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OCTOBER/NOVEMBER 2023

ISSUE 118



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EDITORIAL

Editor: Chris Graham
 Email: fft.ed@kelsey.co.uk
 Sub-editor: Rachel Eady
 Design: Burda Druck India Private Ltd

ADVERTISEMENT SALES

Talk Media Sales
 Tel: 01732 445325
 Email: tractor.ads@kelsey.co.uk

PRODUCTION

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

MANAGEMENT

Chief Operating Officer: Phil Weeden
 Retail Director: Steve Brown
 Audience Development Manager: Andy Cotton
 Events manager: Kat Chappell
 Print Production Manager: Georgina Harris
 Print Production Controller: Kelly Orriss
 Subscription Marketing Director: Gill Lambert
 Subscription Marketing Manager: Kate Chamberlain

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For many years Margaret and Derek Badham regularly camped at the shows where they managed the FFA's stand, displaying a level of dedication to the club that, going forwards, will be hard to match.



Welcome!

What was a good and enjoyable summer season of tractor shows has been brought to a sad end, following the death of Margaret Badham; one of the true stalwarts of the Ford & Fordson Association, and a woman whose enthusiasm for the cause knew no bounds.

I'd only known Margaret – who died on September 9th – since I took over as editor of this magazine in 2019, and our paths started crossing at tractor shows around the

country. Ever-present on the FFA's stand with her husband, Derek, at events like The Great Dorset Steam Fair, Welland Steam & Country Rally, the Old Timer Tractor Rally and Newark Vintage Tractor & Heritage Show, Margaret was friendly and kind to me from our first meeting, for which I'll always be grateful.

It was, of course, in her nature to be welcoming and warm to all, which is why she was such a good and important ambassador for the Ford & Fordson Association. I saw her in action on the club stand many times, and she was

unfailingly patient and helpful with visitors; a deceptively hard and tiring thing to do for several days in a row, as anyone with show stand experience will testify.

I'm sure that Margaret's approachable attitude and genuine enthusiasm for tractors will have smoothed many a new member's path into the club. She must also have surely boosted FFA merchandise sales – such an important

revenue stream for the club.

As a team, Margaret and Derek should be an example to all who follow them. Their unflinching and selfless efforts

to support and promote the club speak volumes about their admirably dependable characters, as does the fact that they enjoyed 54 years of married life.

People like Margaret, who spend their lives quietly doing the right thing and always seeing the best in others, are the bedrock not only of organisations like the FFA but, more generally, of British society itself. Her loss is a big one, and my thoughts are with Derek, his family and everyone else who had the privilege of knowing Margaret.

Chris Graham, Editor

“It was, of course, in her nature to be welcoming and warm to all, which is why she was such a good and important ambassador for the Ford & Fordson Association”

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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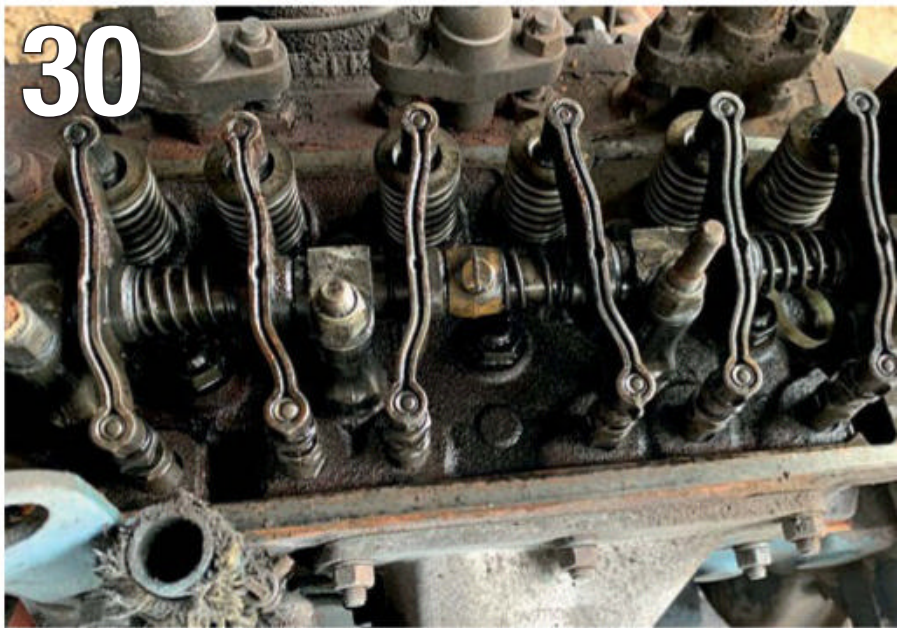
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MARGARET BADHAM, 1944-2023

It's with deep sorrow that I have to report the death of a very dear friend and loyal Ford & Fordson Association committee member, Margaret Badham.

Margaret's family came from Wales and farming was very much in the blood. However, by the time she was born the family had moved to Much Wenlock, in Shropshire, and that's the area in which she spent her whole life.

She married Derek when she was 25, and the couple went on to enjoy 54 very happy years together. They both shared a passion for tractors, with Derek restoring a David Brown 30D that Margaret bought for him and, such was the quality of his work, that it went on to win many prizes.

A 1941 Standard N came next, followed by a number of other Fordsons, including a green, wide-wing 1940 model and a lovely water-washer, which again won Derek many awards. Margaret had a Fordson F of her own but, despite her love of tractors, never got around to learning to drive a car.

The Badhams were involved right from the start when I established the Ford & Fordson Association, and were always happy and willing to provide help when it was needed. Over the years Margaret must have made thousands of cups of tea and coffee for FFA members across



Margaret Badham (third from left) at the Newby Hall Tractor Fest in 2016, Dogs were always an essential part of her life, and she was never without a Yorkshire Terrier. (Pic: Peter Love)

the UK, and the couple were particularly appreciated for the time and dedication they regularly devoted to the FFA's stand at The Great Dorset Steam Fair, among other events. But Margaret's chirpy presence and friendly manner were welcoming to all, wherever she went.

I know she was so looking forward to the FFA's 20th anniversary celebrations next year, so her untimely death on Saturday, September 9th came as a terrible shock. For those who never met

this wonderful, bright, bubbly, fun-loving woman, I assure you it was your loss.

In my life – and the lives of many others, I'm sure – there will never again be anyone quite like Margaret. She was a charismatic person who will be missed by so many, particularly among the members of the FFA who she served so well.

We send our deepest condolences to Derek. We will all miss you so much, Margaret. Rest in peace.

Peter Love

A TREAT FOR COUNTY FANS

Two new DVDs have just been launched by Primetime Video focusing on the legendary vehicle range produced by Fleet-based County Commercial Cars Ltd. The discs feature lots of previously unseen sales and promotional footage that's been expertly restored to create a unique record of County's industrial and agricultural machinery output.

Volume 1 focuses on the industrial side, starting with the first lorry conversions, then progressing through the WW2 vehicles and on to the post-war years when the company's Kleenaway dustbin system and Market Loader meat-handling device revolutionised both sectors. This DVD also spotlights the Mark 3 County Crawler – including the Braydozer variant – plus the later Four Drive and CD50 machines seen at work in forestry and civil engineering.

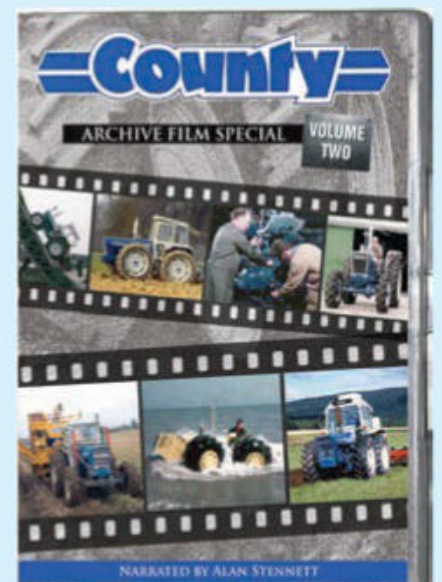
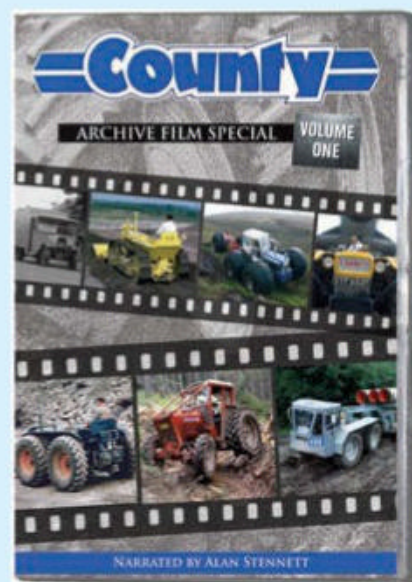
Volume 2 concentrates on the agricultural machinery for which County is probably best known. There's coverage of the Fordson E27N Major-based County Full Track, followed by the E1A Major-based Mark II County Crawler.

The four-wheel-drive tractors feature next, including the Four-Drive, plus the Super 4 and Super 6 models. Other fascinating machines covered include the Swampmaster low ground pressure range, a wheeled example of which can be seen crossing the English Channel under its own power!

The unique, and largely unseen

material included on these DVDs is sure to fascinate County enthusiasts and fans of British agricultural engineering alike. Written and narrated by Alan Stennett, the DVDs cost £16.95 each, or you can buy both for £29.99 (p+p is £1.99 per order).

You can order from Primetime Video, Merrywood Studios, Boston, Lincs. PE22 0SN, tel: 01205 750055, primetimevideo.co.uk



ARLINGTON TRACTOR ROAD RUN



Drivers and passengers all enjoyed this year's Arlington Tractor Road Run. This is Will Cranfield aboard his 1962 Fordson Super Major.

Having been overwhelmed at the success of the first Arlington Tractor Road Run, we were delighted to repeat the event on July 1st this year. We wanted an enjoyable, fun day out, using a route to include areas of the countryside not normally accessible to the public while, at the same time, raising funds for local charities.

Some 21 tractors met at the Glebe Field next to the Arlington Village Hall,

with the Ford and Fordson machinery present ranging from a 1939 Fordson Standard to a Major, a Ford 4000, a couple of Pre-Force 5000s and a 7810.

A bacon roll provided the obligatory start to the day, followed by a blessing for the tractors from the vicar (which, according to John Parnaby on the Standard, resulted in it running better than when he 'blesses' it himself!).

The route took in Primrose Farm, Michelham Priory Starnash Farm and

Park Farm, with short distances of road work in between. Then it was back to the village hall for a Ploughman's lunch and a look around the village museum's tractor display.

All-in-all, it was a highly successful and very enjoyable day out that raised around £350 each for this year's charities, Arlington Museum and FOSPA.

