think that one shouldn’t be gearing towards such an increasing dependence on technology. Instead, it might be sensible to concentrate on maintaining that 20-year-old machine or tractor that’s served you so faithfully until now. Perhaps I’m too ‘old school’, but I’ve been in independent business too long to know my practical limits, and possibly such concern is all for naught. Just a thought!

Ian West, FFA Canada rep

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THE BERWICK BASHERS



Lunchtime on Salisbury Plain, during the 35-mile tractor run fund-raiser. Those with cabs might have been feeling a bit smug!



A long run for Ford 1900 and 1000 models but, thankfully, it looks as though the Wiltshire weather had improved.

The 'Berwick Bashers' hit Salisbury Plain on April 2nd as Richard Pocock and his team (who host the annual Berwick St John Country Fair in aid of the Stars Appeal at Salisbury District Hospital) decided to organise a fundraising, 35-mile tractor and 4x4 run around Salisbury Plain. The Plain is a massive Ministry of Defence exercise area, as many will know, boasting far-reaching views and a few villages thrown into the mix.

What a run it was, too, with over 300 vehicles taking part. The weather was

kind to us, although, even a moderate day on the Plain can be a little raw! The route was closely monitored by Landmarc, the MoD land management company, and there was no straying from the for fear of encountering unexploded artillery shells.

The lunchtime stop was most welcome and very well organised, with ready-prepared meal bags plus hot food and drinks. A good selection of tractors of all makes were present, with assorted Fords from 1000 Series models to the



A salutary notice, and certainly one to be observed!

largest Roadless.

This was a really well-planned event by Richard and his helpers who, with the help of many hard-working volunteers, made the day the success it was. An impressive £12,614.82 was raised for the Salisbury District Hospital Stars appeal, and a great time was had by all. I'd say it was most definitely win-win all round!

John Maiden, FFA Dorset rep

Stradsett Park Vintage Rally



Michael Garnham with his 'Best Restored in Show' award-winner; a really nice Super Major.



The Stradsett Park Vintage Rally is always an excellent event. There was certainly a good selection of tractors on the FFA's stand.

This two-day event took place in Norfolk, near Downham Market, on April 30th and May 1st, and the FFA attended the event, which actually turned out to be a show of two halves.

On Sunday the weather was ideal, which attracted a good crowd. However, heavy rain overnight left the show ground in a soggy state on Monday morning, which resulted in no vehicle movements and inaccessible car parks. Faced with this, the organisers were forced to cancel the second day of the show, which was very disappointing for all concerned.

However, the first day was certainly



There's always plenty of time to share the craic at shows like this one, although it does look a bit on the chilly side – tea must be on the way!

good, with visitors enjoying a vast selection of vehicle types; there really was something for everyone. In addition, numerous trade stands, a good variety of catering outlets (much better than last year) and plenty of other attractions ensured a great atmosphere.

The featured tractor marque this year was Allis Chalmers, with an extensive number of models being exhibited. Now, while I admit I'm not an Allis B fan, one particular model did catch my eye. It was being exhibited by Angus Paterson on behalf of the Hawes family. The late Pete Hawes was always re-engineering tractors, mainly producing air-cooled versions, hence his nickname 'air-cooled Pete'! However, this unusual Allis B was fitted with a three-cylinder Yanmar diesel engine, and Angus told me that it was good for about 35mph – very brave driver required!

All other makes were well represented, whether on club stands or in the main tractor display areas, including a good presence of Ford and Fordson in addition to the FFA's display. We had a varied

selection of tractors on the stand with one member – Michael Garnham – winning the award for the Best Restored Fordson, with his Super Major.

A particularly interesting exhibit was John Elliot's Fordson N, which had an electric start mechanism working through the belt pulley – no more cranking with starting handles. (Readers might have spotted it at Newark). This starter is produced by Mick Taylor, and anyone interested can contact him on 07913 617406.

Finally, I should pass on a big 'thank you' to all the members who brought their tractors to the stand, namely Ken Bailey – 2000, Mike Stevenson aka 'Dodge' – E27N L4, Paul Townsend – 7810, Elise Townsend – 4610, Stuart Eastmead – 8N and Martin Platton – with two Power Majors.

We look forward to seeing you all again next year when, I understand, a three-day event is being planned over the weekend of May 4th-6th.

Keith Broomhall, FFA membership sec



This is a clever way of adding electric starting and charging capability to a Fordson N.

BRITISH NATIONAL PLOUGHING CHAMPIONSHIPS

The 72nd British National Ploughing Championships is to be held at Bishop's Lydeard, Taunton, Somerset, TA4 3HU on October 14th-15th, 2023.

As in previous years, the FFA has been invited to attend, and has been allocated 10 plots on Sunday, October 15th, so that members can compete for the honour of winning the Ford & Fordson Trophy.

The closing date for entries is June 30th and we invite member interest as soon as possible – please contact me via email to: jane.broomhall@

btinternet.com or you can call on: 01379 677866 or 07884 115089.