Paul Holmes

SALES DIARY

OCTOBER

10
Farm Dispersal Sale of tractors, implements etc. Lerryn, Lostwithiel PL22 0NU. Kivells, tel: 01409 253253

12
Dispersal Sale. Nr Bridgwater, Somerset. Symonds & Sampson, tel: 01884 218911

13
Dispersal Sale of three tractors, machinery etc. Caige Bush Farm, Ashill, Somerset TA19 9NR. Greenslade Tayor Hunt, tel: 01278 410250

20-21

Cambridge Vintage Auction. Machinery Saleground, Sutton, Ely, Cambs. CB6 2QT. Cheffins, tel: 01353 777767

NOVEMBER

1
Online Sale of tractors, machinery etc. in Carlisle. Harrison & Hetherington, harrisonandhetherington.co.uk

4
Auction at Newark Vintage Tractor & Heritage Show. On-site bidding only. Newark Showground, Notts. NG24 2NY. Brown & Co, tel: 01480 598861

8

Online Collective Sale of tractors, machinery etc. Clarke & Simpson, tel: 01728 724200

23

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

DECEMBER

6

Online Sale of tractors, Machinery etc. in Carlisle. Harrison & Hetherington, harrisonandhetherington.co.uk

12

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

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FORDSON MAJOR working trio, Muir-Hill story Pt.6, Boat-launch classics, Ford Force 4000 owner's tale, Chiltern Run report



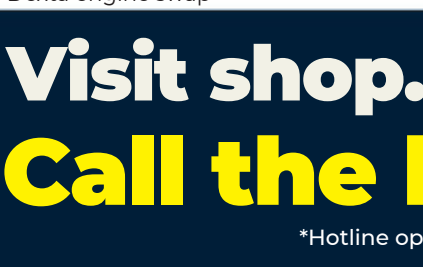
ISSUE 116 - JUN/JUL 23

FORD 3000 owner's story, Gypsum Run report, Fords and Fordsons in France, Ford 3000 rebuild Pt. 1, Stradsett Park report



ISSUE 115 - APR/MAY 23

FORD FW in profile, Spring wake-up for your classic, Muir-Hill story Pt. 4, Fordson dealership memories, Major cosmetics



ISSUE 114 - FEB/MAR 23

MUIR-HILL story Pt.3, Fordson Major Industrial restored, an enthusiast's Ford 3000, ex-Ford employee's recollections



ISSUE 113 - DEC 22/JAN 23

PLOUGHING report from the British Championships, Ford 7710 and 7810 owner's tale, Muir-Hill Pt.2, Great Dorset Steam Fair report



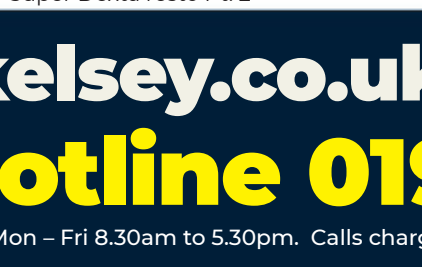
ISSUE 112 - AUTUMN 22

E1A MAJOR first-time restoration story, Muir-Hill story Pt.1, Cambs. Rally and Rural Past Times reports, N resto Pt.1



ISSUE 111 - OCT/NOV 22

FORD 7810 buying guide, Ford tractor working day report, Fordson Major owner's tale, Woolpit Rally report, Ford 3000 rebuild



ISSUE 110 - AUG/SEP 22

FORD 3000 owner's story, Gypsum Run report, Fords and Fordsons in France, Ford 3000 rebuild Pt. 1, Stradsett Park report



ISSUE 109 - JUN/JUL 22

FORD 30 SERIES buying guide, Dashcams explained, Ford 4000 DIY, Unusual Fordson Standard N, Super Dexta engine swap



ISSUE 108 - APR/MAY 22

FORD 9N/2N buying guide, Vintage road run report, Ford 5610 found and restored, Ford 4000 pair on the farm, Super Dexta resto Pt. 2



ISSUE 107 - FEB/MAR 22

FORD 9700 model spotlight, British Ploughing Championships report, Muir-Hill 121 owner's tale, Super Dexta engine work



ISSUE 106 - DEC 21/JAN 22

FORDSON E1A buying guide, Old Timer Tractor Rally report, Ford 4110 modern classic, Super Dexta braking explained

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JONATHAN WHITLAM

... considers the relative benefits of full- and half-track-equipped tractors, and the pioneering technology that was developed by Roadless back in the late 1920s

Roadless Traction specialised in producing its own, unique rubber-jointed tracks for a whole multitude of vehicles, long before turning its attention to the Fordson tractor, in the process providing better mobility for everything from wheelbarrows to heavy steam lorries. Tractors were included in that, with full-track crawlers being produced on many different makes of machine including Rushton and Case. The Roadless crawlers – whatever type of tractor they were fitted to – increased traction immensely, and improved the flotation of the machines.

The first Fordson tractor to be equipped with the Roadless full-track system was a Cork-built Model N in 1929, and sales soon increased with the new version built at Dagenham, in Essex, from 1932. The success of the Fordson-based crawler saw it eclipse all the other makes Roadless converted during the 1930s, and it sold well in both agricultural and industrial markets.

The Roadless track conversion used a front wheel the same size as the rear drive wheel, giving a tall track with the top section being positioned just under the rear mudguards, tensioned by three idler wheels at the bottom and one at the top; although there were variations for certain requirements, and wider tracks and narrow ones were also produced by Roadless on the Model N.

So far so good; the Roadless crawler version of the Fordson Model N was very capable and, therefore, very successful. Then, as fears of a coming war with Germany began to grow, the British government began preparations, including buying a substantial number of Roadless Fordson crawlers for use on grass airfields. It was then that problems began to arise, with the tractors becoming unstable when used at any speed. However, this problem was soon rectified when, in 1958, Roadless started fitting a front axle arrangement with two wheels. This resulted in the crawler becoming a half-track and, as a result, becoming more stable. The front arrangement also provided the ideal position for fitting a winch, increasing the versatility of the tractor.

With military use accounting for the bulk of production, it took until 1944 before major

changes were made, and these came in the shape of the Roadless DG4 half-tracks that were initially fitted to the Fordson Model N. This new design had the added benefit of being able to be removed or refitted as required, which probably helps explain why the full crawler was eclipsed by the half-track. The DG system was soon being used on a variety of different tractor makes – including the new Fordson Major from 1945 – and continued to be a popular option right into the E1A Major era, from 1951.

“Despite the limited number built, the DG4-equipped Fordson N half-track also seems a very capable machine; but I’ve often wondered whether the full-track or the half-track is the better variant?”

Given this development path, the full-track Roadless crawler seemed to have been somewhat forgotten and, indeed, the company didn’t return to the principle of a full-track machine until work began on a prototype crawler based on the Fordson

E27N Major, in 1947. But problems caused a delay until production of the Model E, as it was called, began in 1950. Only a few were then produced as the model faced stiff competition from the already established County Full Track, which used the same Major skid unit.

The Fordson Model N version of the Roadless full-track crawler is an impressive beast and, if you’ve been lucky enough to see one of the few preserved examples at work, you’ll appreciate just how much of an improvement it is over the standard tractor. Most that have survived are of the half-track type but these, too, are impressive looking machines. Despite the limited number built, the DG4-equipped Fordson N half-track also seems a very capable machine; but I’ve often wondered whether the full-track or the half-track is the better variant?

Yes, the fore carriage arrangement gives the tractor more stability, especially when it’s being used with trailed mowers or for other faster towing tasks. But, when it comes to most agricultural tasks, such as ploughing, which are undertaken at much slower speeds, perhaps the full-track is a better option. It certainly had a shorter wheelbase and must have trod more lightly on the soil than the half-track.

Has anyone ever had experience of working with both types? If you do, please get in touch with us via the editor, as it would be fascinating to know more about these amazing machines.



The Roadless Model N crawler was found to be unstable at speed, when in the hands of the military, during the run-up to WW2.

A CLASSIC ALL-ROUNDER

The Ford 7600 was a popular utility tractor back in the late 1970s and Dave Broadway has a fine example, as Bob Weir reports



The Ford 7600 was a popular tractor during the late 1970s. Its clean lines and modern cab made it a winner.

Although the Severn Valley is now primarily farm land, it was once the home of the Industrial Revolution. During the latter part of the 18th century, the area gave the world its first iron wheels, steam-powered locomotive and famous iron bridge. This legacy is still around today, with plenty of superb Ford and Fordson tractor collections in the area to whet the appetite.

Dave Broadway is a plant hire operator and has lived in the area all his life. "I come from a farming background," he explained. "My grandfather owned acreage that's still in the family. The area around here is a tight-knit community, and the Broadways have been involved in it for as long as I can remember."

“Once I was a bit older, I’d regularly drive a Fordson Major. I suppose tractors are in the blood, and there’s just no cure for that now!”

Young driver

Like a lot of lads brought up on a farm, Dave also learned to drive tractors at an early age. "My father was a working farmer and he used to sit me on various tractors while I was growing up," he recalls. "I remember driving my first one – a little grey Fergie – when I was

just six years old. Then, once I was a bit older, I’d regularly drive a Fordson Major. I suppose tractors are in the blood, and there’s just no cure for that now!"

Dave went to a local school and, from an early age, seemed destined to work on the land. "When I left I started working on a local agricultural estate, driving tractors," he said. "I was driving mainly Masseys at that stage, but I remember there were plenty of Fords in the area, too."

Dave worked on various farms, before changing career and becoming a lorry driver. He eventually ended up joining the local electricity board. "I worked for what was then the MEB (Midland Electricity Board) for many years, and am still one of its sub-contractors," he



Early models like Dave's used a 4.2-litre engine delivering 96.7hp. A turbo provided most of the grunt.

told me. "It was satisfying work and allowed me to stay in the area."

He started collecting old tractors back in the 1980s, and has acquired several different marques over the years. But he's always had a soft spot for Ford and Fordson models. "I've been a big fan of the blue machines ever since I was a teenager," he said. "The first Ford I bought was a 4000, but that's been moved on. I've bought and sold other Ford tractors over the years, including a 7610 and a 7810. I also acquired several New Hollands after the takeover."

Local is best!

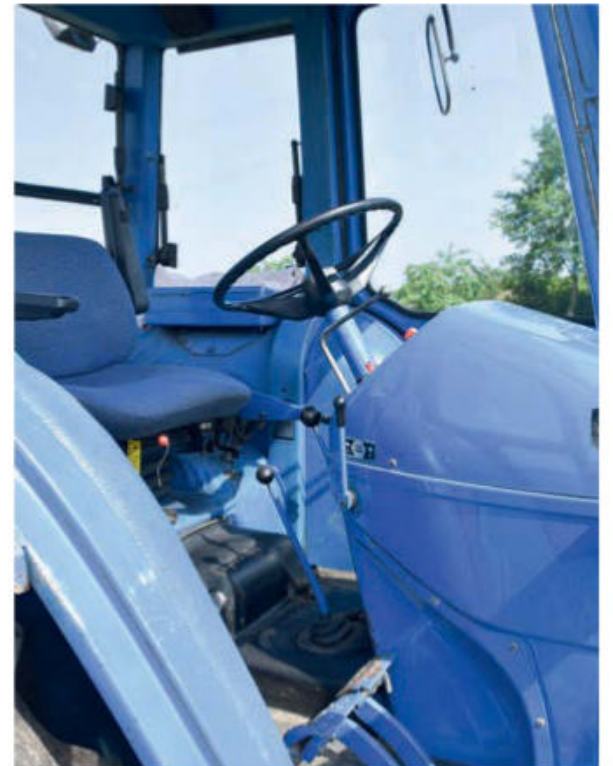
Dave finds his tractors from a number of different sources, and always prefers local machines. "Apart from the 7600, I currently have a 5000 Pre-Force Select-O-Speed, a 6610, a 7610, an E1A Major, a County E1A Crawler and a New Performance Super Major. I'm also a member of the Brimfield Vintage Club, which is based in Ludlow. Apart from the real thing, I also collect scale-model tractors, and most of those are still in their original boxes."

Dave is a great believer in the idea that old tractors survive best when used regularly, and a number of his current collection are still capable of putting in regular shifts. "I'm firmly of the opinion that vintage and classic tractors don't like standing idle. For a start, all the seals tend to go hard due to a lack of oil circulation, and rust can gain a hold internally for the same reason. So I'm determined that such problems won't be allowed to arise with my 7600."

The 7600 was introduced in 1975, and was tasked with the job of replacing the

very popular 7000 model. But Ford rose to the challenge, and the new model represented an all-round improvement.

Power output was a key factor at that time, and the 7600 was fitted with the Ford's own turbocharged, 4.2-litre engine that developed 97hp. Later versions used a 4.41-litre unit, and the



The Q 'bubble cab' was quiet and a big hit with drivers.

model was equipped with a lightweight frame weighing just 3.3 tons. There were also cosmetic changes, with the grille on the 7600 being painted black, plus a new set of decals. Other alterations included a new air cleaner and exhaust silencer.

However, arguably the biggest improvement was the introduction of the Q-cab (Quiet Cab). This appealed to a lot



The Ford 7600 was a jack-of-all-trades tractor; a genuinely sturdy, utility machine.



Dave Broadway is a big Ford and Fordson tractor enthusiast.



The dashboard is well laid out and very user-friendly.



The original dealer's plate and sought-after 'Dual Power' decal both add provenance to Dave's example.

of buyers, and the new design was quickly nicknamed the 'bubble cab'. It offered a significant upgrade over what had gone before, and driver comfort was much improved. Noise levels were reduced to 85dB, which was low enough to allow operators to listen to the optional radio.

Other desirable features of the new cab included reduced vibration levels, wide-opening doors, good control layout and excellent visibility. Standard equipment featured a sun visor, rear view mirror, two-speed windscreen wiper and a padded toolbox that doubled up as a passenger seat. Air conditioning was made available as an optional extra.

Simple controls

Driving the tractor was also straightforward. The operator has a pair of floor-mounted levers, located centrally, to control the constant-mesh gearbox. The shorter of the pair selects high and low range, while the longer one controls the four-speed gearbox and reverse. Buyers could also have opted for Dual-Power, which offered on-the-move gear changes using a clutch-less splitter, effectively doubling the number of gears in each range.

Ford had its own spin on the benefits of Dual-Power, suggesting that when the driver was operating in Hi, they could pull back the lever on the right of the console to 'Lo', decreasing the speed

of the tractor by roughly a quarter, and increasing pulling power by almost 30%.

However, despite the many positives, the Ford 7600 still suffered with a few issues. Ford engines from this period were notorious for 'going porous', a major symptom of which was the presence of water in the oil, rather than oil in the water. The company somewhat skirted the issue by blaming metal quality, then introduced the use of coolant additive and a water filter as partial solutions. But the problems

“I’m also thinking of trying my hand at some match ploughing, if I can find the time. There are plenty of good clubs around here and competition is keen”

rumbled on for a long while, and damaged Ford's reputation as a result. Porous engines were typically replaced under warranty, with the improved design being identifiable by the cross pattern on the engine block casting.

Tinwork corrosion could be a problem, too, although this was an issue for many motor manufacturers during

the 1970s. Causes were numerous, but included the quality of the steel being used as well as poor paint preparation and spraying coverage. Areas particularly affected on this tractor were the cab and windscreen seals. Rust would also gain a hold in and around many of the joints in the metalwork.

Much appreciated

Despite these downsides, most farmers gave the tractor the 'thumbs up'. As a result, the 7600 was soon setting the standard for mid-range tractors, especially if it was equipped with Dual-Power, load monitor draft control, and a Q-cab. The lively engine meant the tractor had sufficient power to be a forage harvester, and was flexible enough to be used as a yard scraper. The model remained a popular choice with farmers and contractors until production was phased-out in 1981.

“My 7600 started life at a farm at Tenbury Wells, in Worcestershire,” Dave explained. “It was new in 1977, to a farmer called Mr Bourne. He drove it himself and kept the machine for many years. It was specified with a lot of options from the factory, including Dual-Power, load monitor and an assister ram. About the only extra it lacked was the 1,000rpm PTO.”

Fortunately for Dave, his brother was working with the owner at the time. So, when Mr Bourne decided to

FORD 7600 TECH SPECS	
Built	1975-1981
Engine	Ford 4.2-litre Ford 4.4-litre (1981 only)
Cylinders	4
Bore	112mm (4.409in) 112mm (4.409in)
Stroke	107mm (4.212in) 112mm (4.212in)
Power	72.1kW (96.7hp)
Rated speed	2,100rpm
Torque	368.8Nm (272lb-ft)
Transmission	16-speed, two-speed power shift 8-speed gear
Wheelbase	223cm (88in)
Length	369cm (145.3in)
Height (cab)	270cm (106.6in)
Width	185cm (73.2in)
Weight	6,563-6,785lb
Tyres	Front: 7.50-18 Rear: 16.9-30

sell the tractor in 2013, he got straight on the 'phone to give Dave the good news. "Having talked with my brother, I visited Tenbury Wells to check the tractor out for myself," he recalls. "The

Ford was still in its working clothes and, on first inspection, appeared to be in reasonable condition. Mr Bourne told me that he wanted the tractor to go to a good home; preferably to a Ford enthusiast who would look after it. So we quickly came to an arrangement and I brought the tractor home on the back of my low-loader."

Having bought the 7600, Dave spent a bit of time taking stock. Like a lot of owners of his generation, he was brought up with tools and is used to carrying out his own servicing and maintenance. "My first job was to give the whole tractor a thorough clean," he recalls. "I was still working full-time at that stage, so everything the 7600 needed had to be tackled in my spare time. I spent several days steaming it all off and the cab, in particular, needed plenty of work. While I was at it, I also gave the tractor a service."

Sound mechanicals

According to Dave, the tractor's mechanics were sound, and the bodywork was in reasonable condition. "Rust was a big problem with tractors from this era, but this one had obviously been stored under cover," he added. "The engine also ran well, which was a big plus point given Ford's reputation for porous cylinders."

Once the tractor had been given its makeover, Dave wasted little time in putting it back to work. He owns a bit of land, and the sound of the 7600's

turbo soon became a familiar one in the neighbourhood. "I still use the tractor for haymaking," he explained. "It's only got 6,800 hours on the clock, which isn't a lot given its age. I also use it for mowing and baling."

Dave is also a big fan of club road runs, and the 7600 has become his regular runabout. "I enjoy driving it on the road, and am happy to say that the Ford is perfectly capable of keeping up with the traffic. Fortunately, I live in a rural community and there are very few dual carriageways. Thanks to the turbo, the engine has plenty of power, and the handling is straightforward. The gearing is ideal for road work, which is just as well as there are lots of hills in the area. Thanks to the cab, I also manage to stay dry."

Dave also likes taking the Ford along to club working days. "Luckily, there are quite a few in Shropshire," he explained. "I usually pair it with my Bamford 12/30 two-furrow conventional plough. Everybody chips in and, weather depending, we usually put on a good show. I'm also thinking of trying my hand at some match ploughing, if I can find the time. There are plenty of good clubs around here and competition is keen."

While I was packing my camera away, I asked Dave what Ford and Fordson tractors have meant to him throughout his life. "I like Ford tractors best of any of them," he laughed. "They've always been my cup of tea, and given me lots of enjoyment." ■



This Ford 6610 and the New Performance Super Major beside it are two more of Dave's favourite tractors.

LAND OF THE GIANTS!

Part 1: Jonathan Whitlam begins an investigation into the development and mechanical specifications of Ford's FW Series range of articulated, four-wheel-drive tractor giants

The Ford Motor Company played a very important role in farm mechanisation in North America. Its Fordson Model F produced for the American market from 1918 was instrumental in bringing tractor power to the smaller farmers of the USA, and took over the market right into the 1920s, by which time it had become somewhat dated and was eventually dropped, the tooling being sent over to Cork in Ireland. Tractors such as the International Harvester Farmall took over as a much more versatile proposition, along with lots of other similar products being produced by many different manufacturers.

It was only after Harry Ferguson approached Henry Ford in the late 1930s, with his idea to produce a tractor using his Ferguson System of hydraulic draft control and three-point linkage, that Ford once again entered the North American tractor market with a home-produced product. The resultant Ford 9N was introduced in 1939 and its compact, sleek and modern design was very different to any other tractor then being produced, as was the incorporation of the Ferguson

System. This allowed this small tractor to do much heavier work thanks to the special implements used, which became an integral part of the machine itself.

The Ford 9N was a huge hit and sold extremely well once farmers began to realise the benefits that it offered, and many replaced older, more basic, machines produced by the other North American tractor manufacturers – Ford was back!

Sixties expansion

The 9N went on to be the progenitor of a whole range of Ford tractors in the USA, which were expanded and developed right up to 1964, when a brand-new range arrived. This was a worldwide type produced in both Basildon and Antwerp as well as at the Highland Park factory in America. The new range consisted of four models with three- and four-cylinder engines with the largest being the 65hp 5000, although one of the earlier American Ford models was retained in the shape of the 6000. This was a larger, 85hp, six-cylinder tractor, and was the biggest and most powerful that Ford had produced up to that point.

As other manufacturers introduced more powerful machines, Ford struggled a bit to keep up, although it did take a significant step forward when the 6000 was replaced by the all-new 8000 model, featuring a brand-new Ford six-cylinder power unit. This engine also proved to be much more reliable than the previous range-topper and was also more powerful as well, with a rated output of 115hp. Then, a year later, this tractor was strengthened and fitted with a turbocharger to create the mighty 9000; a 145hp beast of a machine!

These two flagship machines were very successful at retaining Ford's presence at the larger end of the market, and provided genuine alternatives to the competition from IH and John Deere. Big, two-wheel-drive tractors were a mainstay of farming in North America during the 1970s, although they weren't the largest machines on the prairies, as we shall see.

The 8000 and 9000 evolved during the 1970s, first into the 8600 and 9600 then, in 1976, into the more refined 8700 and 9700, with the latter boasting 153hp on tap. The 9700 was an impressive

The Ford Motor Company needed a presence in the large, articulated, 4WD tractor market to compete with the likes of John Deere and IH. With the huge costs inherent in trying to design and build such a range of machines in-house, the company opted to buy-in the technology and the result had an impact right across the agricultural world.





The Steiger Panther ST360 was the type of Series III Steiger machine that formed the basis for the Ford FW Series. Built in Fargo, North Dakota, it was powered by a Cummins six-cylinder engine. For its badge-engineered version, Ford stipulated a Cummins V8. In the end, though, North American farmers preferred the green Steiger.

machine and a fitting flagship for the entire Ford tractor range. In Europe the 8700 and 9700 were among the first to be offered with a factory-fitted four-wheel-drive option but, in North America, things were very different – four-wheel-drive was reserved for something altogether larger!

Articulated power

The farmers working the huge fields in North America demanded larger and more powerful tractors that could be used to pull ever-wider tillage implements. But with major manufacturers like Ford not catering for such needs, it was left to various pioneers to take up the slack. Key among these were the Wagner brothers, who began experimenting with adapted truck components to produce a pivot-steer monster tractor for their own use. The result was so



The entry-level FW Series model was the 210hp FW-20; the only one to use a Cummins V-555 V8 engine. The three larger models all relied on the V-903 V8 powerplant.



This FW-30 isn't what it seems. It's the later, European version that I'll be looking at more closely next time. It differs substantially from the 265hp, North American version.

successful that, in the 1950s, they established a tractor-building company – Wagner Tractors Inc. of Portland, Oregon – to produce a range of these enormous machines, and the era of the articulated tractor had arrived.

Another farming family that needed something bigger was the Steigers, from Red Lake Falls in Minnesota. Brothers Doug and Maurice produced their first articulated tractor in 1957, once again for their own use, but their neighbours were so impressed that they all wanted one too, which is how the Steiger tractor

manufacturing business began. The lime green-painted Steiger tractors soon garnered a reputation for ruggedness and reliability, and production grew significantly when the company moved to a purpose-built factory in Fargo, North Dakota, in 1969.