If you are local to the championships and would be willing to act as a steward in support of our ploughmen and women (two are needed), please do get in touch. Alternatively, perhaps you would like to display your tractor on the FFA stand. If so, contact Phil Gibson on 07713 251155.

Jane Broomhall, FFA gen. secretary

ALBERTA FIRE UPDATE

We know that many of you have been following Ian West's trips aboard, and his farming activities in Alberta, with interest. Life there is certainly very different, as are the problems faced in comparison to those encountered by British farmers.

Some of you will have met Ian, his wife Linda and brother Alan, at Tractor World in March. Reading his piece in this issue, it's clearly been very dry in his region, and we were alarmed by reports on the news about life-threatening fires in Alberta. Happily, we can report that, as the fires approached his property, a combination of neighbouring farmers taking action slowed the advance then, fortunately, the wind direction changed and some long prayed for rain fell, averting disaster.

There has been a little more rain since so, hopefully, some cultivations and crop planting is underway now. We look forward to Ian's account in due course. It's nice to be able to finish with a good news story!

FFA MEMBERSHIP BENEFITS

We are delighted to welcome additional sponsors for the benefit of Ford & Fordson Association members, as follows:

Welham Diesel Injection and Colin Perryman Tractor Spares

Welham Diesel Injection specialises in diesel fuel injection equipment for all agricultural and vintage tractors. The company is located in Hawarden Avenue, Leicester LE5 4NL. Chris Harris is the contact there, and you can reach him via email at: chris@welhamgroup.co.uk or by calling: 01162 766831 or 07817 914350.

Colin Perryman Tractor Spares manufactures a small number of parts for Fordson tractors, and specialises in six-cylinder conversions as well as Fiat tractor spares. The company is located at Chough Crescent, St. Austell, Cornwall PL25 3AY and Colin Perryman is the contact. You can reach him via email at: cnperrymanspares@aol.com or by calling 01726 74798 or 07929 866376, or on WhatsApp 07929 866376

Also, just a reminder of our existing sponsors, all of whom offer discounts to members.

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In all instances, when making contact, please quote your membership number
anglo-agriparts.com

Perkins engine trouble?

Wayne Davey, who works for Perkins, is very happy to provide members with technical advice. You can contact him on 07977 229603 (eves/weekends only)

OUT & ABOUT

Peter Love, with help from Davis Reed and Anne Bates, spotlight some of the events that enthusiasts have been enjoying over the past month or two

WANT TO BE INCLUDED?

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

LLANDUDNO TRANSPORT FESTIVAL



In original working condition, this 1970 Ford County Super Six had been entered by Gareth Lloyd, from Conwy.



Looking the part, this 1972 Ford 4000 Four arrived with Roger Edwards in pieces and with a cracked engine before being fully restored.



This 1985 Ford 3910H Industrial was entered by Terry Jones.



This 1964 County Super 4 is a popular regular at Llandudno, and was entered by R&C Morgan.

The Llandudno Transport Festival, held over the early May Bank Holiday weekend, really is a must for all transport enthusiasts. Visitors enjoy plenty of commercials, buses, cars, motorcycles and, of course, tractors.

The first I spotted among the blue machinery was the 1970 Ford County Super-Six entered by Gareth Lloyd of Conwy, then I noticed R&C Morgan's 1964 County Super 4. Paul Edwards' 1976 Ford 4600 also caught the eye, as did Roger Edwards' 1972 Ford 4000 Four, who comes from Bryn-y-Maen, near Colwyn Bay. This machine had been in pieces when bought, and had a cracked engine block. But repairs have now been made, and the tractor was sporting new tinwork and wheels. Attention has now turned to restoring the cab roof.

Among the older Fordsons was Roger Edwards' 1963 Dexta that, when new, cost £663 (including implements). Roger bought the tractor in 2021. Some of the early Fords on show included



Roger Edward's 1963 Fordson Dexta cost £663 when new, and worked on general duties at Tai'n-y-Maes, in Gwynedd.

David Badger's 1974 5000, and Terry Jones' 1985 3910H Industrial.

This event continues to be a magnet for all sorts of classic vehicles, and it was just a shame that no road runs were organised this year, with unfavourable traffic conditions and heavy overnight rain being given as the reasons.



◀ A fine line of 10 Series Fords was seen at Stradsett.



It was great to see Ashley Kidd's RAF Standard N at Stradsett. The tractor was making its debut following a rebuild last winter.



The Ford & Fordson Association's stand was very popular, as always.

STRADSETT PARK VINTAGE RALLY

It's always a pleasure to attend the Stradsett Park Vintage Rally, which took place near Downham Market in Norfolk over the early May Bank Holiday. This annual event, organised so well by Gordon Carson and the East Anglia NVTEC members, seems to be going from strength to strength and, apart from a great display of tractors, visitors enjoyed good numbers of classic cars, motorcycles, military vehicles, steam engines (both full-size and miniatures), commercials and stationary engines.

While the weather was good on the first day, it was a great shame that overnight rain caused the showground to become too boggy, resulting in the show being closed prematurely.