The success of producers like Wagner and Steiger, plus others such as Versatile over the border in Canada, didn't escape the notice of the 'big boys'. John Deere entered an agreement with Wagner to produce a series of Wagner tractors in John Deere colours to top out its range of standard models. Such was the success of this move that John Deere soon put its own designs into production, leaving Wagner high and dry. What's more, the inevitable split between the two companies left Wagner tied up in legal restrictions that prevented it from returning to tractor manufacturing.

International Harvester entered an agreement with Steiger to produce

a joint product, based on Steiger technology and built in Fargo, to top-out its own range of tractors and, in 1977, Ford also turned to Steiger for a similar arrangement.

The FW is born!

However, the Ford Motor Company was obviously keen to keep up with the competition by offering its own large, articulated, four-wheel-drive tractor range to push sales on further up the power scale and, in 1977, the company announced the brand new, four-model



The range-topping FW-60 was an impressive beast, with 335hp on tap from its turbocharged V8 Cummins engine. This example was one of the first to be exported to the UK, and was the machine used in the publicity material for the UK launch.

FW Series. Unlike IH, Ford basically went to Steiger and asked it to produce badge-engineered versions of its own articulated tractors, but painted in Ford colours. So there were no Ford components used in those 'Ford' tractors!

Based on the Series III Panther wide-frame Steiger models, the new FW-20, FW-30, FW-40 and FW-60 took the Ford brand into fresh marketing territory, enabling it to compete with the likes of John Deere. To make the new models stand out even more, a revised blue and white livery was adopted, featuring a blue chassis, white tinwork and a black-painted bonnet to prevent glare. The cab was typical Steiger, with two doors and all the main controls falling easily to hand. Power came from Cummins V8 engines.

Despite the fact the new models were based on the Panther, there were several major differences as well as the colour. For starters, the Steiger range used Cummins six-cylinder engines while the Ford-badged machines relied on eight-cylinder engines, albeit from the same manufacturer.

Ford, of course, publicised the new models heavily as a Ford product, with an emphasis on increased work rate that was achievable over a two-wheel-drive tractor, thanks to the enhanced size and power. The entry-level model

– the FW-20 – was rated at 210hp which seems comparatively small by today's standards, but it was an impressive output back in 1977, especially when you remember that the biggest Ford tractor previously had been the 153hp 9700!

The FW-30 came next with more power, being rated at 265hp, and it was closely followed by the 295hp FW-40, taking this model very close to 300hp mark. However, that 'barrier' was broken by the flagship model – the FW-60 – which produced an earth-shattering 335hp, thanks to a turbocharger. The Cummins engines used were the V-903 for the top three models, and the V-555 for the FW-20, and all were eight-cylinder units delivering plenty of torque which made them ideal for draft work.

The power was transmitted through a Spicer gearbox offering 10 forward and two reverse gears as standard, but an optional 20x4 speed version was also offered. Heavy-duty front and rear axles of a double-reduction type were designed for ruggedness and reliability, and were built by Raba in Hungary, while an optional no-spin differential was available for either just the front axle, or both axles, which helped reduce wheelspin under heavy load.

Self-adjusting multiple disc brakes were fitted to give a quick stopping

ability for these large, heavy machines, making them safer to operate. A range of single or dual wheels was offered for the range, with most American farmers opting for dual wheels all-round to maximise traction and spread the weight of the machine over the widest area so they 'trod lightly' for crop establishment work.

The cab was designed to be a comfortable place, enabling long days to be tackled, and the design featured plenty of tinted glass to ensure good, all-round visibility. It also featured wide doors, and the whole cab was mounted on rubber isolators to reduce noise transference and vibration. To allow access to and from the door on the right-hand side of the driving seat, the hydraulic control console was designed on a hinge, and could be lifted out of the way easily. The steering wheel could tilt and telescope so that the operator could find the best position to drive comfortably, while the Bostrom seat was also fully adjustable. Air conditioning and a cab heater both came as standard to minimise pollen and dust entry, while a radio cassette player was also part of the standard specification.

Plenty of hydraulic options were available, with extra spool valves and, unusually for a big, American tractor, a three-point linkage as well as a



The top of the FW’s bonnet was painted black to reduce glare from the sun affecting the driver. The whole, massive bonnet could be hinged forwards to gain access to the engine for routine maintenance.



The steering wheel is fully adjustable, both in terms of tilt and height, giving car-like driving ergonomics. The instrumentation is uncluttered and easy to read.



Many truck components were used on the FW tractors, as had become the norm for big, articulated, 4WD tractors in North America. These included Spicer transmissions and Cummins V8 engines. This FW-20 is powered by a V-555 9.1-litre motor.

hydrostatically-operated power take-off and heavy-duty drawbar. The latter was attached to the tractor’s front frame section rather than to the rear, thereby making the front wheels pull instead of begin pushed when heavy draft loads were placed on it, and helping to keep the nose of the tractor down.

All these specifications were proudly detailed in the Ford promotional material that accompanied the range launch, in which the new models were described as ‘The Big Ones from Ford’. As the company’s first entry into the articulated 4WD market, the FW Series machines were certainly impressive, and their obvious Steiger parentage was seen as a bonus by Ford, even though they were competing directly against Steiger’s own machines.

FW in the USA

One of the main benefits of adding these badge-engineered giants to the Ford tractor range was that it gave dedicated Ford dealers all over North America a range of high horsepower 4WD machines to sell. This development also came at a time when the Ford Motor Company was very keen to become a ‘full-liner’, selling not only tractors but also a wide range of different farm machinery to go with them; everything from ploughs to combine harvesters.

To achieve this it had entered into an array of agreements with different firms, including the German Claas company, that was supplying combines and balers

FORD FW SERIES BASIC SPECIFICATION (USA)	
FW-20	
ENGINE	Cummins V-555, 9.1-litre
CYLINDERS	V8
POWER	210hp
TRANSMISSION	10x2 or 20x4
WEIGHT	13,433kg

FW-30	
ENGINE	Cummins V-903, 14.8-litre
CYLINDERS	V8
POWER	265hp
TRANSMISSION	10x2 or 20x4
WEIGHT	14,202kg

FW-40	
ENGINE	Cummins V-903, 14.8-litre
CYLINDERS	V8
POWER	295hp
TRANSMISSION	10x2 or 20x4
WEIGHT	14,202kg

FW-60	
ENGINE	Cummins V-903 Turbo, 14.8-litre
CYLINDERS	V8
POWER	335hp
TRANSMISSION	10x2 or 20x4
WEIGHT	15,408kg

in Ford livery. So the badge-engineered Steiger tractors were just an extension of this policy, and an attempt to equip Ford dealers with as much machinery to sell as, say, a John Deere or IH distributor.

In the end, though, the FW range didn’t prove as popular in the US as had been expected. It seems that most farmers were aware of the Steiger brand, held it in high regard, but would rather buy a proper green one rather than a Ford-badged version. However, the project was saved thanks to an unlikely discovery. After tentatively testing the European sales market, Ford quickly realised that the FW Series could fill a niche market on this side of the Atlantic and, ultimately, sales in Britain and, to a lesser extent, the rest of Europe, proved sufficient to save the FW range from an early demise.

Not all versions made the transition though and, in the end, just two revised models were put on sale on this side of the pond. Next time I’ll be taking a close look at the first of those, the FW-30. ■

GREAT REMPSTONE!

Chris Graham reports from The Great Rempstone Steam & Country Show, in Leicestershire



P Chadbourne's 1954 Fordson E1A Major Industrial certainly drew the eye while on parade in the Rempstone arena.



This very presentable, Perkins-engined, 1947 Fordson E27N is owned by L Hollingshead.



S Ablewhite's 1970 Ford 4000 looks to have been painstakingly restored.



K Hollingshead's 1964 County Super 6 waits patiently for its turn in the show ring.



Unfortunately, those taking part in the spectacular tractor pulling competition at Rempstone weren't listed in the programme, so I've no idea who was at the controls of this somewhat tweaked Major!



This 1939 N Industrial, belonging to A Bancroft, was one of the oldest Fordsons on display at Rempstone. According to the information sheet, it was used by the Royal Navy until the mid-1950s.

This was my first visit to 'The Great Rempstone', and what a pleasure it was. The event, which takes place at Turn Post Farm in Wymeswold, Leicestershire, and was held over the weekend of July 8th-9th, ran with the theme 'Bigger and better' this year.

As event chairman Dave Morley explained in the complementary show programme: 'The 2023 show offers more steam, more vehicles and a new addition; tractor pulling. We've extended the site to include a completely new field and, with QR codes displayed around the site so that visitors can access additional information, Rempstone moves into the 21st century.' However, Dave was also keen to point out that, despite all the progress, the show still retains its old world charm, and remains a happy event.

Well, I can agree with all of that, and can confirm that the show certainly had



There aren't enough Ford TWs on the show circuit, in my view, so it was great to see M Wright's smart, 1985 15 on display at this event.

much to offer. Among the 800 or so exhibits on display, visitors could enjoy a great mix of steam traction engines and miniatures, veteran, vintage and classic cars, motorcycles and tractors, heritage commercials, historic military vehicles plus a vintage fairground, numerous fair organs and horticultural displays.

Here are just a few of the Fordson and Ford exhibits that I spotted during a very enjoyable visit.

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RESCUE MISSION

Chris Graham meets Paul Holmes to discover more about the special but abandoned 1938 Fordson Standard N that he rescued from a wood



Paul Holmes' 1938 Fordson Standard N, which belonged to his father. It was recently rescued and returned to working order just in time to complete a very important job.

Sentimentality is a typically strong driver among plenty of tractor enthusiasts, with many owners choosing the models they keep based on evocative links from the past. But in Paul Holmes' case, the affinity he has with the Fordson Standard N featured here is very strong because the tractor was owned by his late father.

"While going through my father's effects following his death," Paul told me, "I came across an old photograph of him leaning against the bonnet of the Fordson, and it was that image that triggered the snap decision that's

brought us to where we are now. Tractors had played an important part in Dad's life, and he spent much of his early working days on the South Downs above Steyning, in West Sussex, using a Fordson Standard N like this one."

Keeping warm

"I remember him telling lots of stories about his life in the fields at that time and one, in particular, stuck with me. He recalled that during the winter months, one trick he used in the battle against the cold was to set the tractor at the start of a ploughing run, jump off and

then walk along side it warming himself using the heat from the exhaust manifold and engine!

"In later life, he decided to buy a Fordson Standard for sentimental reasons, and to use it for competition ploughing. He found this orange, 1938 petrol/TVO Model N for sale somewhere in Essex, which seemed to fit the bill. It was a complete and essentially original runner, so met his needs well. I imagine that the previous owner had repainted it and carried out some sympathetic restoration work and, thanks to that, Dad was able to start using it immediately.



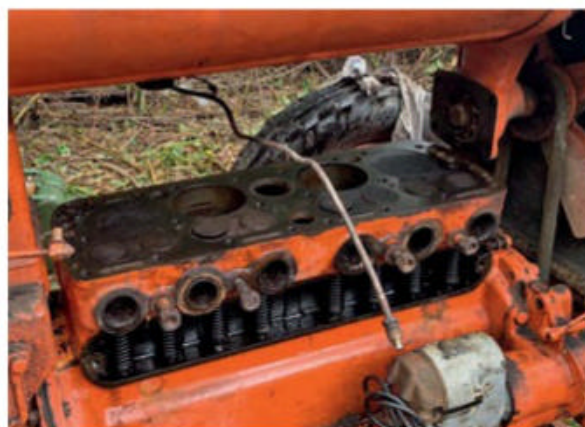
With the undergrowth all cleared away, this was the tractor's 'as found' condition.



The eagle-eyed among you might be able to spot the splash of orange paint in the centre of this image. The Fordson was well and truly buried in the undergrowth after standing outside for a decade. Thankfully it had been sheeted.

However, it wasn't all plain sailing, and starting issues afflicted that N, as they seem to do with so many others.

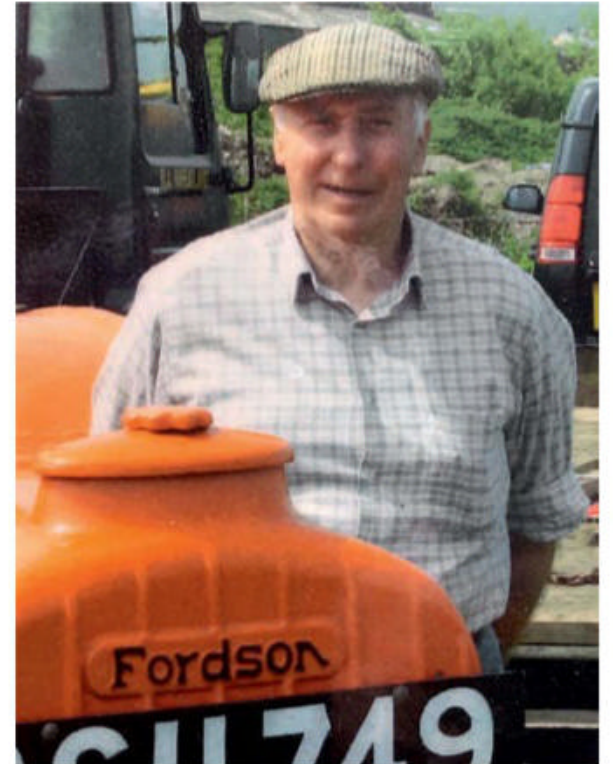
"Things came to a head one day about 10 years ago when Dad, on the point of leaving for a ploughing match, found that the tractor wouldn't start. That, evidently, was the last straw; he simply covered it, walked away and never touched it again. It sat in his field for the following decade, slowly being engulfed by encroaching woodland until, having discovered that photograph after his death, I had the idea of getting the machine running again and using it at his funeral."



The engine with the cylinder head removed, as Paul and his helpers struggled to free a couple of valves that were stuck open. All this work had to be tackled in situ, as the tractor couldn't be moved at that stage.

“I came across an old photograph of him leaning against the bonnet of the Fordson and it was that image that triggered the snap decision”

Of course, Paul's first job was to find the tractor. He knew the field well as he'd helped with hay-making there when he was much younger, but everything had changed so much since those days. "I returned to the field in rural Cripps Corner, East Sussex, and, with the help of my friend, John Parnaby, we began our search. The site had become terribly



Paul's father, Tony, photographed with the Model N in 2005, when he was using it as his match ploughing tractor.

overgrown, but we'd come prepared with brush-cutters, and began chopping back the undergrowth towards where I thought the tractor had been parked. It took some time before I spotted the first flash of tell-tale, orange paint, and then a good while longer until we'd cleared the area immediately around the machine."

Unknown quantity

At that point the clock was already ticking as there was only three or four weeks before the funeral, and the tractor's condition remained completely unknown. "Once we'd removed the plastic sheet that still covered it, I was pleased to see that the tractor appeared to be complete, although it did have three flat tyres and the engine seemed to be seized.

"A few days later, when we next returned to the site, John bought his son, James, and, together we began a more detailed assessment. We quickly established that there was hope for the engine as, after giving the starting handle a decent kick, I could detect some movement. Encouraged by that we removed the spark plugs and poured some oil down into the cylinder bores. Then, after some more mechanical persuasion, it became possible to turn the engine quite easily.

"But it was clear that there wasn't much compression, so we needed to dig a bit deeper. However, as the tractor remained immovable, all that work had to be carried out in situ. We removed the manifold and the side plate, after which we spotted that two of the valves were stuck open on two separate cylinders. Despite our best efforts, neither could



Engine running issues led to a delayed start for Paul when he attended the recent, SEVAC-organised working weekend; the tractor's first official outing with a plough.

be shifted as the stems were well and truly rusted into place, so the next job was to remove the cylinder head." By this stage, Paul was thinking inwardly that the project was turning into a disaster, and that getting to the church on time seemed like a very remote possibility.

Increasingly involved

"I'd fondly imagined that it would be relatively straightforward to get the tractor running in time for the funeral, but this was looking less and less likely as we were being forced to delve ever deeper into the old Fordson's engine.

"Eventually, we managed to free-off the stuck valves by working tenaciously at their corroded stems, and they were slowly worked backwards and forwards until they moved freely. We were then able to replace the head, re-using the original copper gasket, which was in decent condition. Next we fitted a spare magneto that John had bought with him 'just in case' and, to our amazement, the engine burst into life at the first attempt! At that stage, though, due to blocked pipes, it wasn't possible to get any fuel flowing from the main TVO tank, so we could only run the engine on petrol."



Paul with the 'up and running' Fordson. The yellowish paint discolouration has been caused by spilt petrol.

With the engine running and the tractor movable, the next problem that faced the trio was how to get it onto the trailer. "We managed to drive it out of the woods," Paul explained, "but it wasn't possible to steer it with the sort of precision needed to get it up the ramps and onto John's trailer. We'd already tried inflating the tyres, but the fronts



The Fordson and Paul's recently restored Ford 4000 in silent vigil outside St Mary's, near Robertsbridge, on the day of the funeral.

didn't hold any air, and the tube in the flat rear exploded!

"In the end we had to use a JCB and straps to help manoeuvre it on. With the N only weighing about one-and-a-half tonnes, the JCB had no trouble, especially as it was working on one end at a time. Then, once the tractor was back at John's workshop, we got a new pair of rear tyres plus new inner tubes



Paul says that he's probably only ever ploughed two fields in his life, so is relishing the challenge of becoming a competition ploughman.

for the fronts. I then fitted a new seal to the manifold and did some work on the evaporator, which had been leaking a bit of fuel."

Originality matters

Paul was keen to keep the tractor as close to 'original' as he could, so nothing was replaced that wasn't absolutely necessary. "I thought it was important to retain the magneto," he added, "rather than opting for a more modern alternative, so this was sent away to Steve Pike to be refurbished, which included the fitting of a new armature. The coolant system was thoroughly flushed and – almost inevitably – the water pump was found to be leaking, but I cured that."

That completed the rudimentary work needed to get the Model N up and running, and ready for its funeral duties which, I'm happy to report, it performed faultlessly. "John kindly trailered it to and from the church at Salehurst," Paul said, "and I was delighted to drive it on the day without a hitch."

"I'm very happy with both the condition and the look of the tractor now, and think that it's tidy enough,

“The N refused to run without stalling, and I could feel my dad looking down with a wry smile on his face as a group of us struggled to get it going!”

bearing in mind its age and history; I certainly don't have any plans to bring it back to 'as new' condition as its history is very important to me.

"For the future, my plan is to use it for competition ploughing, as my dad did. I also rescued the old, two-furrow Ransomes plough that he used to use, although that remains unrestored and is a project for the future. I've done very little ploughing in my time, so it's going to be an interesting education for me. When I was selling farm machinery back in the day, I sold a lot of ploughs and became good at doing the basic set-up for customers. But that's not the same as the fine-tuning that's required for effective

match ploughing, so I'm happy to admit that I have a lot to learn.

"My first real outing with the tractor – with my bother-in-law, Ashley, and his plough – was at a SEVAC-organised working weekend and ploughing match in Sharpthorne, West Sussex. It was a pretty relaxed affair, although there was a competitive element as entrants worked properly marked-out plots and were assessed by a pair of judges. Things got off to a slow start, though. The N refused to run without stalling, and I could feel my dad looking down with a wry smile on his face as a group of us struggled to get it going! Thankfully, we eventually managed it."

Having inherited this Fordson Standard N and wrestled it from Mother Nature's grasp, it's clear that Paul is now determined to enjoy the time he spends with it. The fact that he'll be emulating his dad's endeavours, and eventually using the very same plough, is a wonderful added bonus which, I'm sure, will provide him with plenty of inner comfort. However, whether or not he decides to re-enact his dad's bold and unconventional method for keeping warm while ploughing this winter, remains to be seen! ■

AUTUMN/WINTER EVENTS

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



OCTOBER

7 PATRICK EDWARDS' TRACTOR JUMBLE

Langley Farm, Little Clanfield,
Oxon. OX18 2RZ
tel: 01367 810259
patrickedwardsmachinery.co.uk

7 COUNTY PLOUGHING MATCH

Wicklow, Barndarrig
tel: Pdraig O'Brien 08660 23250
npa.ie

7 DISHFORTH PLOUGHING SOCIETY PLOUGHING MATCH

North Yorkshire
tel: 07789 373092

7 WORMSIDE AGRICULTURAL IMPROVEMENT SOCIETY PLOUGHING MATCH

Herefordshire
tel: 07583 965281

8 THREE COUNTIES PLOUGHING FEDERATION PLOUGHING MATCH

Woolthwaite Farm, Sandbeck
Lane, Tickhill, S Yorks. DN11 9PJ
tel: 01777 838720

8 DORCHESTER AGRICULTURAL SOCIETY PLOUGHING MATCH

Dorchester, Dorset
tel: 01305 264249

14 COUNTY PLOUGHING MATCH

Wicklow, Carnew
tel: Kevin McEvoy 08767 32437
npa.ie

14 WILLINGHAM & DISTRICT PLOUGHING SOCIETY PLOUGHING MATCH

Cambridgeshire
tel: 07743 656231

14-15 72ND BRITISH NATIONAL PLOUGHING CHAMPIONSHIPS & COUNTRY FESTIVAL

Bishops Lydeard, Taunton,
Somerset
tel: 01302 852469
ploughmen.co.uk

14-15 TRACTOR GATHERING

Beamish Museum, Nr Stanley, Co
Durham DH9 0RG
tel: 01913 704000
beamish.org.uk

21 SUSSEX COUNTY PLOUGHING ASSOCIATION PLOUGHING MATCH

Sussex
tel: 07540 598877

21 WARWICK VINTAGE TRACTOR & MACHINERY SOCIETY PLOUGHING MATCH

Hill Wootton, Warwick CV35 7PP
tel: 07749 651188

21 WESTERN AREA AGRICULTURAL COMPETITIONS PLOUGHING MATCH

Mayon Farm, Sennen, Cornwall
TR19 6NA
tel: 07974 713172

21-22 NVTC VINTAGE RALLY

Brunton Airfield, Christon Bank,

Alnwick,
Northumberland NE66 3HQ
tel: 07808 921043 (before 8pm)
northumberlandvintagetractorclub.co.uk

21-22 FRIENDS OF FERGUSON HERITAGE NORFOLK & CAMBS GROUP PLOUGHING MATCH

Prickwillow, Ely, Cambs.
tel: 07778 068694

27-28 59TH SCOTTISH PLOUGHING CHAMPIONSHIPS

Morktonhill Farm,
Prestwick,
Ayrshire
tel: Jane 01581 500327/07717
758638
scotplough.co.uk

28 BARUGH & DISTRICT PLOUGHING ASSOCIATION PLOUGHING MATCH

Mount Farm,
Woolley, Wakefield,
W. Yorks. WF4 2JJ
tel: 07932 627178



28
STOCKBRIDGE GROWMORE
CLUB PLOUGHING MATCH
 Hampshire
 tel: 01264 710672

NOVEMBER

4-5
NEWARK VINTAGE TRACTOR &
HERITAGE SHOW
 Newark & Notts Showground,
 Notts.
 tel: 01636 705796
newarkvintagetractorshow.com

5
BRANDESBURTON YOUNG
FARMERS CLUB PLOUGHING
MATCH
 Albanwise, Hall Farm, Routh, E.
 Yorks. HU17 9SL
 tel: 07436 930577

4-5
NEWARK VINTAGE TRACTOR &
HERITAGE SHOW
 Newark & Notts Showground,
 Newark, Notts
newarkvintagetractorshow.com

5
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 Beverley,

E. Yorks. HU17 9SL
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18
RESTON PLOUGHING
ASSOCIATION PLOUGHING
MATCH
 Berwickshire
 tel: 07855 053026

19
NORMOUS NEWARK
AUTOJUMBLE
 Newark Showground
 tel: 01507 529430
newarkautojumble.co.uk

19
MERSE VINTAGE PLOUGHING
CLUB PLOUGHING MATCH
 Scottish Borders
 tel: 07773 041137

25
LAUDERDALE PLOUGHING
SOCIETY PLOUGHING MATCH
 Bettyfield Farm, Kelso, Scottish
 borders TD5 7PF
 tel: 07812 441272

26
SHERWOOD FOREST
PLOUGHING SOCIETY
PLOUGHING MATCH
 Nottinghamshire
 tel: 07581 009507



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BRILLIANT BIDDENDEN!