It's the tractors that glue this event together and, as always, The Ford & Fordson Association presented a fine display of machines on its stand. Allis-Chalmers was the featured marque this year but, despite that, the Fordson turn-out was impressive – particularly the E27Ns. But I was also pleased to see a good number of classic Ford tractors



There were plenty of Fordson E27N tractors at the show including the Longford's 1949 example.

present, too, and the line of 10 Series models was a real eye-catcher.

However, perhaps the two outstanding tractors at the show were Ashley Key's just-restored Standard N RAF Industrial, and Mike Key's amazing Ford 4000, fitted with a Ford 9600, six-cylinder engine. Fordsons also featured in the winner's enclosure, with the West's Roadless E27N DG half-track

taking the NVTEC 40th Trophy, which is the show's major award.

In addition, M Gamham took the award for the Best Fordson with his E1A Super Major, J Lyons won the rosette for the Best Unrestored tractor with his 1951 E27N P6 and S Staples won the Best 1950-59 category with his 1959 Dexta. Finally, I should also mention Ashley Kidd, who won the 1900-1929 class with his 1924 Fordson F Long Wing.

IRISH INVASION!



Sentinel S4 steam waggon owner, Hywel Mason, was out with his Ford Force 5000.

Typical rainy and misty Bank Holiday weather did nothing to deter the entrants in the Welsh-Irish Run, which started from the Pembrokeshire County Showground, Haverfordwest, on Sunday, April 30th.

Over 150 tractors had gathered, with more than a third of them having travelled from the Republic of Ireland to take part. The day began with brothers Hywel and Alun Mason welcoming the assembled drivers, then Willie Day replied on behalf of the impressive Irish contingent among the entrants.

After the raffle had been drawn, it was time for the off, and the tractors began by touring the showground and adjoining airfield, before heading



Evan Lewis, from Powys, got rather wet at the wheel of his 1965 Ford Pre-Force 3000.



These two Ford 7810s from Ireland joined many other classic Ford tractors on the run.



Llanwrtyd Wells' Jim Davies and family with the Fordson Dexta – fitted with the correctly-coloured exhaust.

north-east to the villages of Spittal, Spittal Cross and Puncheston. A climb up Morvil Mountain followed and, near



A brace of Ford 1000 Series models on the run, one with an AP cab and the other fitted with the equivalent from Duncan.

the summit, a right turn was taken and the convoy headed off down towards Morvil Farm, where a low (10' 3") bridge had to be negotiated. Some of the larger machines were diverted to avoid this.

Next came a climb up over the common of Mynydd Castleblythe, to Castleblythe, before the tractors set a course for the unusually named Henry's Moat and Farthings Hook. Then it was on to Llysfran for the lunch stop at Clarbeston Road village hall, where two sittings had been organised due to the number of drivers involved.

With everyone refreshed, the procession headed down through

DRIVE IT DAY

The Bodle Street Green FBHVC 'Drive It Day' took place on a very wet 23rd April but, despite the weather, the event was brilliantly supported and a great success. Around 250 vehicles – including 87 tractors – were attracted to the rural E Sussex village, and there was a decent contingent of Ford and Fordson tractors taking part. These included a number of Ford & Fordson Association members, and one reader of this magazine who travelled all the way from Cornwall for the day.

The event raised £1,300 for much-needed village hall funds and the organisers were very thankful for all the help provided by local volunteers. In particular, special thanks must go to John Gee, Bryan Kemp, Trevor Manual and Bernard Saunders who marshalled proceedings in the village so well, Annette Spratley for organising the vehicle bookings, Wendy Gee for selling raffle tickets and the women in the village hall who worked so hard throughout the day providing complimentary teas, coffees and Caroline Croft's rock cakes to all exhibitors.

Thanks are also due to David



It was great to see this Ford 8830 Powershift at the Drive it Day celebrations in Bodle Street Green; it really looked just the ticket, and was very popular with visitors.

Vaughan, for his sterling work with the model railway displays inside the village hall, Clive Osborne who provided the P/A system that enabled David and others to keep everyone so well informed and to Colin Anton who organised the tractor road run so well.

Overall, the event was a great success, with a friendly, relaxed atmosphere, and plans are already afoot for next year's Drive it Day celebration, which will be taking place on April 21st, 2024.

Clarbeston Road village, crossed the main railway line and continued on towards New Bridge. Following the sharp, double-bend under the railway and a visit to Poyston Cross, the convoy returned to the county showground where the social side of the proceedings began. Welsh hospitality ensured a good time for all, and an evening of music and socialising at the Mariners Hotel went on well into the night.

EASTER VINTAGE FESTIVAL



New meets old! You could well imagine the scenario where this 1901 Burrell single-crank compound engine was driven to the Quorn & Woodhouse goods yard to be loaded onto a well wagon destined for the scrapyard. This happened on many occasions during the 1940s. The engine's replacement – a Fordson E27N Major petrol/paraffin utility tractor – could have been delivered by rail to the same yard. Luckily for us, both survive today.

It was just over 50 years ago that a group of enthusiasts got together to revive a length of ex-Great Central Railway in Leicestershire and, with the organisation celebrating the first train running on these rails in preservation times, it made attending the Easter Vintage Festival on April 7th-10th very special.