Chris Graham reports from this year's Biddenden Tractorfest, which enjoyed blistering summer weather and bumper crowds

While not as big as its Yorkshire namesake, the Biddenden Tractorfest is a fantastic event that, judging by the queues to get in I saw on my Saturday visit, is proving a resounding success with the visiting public and it's certainly easy to appreciate why.

There's always a tremendous variety of exhibits on show and, with three arenas catering for tractors, classic cars/emergency vehicles and more gentle 'rural pursuits', there really is something to interest everyone at this

event. In addition, visitors benefitted from a greater number of food outlets this year, plus live music of all sorts,

a good selection of trade and craft stands, a funfair and a dedicated animal area.



There weren't too many 1980s Fords on show, so it was good to see Keith Fuller's very presentable, 1987 Ford 4110, here leaving the tractor arena.



Here's another 1980s modern classic; it's Gordon Smith's 1985 4610 spotted in the show field.



Mark Hellier's 1975 Ford 7600 sporting a rack-full of front weights, plus more at the rear, too.



Some tractors lead harder lives than others. Tom Webb's 1983 4110 Narrow has obviously been in the wars but – hopefully – is in safe hands now.



This is Jason James' 1943 Fordson Standard N, complete with narrow, 'wartime' mudguards.



JP Barden's beautifully-presented 1942 Ford 9 NAN.



Ford 2000s are quite a rare sight on the show circuit. This 1964 example is owned by Ollie Rolls, and is fitted with Select-O-Speed.



The Ford & Fordson Association always puts on a great display at Biddenden, and this year was no exception, thanks to Rodney Gibson and his enthusiastic team. Here are three of the machines from the extensive display on the club's stand that illustrate the passage of time; M Moss' 1944 Ford 9N, Tom Smith-Clark's 1958 Fordson Major and Ross Douglas's 1989 Ford TW-35.



This 1938 Fordson Standard N was used on a plant nursery in Kent until 1959, when it was replaced by a newer machine. It then languished outside and untouched until 1990, when it was rescued and restored over a two-year period. The current owner is M Mount.



Tristan Gordon is evidently getting plenty of enjoyment from parading his original-condition, 1960 Fordson Power Major around the Biddenden arena.



This very tidy, 1973 Ford 3000 is owned by CK Moon and looked a treat in the arena at Biddenden.

But, as always, it was all about the tractors for me, despite most of them having to 'wear' an unsightly, A4-sized information sheet. This,



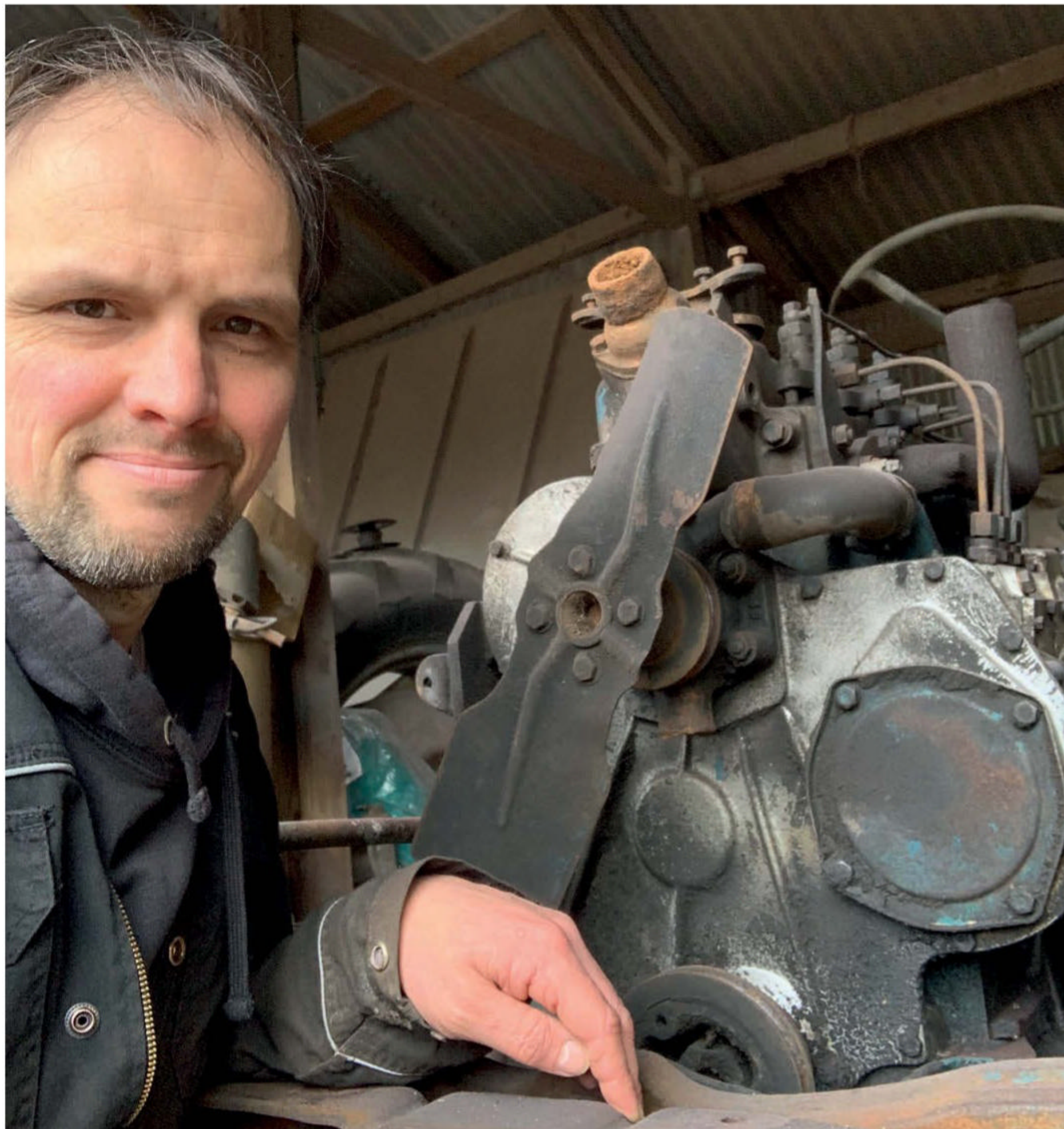
Described as a 1952 Fordson Major six-cylinder, this tractor belongs to Solomon Mitchell. Unfortunately I didn't get the chance to hear it in the ring.

as far as I'm concerned, spoils the look of the machines and is far less preferable than an unobtrusive exhibitor number that relates to a listing in the event programme, but there we are. A thoroughly good event, nonetheless! ■

FORDSON DEXTA

**PART
3**

Ben Phillips starts getting to grips with the engine as this 1960 Fordson Dexta restoration project progresses



The Perkins engine that powers this particular Fordson Dexta is very similar to the one found in the Massey Ferguson 35, although there are a few subtle differences. I'd moved the tractor under its own steam when it first arrived at my workshop so was already aware that, although the engine ran, it didn't do so particularly smoothly. I'd also noted that it was a relatively poor starter, so it was clear that a decent engine overhaul was long overdue.



This Dexta's engine ran when it arrived with me, but didn't do so smoothly. It didn't sound healthy.

My initial concern was about what I'd actually find inside the engine as, externally, it wasn't especially dirty, there was minimal rust showing and all the ancillaries were present. As is usual with this sort of project, I'd be sending the Simms injector pump – together with the fuel injectors – away to Dieselec for a complete overhaul. I suspected that, in this case, the pump was a major factor in the lumpy engine tick-over.

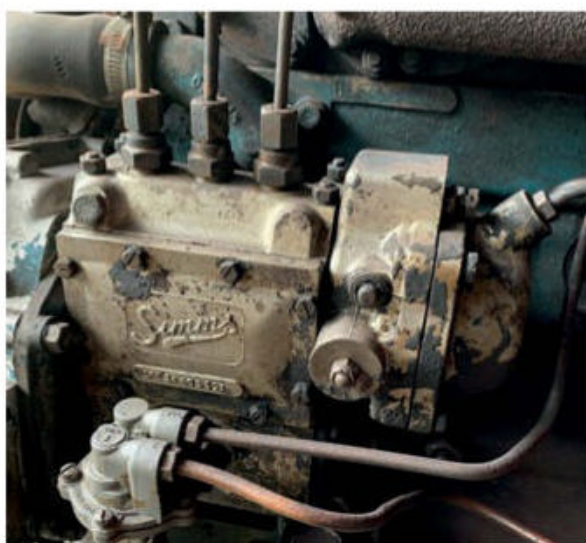
Attached to the main diesel pump you find the lift pump and its associated fuel pipes, which run to and from the fuel filter and the tank. There was another filter lower down on the engine block which was an oil one. The other side of the engine is rather bare by comparison, with just the starter motor, alternator (which will be replaced with the correct dynamo) and the inlet manifold to be seen.

The starter motor was the first component to be removed, preparatory to being sent away for assessment and/or repair, as necessary. This whole side of the engine looked better with the unsightly, thick wiring loom removed.

There were a couple of nuts holding the rocker cover in place, plus a breather pipe connected to the rocker



This side is relatively bare; I'd already removed the starter motor, the wiring loom and the alternator.



My suspicion is that this Simms injector pump has a lot to do with the engine's rough running, so it'll be sent away for a professional overhaul.



Before the rocker cover could be lifted, I had to remove this breather pipe and rubber hose.



These two nuts on the rocker cover needed to be undone to remove the cover and reveal the top part of the engine.



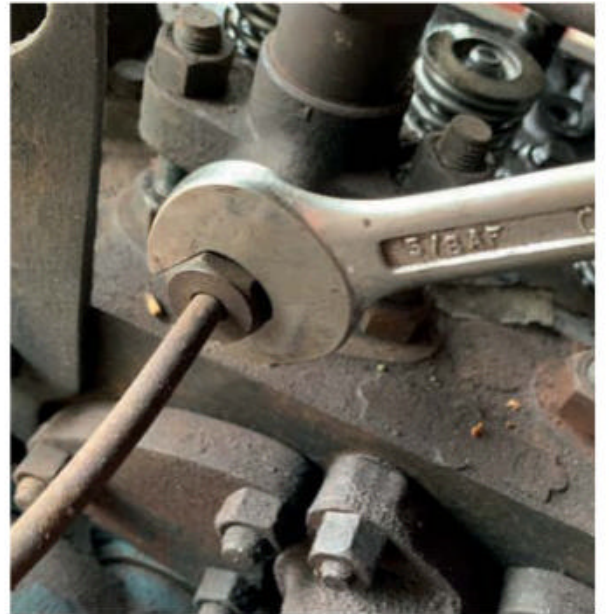
With my first clear view of the roster shaft, I was pleased to see that, although dirty, the overall condition didn't look too bad.



Someone had obviously lost the plastic collar from an oil bottle while topping-up. Luckily it wasn't able to travel far inside.



Once I'd undone that rocker shaft oil pipe, I followed the pipe down and removed this union, also.



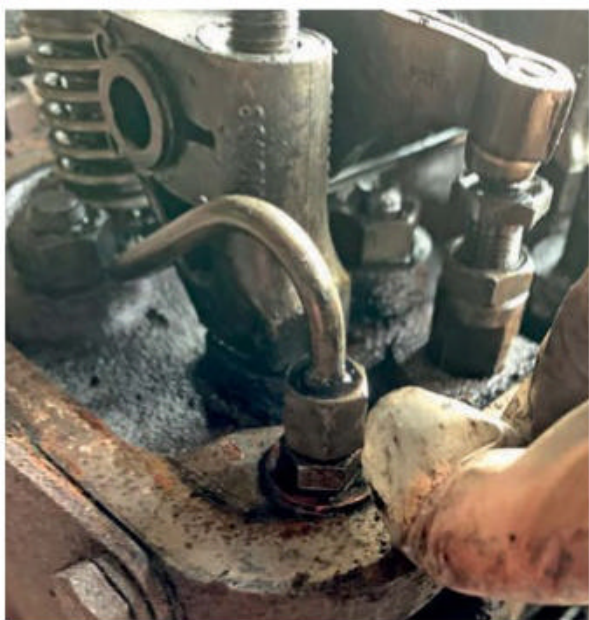
The fuel injector pipes were more visible. These fraction unions all needed to be undone and put away safely.



Removing the nuts on the rocker shaft signalled the start of this engine's strip-down.

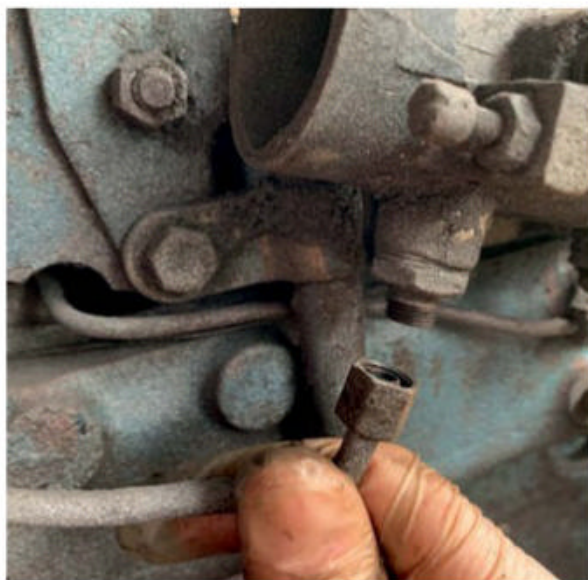


Knowing that I'd soon need to remove the cylinder head, the next job was to undo the other end of this oil feed pipe.



Before the rocker shaft could be removed, I had to undo this oil feed pipe, and remove its union.

cover via a rubber hose. This was tucked away behind the inlet manifold. Once these had been removed, the cover simply lifted off to reveal a rather oily rocker shaft, but I couldn't spot anything obviously untoward inside, which was positive.



Another pipe that was connected to the inlet manifold also needed to be removed. Overlooking just one of these can easily prevent a part from being removed.

The rockers were the usual, pressed-metal type, which I now tend to replace with the sturdier, cast versions after I had one of the former fail. While I was looking around the rocker shaft, I noticed a plastic collar

underneath that had obviously come from an oil can; presumably falling in through the filler hole while somebody was topping-up the oil. Luckily this hadn't been able to travel far to cause any damage.

The rocker shaft is secured by four nuts but, before it could be lifted clear, I needed to undo the oil feed pipe at the rear. This pipe has a union through the cylinder head, and another pipe that runs underneath, to the block. So I took the opportunity at this stage to remove both pipes as I knew they'd need to be clear to enable the engine work that was to come.

There's an additional pipe on the inlet manifold so, while I had the spanners to hand, I remove this one, as well. On the opposite side of the engine there were three injector pipes to undo and remove, which I did – storing them safely – and that then allowed me to remove the injectors (bolted down on the same studs as the head). These were special double-threaded studs with the top portion being slightly smaller, allowing the injectors to be removed without disturbing the cylinder head nuts.

I wasn't surprised to need a screwdriver to gently prise the injectors up and out of their holes and, with all three extracted, I found that two of them were quite rusty while all three showed significant carbon build-up on their nozzles. All will be professionally overhauled. Having paid particular attention to carefully removing all the fuel and oil pipes from both sides of the engine, I next had to tackle the single water hose that was the only thing preventing the cylinder head from being taken off. This was a tight, short hose that connects the water pump to the bottom of the thermostat housing and,



Next the injector retaining nuts could be undone so that they could then be extracted from the engine.



Typically injectors on engines of this age will need a little gentle persuasion from a screwdriver, to help them on their way.



Once all three injectors had been removed, rust and carbon build-up was clear to see.

as all the hoses will be replaced, I simply put a hacksaw through this one.

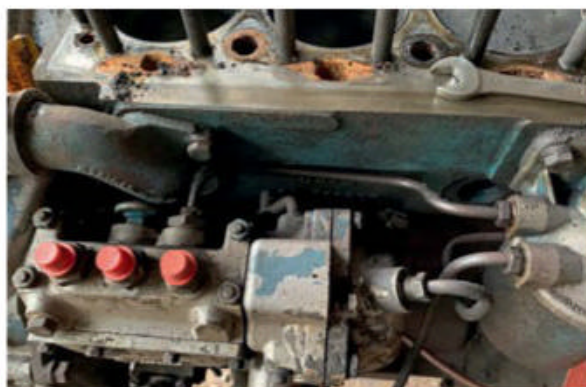
The cylinder head was now free to be lifted, and I was interested to see what its removal would reveal about the condition of the engine within. As soon as it was clear I could see that the engine hadn't suffered with any head gasket issues and everything looked to be in reasonable condition. Then, a close inspection of the cylinder bores showed that they were looking rather smooth, which I wasn't surprised about. They can be prone to 'glazing up' if the engine doesn't get worked hard every now and then.



If there's one item that hinders the removal of a cylinder head like this, it's this coolant hose. As this one was going to be replaced, I simply put a hacksaw through it, to save time.



With the cylinder head lifted clear I was able to get a better impression of the condition of the engine.



This is the area where I started to inspect the block more closely for the presence of cracks. I'll need to get this area properly clean before I can be sure.

Overall, though, I was pretty impressed with the general condition of this engine; I've certainly seen many that have been in a far worse state, internally. However, the one thing I was concerned about was the area behind the Simms injector pump; this is the point of the block that tends to be most prone to frost-related cracking, and I had a suspicion that this unit might be suffering in that way. The area would need to be properly cleaned before it could be meaningfully assessed in this regard, and all will be revealed in the next episode! ■



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Email: keithbroomhall185@btinternet.com

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

British National Ploughing Championships
14th and 15th October 2023
Bishop's Lydeard, Taunton
Somerset T4A 3HU
Contact: Phil Gibson on 07713 251155

Scottish Ploughing Championships
27th and 28th October 2023
Monktonhill Farm, Prestwick
Ayrshire KA9 1UL
Contact: Roy Cowgill on 07971 104695

Newark Vintage Tractor & Heritage Show on 4th and 5th November 2023

Please advise us if you wish your tractor to be in the FFA marquee

Contact: Phil Gibson on 07713 251155 or Keith Broomhall on 07831 130005



It is never too early to plan your Ford and Fordson gifts for Christmas. We have sizes in stock from small to 4XL in many items and children's overalls from age 2-3 to 13.



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
Telephone: 01379 677866 Email: jane.broomhall@btinternet.com

www.fordandfordson.co.uk

Ford & Fordson Association Round-Up

Association chairman, Pat Pawsey, delivers another round-up of news and views from in and around the ever-enthusiastic FFA



MARGARET BADHAM

It is with great sadness that we report the death of Margaret Badham, on Saturday, September 9th. Margaret, who with her husband, Derek, joined the FFA when it started, represented the club at shows for many years. Without her dedicated support, it's doubtful that the organisation could have survived. We all owe her a tremendous debt of gratitude, and offer our condolences to Derek at this very sad time.

Margaret Badham; everybody's friend, as many will fondly remember her.



THE RED HERON

This is the story of my red Fordson E27N, nicknamed the Red Heron. It all started in 2002, when I worked in a van/truck garage. Every year around the summer holidays, a customer had me service his Mercedes Vito. He was always with me as I worked because he was interested in tractors just like me – especially Fordsons – and he mentioned on many occasions that he had a very original, red Fordson E27N.



Jans's 'Red Heron' being collected – mostly complete – before work started.

FLOURISHING MEMBERSHIP!

Our membership continues to flourish in the UK, Europe and around the rest of the World and, for Issue 118, will be close to 1,500. In addition, we have members who do not wish to receive the magazine but, perhaps, need help with a TVO licence or their tractor registration; these total 85.

Of course, increasing membership means additional administration, and very few days go by without an enquiry.

One aspect that would aid me immensely is your consideration of making payment via a direct debit. We work with GoCardless as our direct debit facility provider, which is wholly administered online with no paper form-filling required, so members require an email address and internet access.

This facility has been in use for a while, and members have found it easy to understand and use. We currently have 350 members signed up. All direct debit payments are protected by the Direct Debit Guarantee.

While card payments, bank transfers and cheques are still an option, when it's time to renew your membership and subscription, please consider the direct debit alternative – it also means that there's no risk of you missing an issue of this magazine.

I can commence the procedure for you, so please get in touch via 01379 677866.

**Jane Broomhall/secretary/
treasurer**

He suggested that that colour was used in the 1950s and invited me over to have a look at the machine. So I did just that, then I bought the tractor after a few beers! It was completely hidden in the back of the shed and I arranged to collect it a few weeks later.

The E27N was 90% original. She was stuck on the piston pins, so the engine was stripped and cleaned. The magneto

was disassembled and re-magnetised by a friend. The carburettor was overhauled and new spark plugs were fitted. Then, after a radiator test, the engine was started, although this took a lot of effort. The E27N Major is known as the 'Great Blue Heron' in the Netherlands, because the tractor is so high.

I forgot to tell you why it's red! The story I was told is that the tractor was from the Rijksdienst Noordoostpolder – a government department – which operated 70 red Fordson E27Ns.

They were painted this colour so that they would stand out better, and my example was manufactured in February, 1951.

In the UK, highway tractors were painted yellow and the E27Ns were called 'High Henrys'.

Jans Stevens, Slochteren, NE Netherlands

As Jans' tractor is today; certainly looking much better than it did!



PILFORD HEATH TRANSPORT & HERITAGE SHOW

It was all go at this event, which took place on July 7th-9th and, apart from one shower on Saturday, the weather was fair with the Ford & Fordson Association stand on site, as always.

The turnout was excellent, and the East Dorset Trac Pack decided to do something different this year, by organising a mobile workshop. The projects tackled included a clutch change on Mark Coombes' Major, a crank case seal replacement on a 1957 Major and a look at an oil-starved Fergie.

Jim Bottle and Dave Leadbetter were the foremen, but with many other experienced 'opinions' to assist. The workshop created a great deal of interest from both exhibitors and visitors alike. All tasks were completed in good time, apart from the Fergie – the previous owner had fitted the head gasket back to front, blocking the oil feed. Dealing with that was a job for another day.