The event, based at the GCR's Quorn & Woodhouse station and goods yard, has been officially running for 11 years, but older readers may remember attending similar gatherings on the site decades before.

It was great to see the newly-appointed GCR general manager Malcolm Homes at the event, as well as a number of Fordson tractors in the vintage display, including a very original-looking E27N petrol/paraffin.



The home-built County 1374 of Ken Cooke from Northern Ireland.



David Shaw's County 1004 is a regular on these events all over the UK.



Ayrshire's Roy Cowgill with his Ford New Holland 4135.

NATIONAL AT STRANRAER

What an Easter weekend it was for all who attended the 36th running of the National Vintage Tractor Road Run at Kirkcolm, near Stranraer, in Scotland.

The 'Welcome to Kirkcolm' was warm and friendly from the Glenluce Vintage Tractor Club. Stewart Brise and his team had waited two years for this day, and were rewarded with an entry of 353 tractors from all over Britain and Northern Ireland, including two Polish competitors living in Scotland.

This year's run was supporting three charities; Cancer Research UK, MS Society, Wigtownshire branch and Dumfries & Galloway Blood Bikes – with members of Blood Bikes acting as opening and closing marshals.

The festivities began on Saturday evening, when the club re-enacted the traditional Burns Night supper ceremony for the many visitors. The guest of honour – a haggis carried by NVTRR 2023 chairman, Ken McKie – was piped-in by Nathan Paterson, and then addressed in the traditional way by Rob McColm. Welcome speeches followed, then Steve Pike spoke on behalf of the South Eastern Vintage Agricultural Club, about next year's event that'll be based at Plumpton College, near Lewes, in East Sussex.

Cairnryan Ferries brought 40 entrants and their tractors over from Northern Ireland, while Mark Rennie was another ferry-taker, travelling from Gigha, in the Hebrides, with a borrowed Ford 4000. Praise must also go to the convoy of tractors from Shropshire, led by Patrick Gandy and his Fordson Super Major (and trailer), with Neil Wragg (Fordson Dexta) and Adam Allison and Emma Fewtrell (Fordson E27N) among others following-on. They drove all the way from Shifnal in Shropshire to the start, completed the run and drove home again, covering a staggering 750 miles in seven days and raising money for the Alzheimer's Society and the United Against Dementia campaign.

In the morning, the tractors received an Easter blessing from Rev Clare Burl, the Locum Minister of Ervie with Kirkcolm and Leswalt, before being flagged off by the Deputy Lord Lieutenant for Wigtownshire, Sally Hair. The convoy was led away by Colin Gray on his miniature Garrett steam engine, followed by David Turnbull at the controls of his Ford 4600.

The route was opened by event sponsor Whitecain Caravan Park, with one of its escort vehicles, together with Orla Montgomery from CAM Engineering and the Blood Bikes outriders. The tractors at first hugged the Loch Ryan shoreline, then headed for Stranraer, where participants were greeted by a good number of spectators.

Next, along the Portpatrick road, the convoy passed the famous Seriously Strong Cheddar cheese factory, and moved on through the Ochtreure suburb, delighted residents of the Thorney Croft Care Home and then prepared for the first major climb of the day. Now on the old military road to Portpatrick, the tractors took in views over Stranraer and the loch with the ferry boat at its terminal.

After cresting the ridge, the convoy circled around to Gallowhill, passing the community woodland before descending while enjoying more views up Loch Ryan and the 'toon' of Stranraer. There followed a stretch of route double-running, back over the outward route, before a left turn was taken to Smithy Hill, passing some of the dairy farms for which the area is famous. After completing the descent, the tractors joined the coast road to return to Kirkcolm and park for a rest and some much-needed refreshment.

Three tractors of note on the run were a trio of Muir-Hills, all of which had come 'over the water' from the Cook Collection; two 121s with Ford engines belonging to Pete Weir and Isabella Cooke, plus Davy Cull's Perkins-powered 111. Unusually, only two Countys were entered in the run; David Shaw's 1004 and the well-engineered, home-built County 1374



Davy Cull with his Muir Hill 111.



Patrick Gandy with his Fordson Super Major and trailer photographed during his 750-mile charity marathon.

belonging to Ken Cooke. The latter appeared to have have 974 running gear, a Ford 7740 engine and a Ford Q cab.

Roadless were well represented with no fewer than four examples taking part, including Lynne Shaw with her Roadless 65. Among the rare Fords was Francis McBride's 7810 Jubilee and Roy Cowgill's Ford New Holland 4135.

After lunch and the £1,000 raffle (tickets jumbled in a cement mixer!), the tractors headed north into Kirkcolm village, then on for a tour of the Northern Rhins.

The Glenluce Vintage Tractor Club and NVTRR 2023 committee wish to thank the Milroy family for allowing the use of Wig Bay Airfield, all marshals, helpers, sponsors, funders, advertisers, suppliers, donations, and everyone who came to see this unique event return to Scotland.

SALES CORNER

Peter Love spotlights the recent Cheffins Vintage Collective and the interesting Ford, Fordson and popular derivatives that came under the hammer at the sale

CHEFFINS VINTAGE COLLECTIVE

Some £31,000 was paid for this 1964 Roadless Ploughmaster with Harper Motors Laurence Kirk hydraulic plough trip.



◀ Left to right: the 1981 Ford 6600 Power Plus with Q cab sold for £8,000, the County TW1164 made £19,500 and the 1979 County 1184TW could have been yours for £24,500 + VAT.

The Cheffins Vintage Collective took place on April 21st-22nd, and saw more than 300 tractors come under the hammers of Oliver Godfrey and Bill King. While the sale didn't perhaps offer any major star lots, it certainly made up for that with the quantity of machinery on sale, some 75% of which was sold.

As always, this sale presented a proliferation of Fords, and every 7810 you could think of was on the list, and the top example sold for £28,000. There was also a raft of 7000s, with the best



This 1981 County 1164 (No. 47925), with Bomford blade, sold for £28,000.



The highest-priced Ford 7000 at the sale made £29,500.



About £20,000 + VAT was paid for this 1978 County 1174 (No. 986238), which had been in storage for 12 years.



This Fordson Standard N sold for a strong £2,800; the highest price paid for the model this year.

FORD

1975 Ford 7000 (KOO 596N), ex-Ernest Doe demonstrator, nice, £28,000
 1980 Ford 5600 (W217 ABA) American import, just 466h, £18,000
 1989 Ford 7810 SIII 4WD (G470 UKO) with air conditioning, £16,500 + VAT
 1989 Ford 7810 SIII 4WD (G422 VWC), £14,500 + VAT
 1975 Ford 7000 (HEG 191N) original, one working owner, £29,500
 1989 Ford 7810 4WD Silver Jubilee, rusty, needs work, £32,500
 1989 Ford 7810 II 4WD (F94 NCU), £16,000
 Ford 7000 (KRB 272N), no cab, working, £8,500
 Ford 5000 4WD, import, restored, so-so, £7,500 + VAT
 Ford 2000 4WD, import, restored, 2,300h, £6,800 + VAT
 1983 Ford TW-25 4WD (No. 912269, A520 OAV), needs work, £10,000 + VAT
 1986 Ford 6610 4WD (No. BA80436, C534 LNT) BSFT 2,380h, so-so, £14,800 + VAT
 Ford TW-10 4WD, rough, £5,500
 1990 Ford 7810 III 4WD (H935 WHH) very clean, £28,000 + VAT
 1979 Ford TW-10 2WD, weights on rear,

clean, £11,000 + VAT

1972 Ford 4000 (FAO 164K), with cab, nice, £8,000

1981 Ford 6600 Power-Plus, Q cab, (YTW 881X), 7,644h, nice, £8,000 + VAT

Ford 5000 (No. 937818, SAH 585H), with cab, £6,500 + VAT

Ford 6810 III 2WD, Super Q cab, £14,600 + VAT

Ford Ferguson 2N, so-so, £2,000 + VAT

Ford TW-25 4WD (E939 KRN), Super Q cab, £10,000 + VAT

1988 Ford 8210 II 4WD (No. BB01037) with turbo and front weight, £9,200 + VAT

1972 Ford Force 3000 (No. B907759), 4,200h, cab frame + extra grass tyres, £4,200

1970 Ford 4000 (SGV 409J), Duncan cab, £4,800 + VAT

Ford Ferguson 9N, restored, £2,600 + VAT

Ford 5610 2WD, Q cab, £3,600

Ford 2000 with cab frame, £2,200

Ford 6700, 2WD, £6,000

Ford 8830 Dual-Power, £13,000

Ford Pre-Force 3000, £2,800

Ford 8730 Powershift 4WD, £18,500

SALE RESULTS

COUNTY

County 1126, didn't stand out and needs the works, £8,000

1981 County 1164 (No. 47925) with Bomford blade, no cab but roll bar, £28,000

1978 County 1174 (XIC 998) original, stored for 12 years, £20,000 + VAT

1971 County 1164 FC ex-Silsoe tractor tester, offered many times, sold at last, £12,800

1966 County Pre-Force 1124 (No. 18775) import, complete, £15,000

1964 County Super-6 (No. 18775), 4,945h import, clean, £10,800

County 1174 with cab, fire damage, very rough, £3,600 + VAT

County 1164TW (No. 49561) Ace Plant, £19,500 + VAT

County 1184TW (No. 41343), £24,500 + VAT
 County-badged 5000 4WD, £6,500



This 7810 III 4WD (G470 UKO) with air conditioning got moved on for £16,500 + VAT.



At the other end of the Ford 7000 scale, £8,500 could have bought you this example.

of them selling for £29,500. Then came a rusty Ford 7810 III Silver Jubilee that was obviously in need of work, and it made £32,500. A wonderful 1964 Roadless Ploughmaster 6/4 fetched £31,000.

FORDSON

1938 Fordson Standard N Harvest Gold, well detailed, pneumatic conversions, £2,800
 Fordson Super Major 4WD, restored, £6,500 + VAT
 Fordson E1A Major 4WD conversion, Danish, £4,400 + VAT
 Fordson E27N Major, clean but older rest, with starter, £3,200
 1963 Fordson Super Major (794 KOO), new tyres, painted, £6,800
 1939 Fordson Standard N (CAW 959), V5c, first reg. 1944, £2,000
 Fordson E27N Major p/p with lights, £1,800
 1964 Fordson NP Super Major, older restoration, not bad, £5,000
 Fordson Dexta, new short engine, unattractive, £2,000
 1952 Fordson E1A Major with County Hi-Crop conv., original style, £4,800
 1946 Fordson E27N Major Perkins P6 conversion (heap!), £5,800
 Fordson Pre-Force 2000, all together, restored, £7,500
 Fordson E27N (BNV 58), Lodden p/p conversion, £1,300 + VAT
 1964 Fordson NP Super Dexta (BAO 559B), needs wings, £4,000 + VAT
 1958 Fordson Dexta (XVF 34), older restoration, £3,500
 Fordson Standard N, so-so, £1,300 + VAT
 Fordson Super Major, six-cylinder conversion, £3,000
 Fordson Standard N, electric starter, £1,200
 1954 Fordson E1A Major with Bray loader in bits, £900
 Fordson E1A Major, so-so, £1,400
 Fordson E27N Major Perkins P6, stripped, £2,800 + VAT
 Fordson E1A Major (TBJ 462), so-so, £1,300
 Fordson Standard N, rough, £600
 Fordson E27N Major with winch, so-so, £1,200
 Fordson Dexta, £2,400
 Fordson Super Major, £3,200

MUIR-HILL

1977 Muir-Hill 121 III (ASO 250T), original, £17,500

NEW HOLLAND

2014 New Holland T6.160 4WD, commemorative model, Maserati blue, needs f/tyres £43,500 + VAT

ROADLESS

1964 Roadless Ploughmaster 6/4 (6D/2559/4), weights, special plough trip, £31,000
 Roadless Super Major, £5,000



The hammer fell at £6,500 + VAT for the export Selene Fordson NP Super Major conversion.



This 1952 Fordson E1S, with County Hi-Crop conversion, went for £4,800.



This original-style, 1988 Ford TW-25 sold for £10,000 + VAT.



This Ford TW-10 4WD sold for £5,500.

I also saw, after many attempts to move it on, the 1971 County FC1164 ex-Silsoe test unit – which so many simply haven't wanted in the past – raised £12,800. Finally, the bidding for a late-type Fordson Major KFD 52in in working order but with a non-standard grille, reached £6,500, but that wasn't enough for the hammer to fall.

As for the Ford family literature, prices were 30% down, although most lots sold and there were bargains to be had.



Cheffins' Oliver Godfrey sold this Ford 7000 – with repaired engine block – for £28,000.



This tidy-looking Ford 4000 went for £8,000.

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

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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Signature:.....

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TRACTORS

FORD 5610



1991, Series 3, Recently restored. Very good condition. Please call. Please call 07968010133, Scotland.

119011

FORD 4000



£3,250. Ford 4000. Ideal restoration project. Starts and runs. Has been used with log splitter which is also available. New battery and some new parts. Please call 07752050318, South East.

119089

FORD 1210 COMPACT GARDEN TRACTOR



1988, £6,250. For 1210 compact garden tractor. front loader, rear digger (3 buckets). First Reg 1988 (F). Runs well. Professionally rebuilt engine. unfinished project. Please call 07989048736, South West.

119203

FORD 4600

£5,800. Original, very tidy. New Clutch, reconditioned engine, good tyre, no VAT. Please call 01398361202, South West.

119335

FORDSON E27



£2,200. Barn stored for several years, after fitting new mudguards, radiator (re-con) etc. Please call 01379 741378, East of England.

119208

FORDSON SUPER MAJOR



£2,800. Fordson Super Major. Please call 07536 975561, South West.

119244

FORDSON DEXTA



1960, £3,995. This tractor is in very original condition as it has been in the south of France all its life. Everything works as it should and a very sweet engine. All the tyres are good. The most recent work it has had is a new duel clutch and some steering box parts. Please call 07787882204, North East.

118492

FORDSON DEXTER



1962. Fordson Dexter tractor, good running order and condition. Complete with rollbar. Best offer secured. Please call 07885146905, South East.

119274

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.

FORDSON MAJOR E27N



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

118553

FORDSON E27N

£750. Hydraulics, Petrol TVO need full restoration. Ransomes Epic plough spares some new. Ring for details evenings/weekends. Please call 07487613501, South West.

118813

FORDSON N FORDSON



1939, £3,000. 1939 Model N Fordson. Immaculate. Totally rebuilt by Cotswold Vintage Tractors about 10 years ago, selling due to lack of use!! Located near Sudbury. Please call 07860 667807, South East.

118843

FORDSON MAJOR DIESEL



1960, £5,500. Fitted with 6 cyl, 2 speed 10 ton winch, fore loader with lifting beam and bucket, front hitch 3 positions, power steering (requires attention). Tidy tractor, offers over £5500. Please call 07855682944, South West.

118956

FORDSON KFD



1952, POA. 1952 Fordson KFD, older restoration but very nice tractor, with pulley, new front tyres, complete draw bar, etc. engine with wide V belt. Starts and runs good. Please call +31(0)653160971, Rest of the world.

119125

FORDSON E27N P6 CONVERSION



£9,500. Lovely E27N P6 conversion 1446 conv 1951 on the button starter high top gear V.5. Please call 01969 650564, South East.

119134

FORDSON E27N



1947, £3,500. E 27 n major pet /two v5 road reg , new rear tyres and tubes , carburettor has been done up . Hydraulics few other new bits fair condition. Location Whitby North Yorkshire Call 07811378092. Please call 07811378092, Yorkshire and the Humber.

118399

FORDSON E27N



£15,000. T.V.O not ran for a few years so sold as seen none running block has been packed engine turns freely low box. Please call 07855399487, South West.

119146

FORDSON N



£2,000. Running. Good block. Call in the daytime. Please call 07855 399487, South West.

118436

FORDSON NON RUNNER



£1,500. Fordson none runner. call in the daytime. Please call 07855 399487, South West.

118437

FORDSON E27N



£3,500. For sale due to age. New clutch. Valves in good condition. Please call 07730050492, North East.

119190

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

SALE *Highlight* COUNTY 7600-FOUR



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



FORD 9N

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

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

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 handful 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

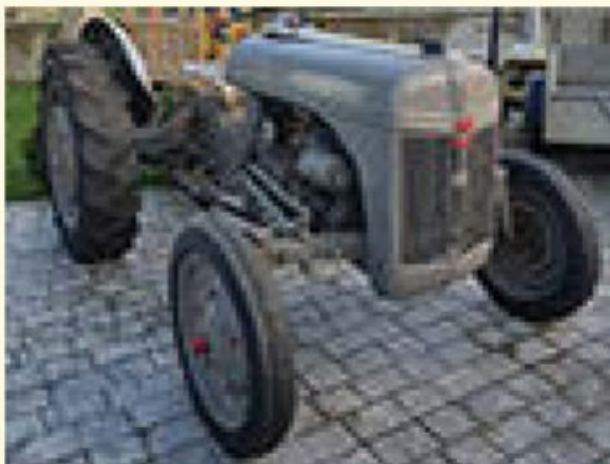
FORDSON MAJOR



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

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

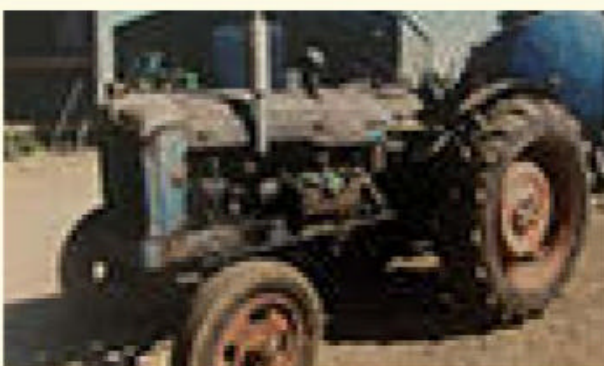
FORDSON SUPER MAJOR



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 not 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 DEXA



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 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

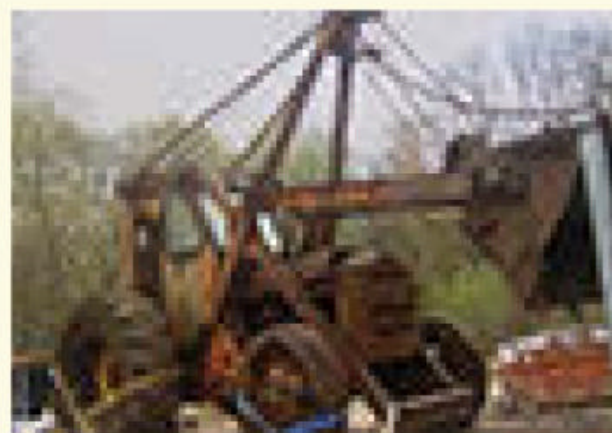
FORDSON TRACTORS



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 DEXA



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 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 PARTS



POA. Ford parts, 2x 10 series filters, one 60 series hydraulic filter, and 2x ford brake discs, and some ford engine oil filters and fuel filters. Please call 07711508200, Yorkshire and the Humber.

118023

FORD CARGO 0813 REAR BRAKE DISC AS NEW



£60. Ford Cargo 0813 rear brake disc as new. Please call 07836 244887, East of England.

118062

FORD SUPER MAJOR INJECTION PUMP



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

FORDSON DEXTA INJECTORS



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

FORDSON MAJOR INJECTION PUMP



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

INTERNATIONAL OBSOLETE PARTS



Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs. Transfers, trackrod boots, tractormeters, check chains, levelling boxes, axle pins/bushes, handbrake repair kits. Please call 01524751220, North West.

117774

WANTED

FORD THAMES TRADER

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

114570

FORDSON SUPER MAJOR

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

114190

FORDSON TE-20 CONTINENTAL

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

115194

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AUGUST/SEPTEMBER 2023

ISSUE 117



**FORDSON
RENOVATION**

Ben Phillips gets to grips with our latest project

TRACTORFEST TREATS!

We report from the UK's
greatest tractor event



**AUG/SEP
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DEXTA RANGE-TOPPER 1964 NP Super restoration



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FORD SQ DIGITAL DASH TACO SENSORS £225, ELECT PLUG + CABLE £40, TACO DRIVE TIP £20



FRONT AXLE DRIVESHAFT KIT TO FIT NH TM / TSA / T6000 / T7000 / T5 / T6 / T6 / T7 WITH FRONT SUSPENSION £600 , PROPSHAFT £250 EXTRA



NEW REAR LIGHTS TO FIT FORD 5640-8340 , 1992-1995, ORIGINAL RUBBERLITE EXPORT SPEC LIGHTS £100 EACH



NH 7635 4WD, DUEL POWER, BOMFORD LOADER , NEW IN BREAKING FOR SPARES



NEW GRAMMER AIR SEAT TO FIT NH T6000 / T6 / TSA ETC, SWIVEL, HEAD REST, FORE + AFT SUSPENSION £775



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



NEW DROMONE PUHs FOR FORD/NH 40s / TS / TSA / T6 + TM HYD PUSH OUT £1850, 40s STRAIGHT DROP DOWN TYPE £1250



NH TS FRONT GRILLE £275, TM GRILLE £250



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



FORD 4110 2WD, FLOOR CHANGE GEARBOX, NEW IN BREAKING FOR SPARES



FORD 40 SERIES EXHAUST BOXES 56/6640...£145; 7740...£155; 7840/8340 TURBO...£145; 7840/8340 NON TURBO £155



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



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



NH 15 X 38 WHEEL RIMS TO FIT 16.9 + 18.4x38 TYRES, FIT NH 40s / TS / TM / TSA / T6000 / T6, SHOP SOILED £400 EA



FORD 40s / 60s / TS AND EARLY TM ROOFS £750



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



NEW FORD 4 CYLINDER SHORT MOTORS TO FIT FORD 5000/5600/6600/7700/600/5610/6610/6810/7610/7700 £2000



FORD 5000 WHEELS , 12x38 8 STUD TO TAKE 13.6x28 TYRES , VERY TIDY CONDITION , £600 PAIR



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



FORD AP CAB ROOFS £300 EA, AP CAB MUDGARDS £150 EA, FORD 5030 LP CAB ROOFS £300 EA , FORD 5030 REAR FENDERS £150 EA



NH REAR WIDE MUDGARDS TO FIT TSA / T6000 / T7000 / T6 + T7 , L + R IN STOCK , NEW £450 each



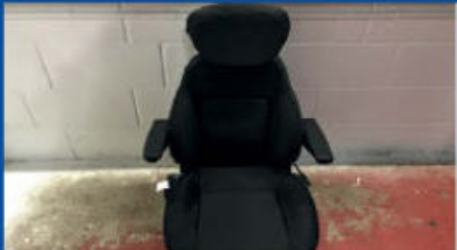
FORD/NH STARTER MOTORS 3KW £120 EA, 4.2 KW £165 EA



NEW GENUINE CNH BRAKE KITS TO FIT 17 SWB TRACTORS, CONTAINS, CASTINGS, PISTONS AND SEALS AND NEW TYPE BRAKE DISCS £1450



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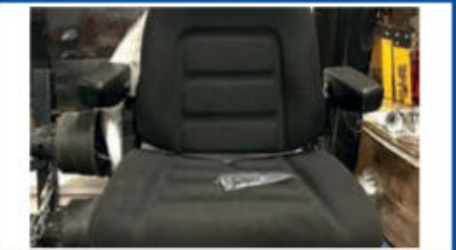
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CAR PARTS
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Results 1 - 20 of 110

Name	SKU	Price	Thumbnail Image	Description
10 series hydro pump idler gear hub	2863	\$33.38		661 Dm/7106810/6761 0/7107810 hmd g
Product Details				
2/34/5/6/67/61 0/7184/6/7 20thsw clutch pedal spring	4488	\$3.25		2/34/5/6/67/61 0/7184/6/7 20thsw clutch pedal spring
Product Details				
2/34/5/67/610 top Rad Hose	4051	\$4.49		2/34/5/67/610 top Rad Hose
Product Details				
2/3/5/6/67/610 Bottom Rad Hose	4052	\$6.48		2/3/5/6/67/610 Bottom Rad Hose
Product Details				
56/107/610 & 1w series shaft (1000rpm) 21 spline	3548	\$76.69		56/107/610 & 1w series shaft (1000rpm) 21 spline
Product Details				
56/107/610 & 1w series shaft (1000rpm) 6 spline	3042	\$73.47		56/107/610 & 1w series shaft (1000rpm) 6 spline
Product Details				



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