A good field of well over 100 tractors were present, with all colours represented and daily trips into the arena were enjoyed by all. A 'compulsory' run out to a local pub went ahead on Saturday evening, but to say it was 'a little moist' was an understatement!

This was the latest of four great shows in Dorset this season, and I'm pleased to say that this one – my local event – is certainly going places. It's going from strength to strength each year, and is only an hour or so from the home counties.

John Maiden, FFA Dorset rep.

FACEBOOK

Due to problems beyond our control, our Facebook page is now available via **'Ford Fordson Association'**



The 'workshop' at Pilford. It looks like there's no shortage of experts giving advice!



The work underway. It's good to see ladies fully involved, as they should be.

DACORUM STEAM & COUNTRY FAYRE



Taking place on July 29th-30th, this was the 15th running of the event and, in the process, it has raised an amazing £28,000 for The Hospice of St Francis, Berkhamsted.

Entertainment over the weekend included tractor displays and a parade of heavy horses and motorbikes. There was an entry of 55 tractors, of which 30 were Ford or Fordson machines and these included Super Majors, Dextas, Standard Ns, E1A Majors and a Ford 6610 Mk.2.

During the tractor parade in the arena on Saturday, one member's tractor broke down (no prizes for the owner's name!). On Sunday the weather changed, with rain really putting a dampener on things. Exhibitors and visitors began leaving early and, sadly, many of the arena events were cancelled, including the tractor parade.

So what was a well organised show ended early due to the weather, which is always such a shame when you consider how much work all the volunteers put in to keep great events like this one going.

John Worley, FFA Hertfordshire rep.

This Ford 7910 on show at Dacorum, is owned by Philip Dempsey, from Luton.





A tidy Fordson Super Dextra with fork lift, owned by Rob Gin, from Buntingford.



While Fordson E1A 6D 'heart transplants' can often look very amateur, Dominic King's certainly doesn't!



Dick Trott's superb Doe 130. It looked splendid when first done, and still does today.

Old Timer Tractor Rally



Alan Sale's 1924 Trackson, as seen at the excellent Old Timer Tractor Rally.

Now in its fourth year, The Old Timer Tractor Rally (August 5th-6th) was moved to a new site this year, at Invington, just outside Leominster. Once again organised by Chris Tranter and Edward Price, the show delivered its usual, fascinating mix of pre-1950 tractors.

We had intended to visit on both days but, as storm Antoni was forecasted to arrive on Saturday, we decided to go on Sunday only. In fact, as it turned out, Saturday wasn't a wash-out, but Sunday was the better day with more sunshine, although heavy showers threatened.

There was a good selection of tractor makes and models on display, with the oldest this year being an Overtime model R, built in 1915. Fordsons were well represented with several Model Fs, including a 1924 Trackson, and a number of Ns – I particularly liked a 1930 Cork Industrial, belonging to one of the organisers, Edward Price.



A good-looking, 1930, Cork-built Fordson N Industrial, owned by Edward Price who is a show organiser at the Old Time Tractor Rally.



Jonathan Boaz's Fordson two-ton BB truck setting off for the show ring.

There were E27Ns present, too; James Hardstaff was showing his 1948 Bettison Tricycle that both looked and ran well. Jonathan Boaz – who always brings something different – was, together with his brother, Nick – exhibiting a Ford Model BB two-ton lorry that had been cut down many years ago to form a tractor, coupled with a Bamford mower reaper – a 'gold medal winner' of 1884 that must surely have qualified as the oldest exhibit overall.

The show layout was similar to previous years, but the shape of the new site allowed improvements to be made. As always, the exhibits can be seen at close quarters, as can their starting procedures which, while sometimes frustrating for the exhibitor, is always very appealing to spectators.

The show operates an 'open ring', so there's machinery being driven around throughout the day, and owners are available to question about their exhibits. The event's informality, together with the constant movement of tractors around the ring, makes it something really special.



Well-known collector James Hardstaff's Fordson E27N with Bettison conversion.

The working area included two threshing drums but, unfortunately, the Fowler K7 – the last of the Army's

steamers – failed to appear due the forecasted storm.

Pat Pawsey, FFA chairman

PINEWOOD DEXTAS



John Maiden's 'Pinewood Dexta', unquestionably worth the hunt and important to preserve.

A couple of years ago I remember reading an article in this magazine titled *The Pinewood Dextas?* (June/July, 2021 issue), written by Martin Carley. In it Martin described the five Fordson Dextas that had worked at the world-famous Pinewood Studios, in Buckinghamshire, hauling trailers and film sets. He also asked if any member knew about any of these tractors that had survived?

Well, in about February 2022, I heard about a Dexta that was near me in Dorset which, although it had been sleeping for many years, had been purchased from Pinewood Studios in 1979. I spoke to the owner and asked that if he ever considered selling, could he give me a call? Happily, I received that call in February this year, to see if I was still interested in the tractor. I was

reminded that it had no hydraulics or PTO as well as down-swept exhaust, as if those things made it a less desirable tractor.

I went to see it within hours of getting the call, just to check that it was everything I remembered, and it was. So I agreed to the purchase there and then at the asking price, money changed hands and 'twas mine! My good friend, George, of Horizon Forklifts & Tractors in Ringwood, Hampshire, collected the Dexta within a couple of days for me, and took it to the company's workshop for a full check-over.

There followed a list of items needing attention and, of course, I was keen to keep as many of the original components as possible. The recommissioning process necessitated a starter motor clean-up, a new battery

and heavier cables, the usual Dexta gear change repairs, new throttle, new seat, a tacho drive cable, a temperature gauge repair, a kill cable, replacement of all the hoses, a fan belt plus a full service with fresh oil and coolant. The tinwork and paint were fairly good so we decided to leave them alone. I sourced the parts and George did the hard work.

Recently, I've spoken to Martin Carley – who now lives in France – and showed him some photographs of the tractor. He's certain it's a 'Pinewood Dexta' and was so pleased to see one again. I've also been in touch with some of the ex-Pinewood studios employees, many who are now in their 80s. They fondly remember 'the little blue tractors', but maybe not so happily when driving them in the cold winter months!



The 'Pinewood' Dexta from the rear, looking very different from the standard ones.

The Dexta now resides under the watchful eye of (big) George at Horizon, Ringwood, but is often active on the East Dorset and West Hants show and run circuit, particularly with the busy East Dorset Trac Pack.

I'd specifically like to thank Pat Pawsey, our chairman, who helped with the tractor's registration process. I'm sure his intervention definitely expedited matters.

Incidentally, Martin Carley sent me the following, regarding his introduction to Pinewood Dextas: 'While talking to Miguel about his French Dexta, I remembered having seen – in 1964 – the

rather unusual tractors at Pinewood Film Studios.

'In those days, I travelled up to London by train from Haslemere to the BBC and, each morning, would meet with Dick Risbridge, my driver, with his large, blue Thames Trader lorry at the scene dock in Television Centre. armed with the paperwork for our collections and returns of assorted scenery belonging to Pinewood.

'We'd then set off around the back of the White City Stadium, then onto the A40 Western Avenue towards Denham. This was a somewhat stately journey

as lorries at that time were restricted to 40mph (I don't remember if the BBC lorries were equally restricted like this). Dick's lorry was on permanent contract from the Scenery transport firm, Westlake's, and he'd been with this company since he was a boy – in those early days he had to prepare a team of four horses, before going around the West End theatres! It was when I was exploring the 'Lot' where the 007 film, *Goldfinger*, was being shot, that I first saw the Dextas.'

John Maiden, FFA Dorset rep

TERRY HANLON: COLLECTOR EXTRAORDINAIRE!



Terry Hanlon's P6 County Full Track looking good in its 'working clothes'.

Greetings, once again, from Alberta and let me start with a big 'Thank you!' to those who reached out to us at the peak of the horrendous fires that engulfed many areas of our Province this spring and early summer. At its peak through May, upwards of 29,000 residents were forced to evacuate, and many people were left homeless. Regretfully, there's been some loss

of life, with four fighters making the ultimate sacrifice, but lots of farm livestock and wildlife perished, too.

As of May 20th, upwards of 842,000ha had been destroyed – an Alberta fire season record and, as I write this on August 17th, the main focus on the fire-fighting front has moved north, into The Northwest Territories, with the capital city of Yellowknife (pop. about

20,000) under an evacuation order. The city is surrounded by vast, forested areas, so the situation is looking grim, and many of the residents have already left. Linda and I had the pleasure of visiting Yellowknife four years ago; a one-way journey of just over 1,000 miles north from our home.

On a positive note, it's gratifying to note the level of international firefighting

assistance that's come in from countries as far afield as Trinidad & Tobago, Australia and New Zealand, among others. Our weather in July and early August delivered an abundance of rain, and crops throughout Central Alberta look average. But, in the south, there's a much less favourable outlook, particularly in dry-land areas not serviced by irrigation networks.

Anyway, onto happier, tractor business. I'd now like to introduce one of the best known Fordson collectors in Alberta – Terry Hanlon – who I first met by chance back in 2005, while attending a vintage show at Leduc, just outside Edmonton, with my 1954 Austin A40 Somerset.

Terry, now living in Devon, Alberta, hails from County Meath and emigrated to Canada in 1976. Growing up in Ireland, he was quite familiar with the Austin marque and was interested in my car's story, which had been featured in a newspaper article I'd posted about it. A year earlier he'd started his collection of Fordsons, beginning with his first acquisition, a petrol E1A Major purchased at the Ritchie Bros. auctions in nearby Edmonton.

While quite familiar with diesel versions in Ireland, the appeal of a petrol-powered machine proved impossible to resist and, as an added bonus, the tractor was already mostly restored. He was hooked! To this day, the E1A remains his favourite, even though he now has 23 other machines (of which at least half are in pristine, fully-restored condition).

Terry's background as a qualified, heavy-duty mechanic is evident in his restoration thoroughness. He leaves 'no stone unturned' when it comes to mechanical issues, however trivial. Back in 2004, when the first E1A arrived, Terry was operating a number of businesses, largely centred in the Fort McMurray area in Northern Alberta. These included drilling, earth-moving, logging, sandblasting and industrial coatings, some of which he established as early as 1980.

By 2006 he opted for retirement, and has acquired an impressive collection of tractors since then, plus become an enthusiast for period signage, vehicles, collector toys and small engines. Suffice it to say, he could probably justify his own museum!

Among his tractor collection is a County Super 6, which came from Kentucky, USA, and was featured in the March 2019 issue of *Tractor & Machinery* magazine. While the majority of the collection is Fordson-based, there have



Terry's Galion Fordson F-based road roller, which is now for sale.

been a number of other marques that have found a home here. These include a Massey Ferguson 98 model, built by Oliver in Charles City, Iowa.

This is a tractor that's very similar to Oliver's own 990 model, with merely some sheet metal and cosmetic differences. It boasts a two-cycle Detroit Diesel engine, rated at 84hp at the PTO. This Detroit diesel has quite a distinctive engine 'whine' and with the tractor weighing in at 6,800kg, Terry competes with it in the heavy-weight categories at tractor pulling events.

Two other Oliver tractors also feature in his collection; a 550 and an 880. The 550 model, at 41hp (PTO) is his choice in the lower-weight categories at tractor pulls, but the 55hp 880 is another favourite. Rounding out his non-Fordson machinery is a Ferguson TE-A 20, a tractor that perhaps chimes with his Irish upbringing, when grey Fergies were such a common sight.

The Fordson collection includes a Galion road roller (based on a Fordson F) which remains in unrestored condition and was bought in Saskatchewan about five years ago. I believe that this tractor is currently being offered for sale, should any readers be interested.

There's also a Power Major Diesel that's used in pulls, and is fully restored, plus a pair of Dextas (one of which is a

rare, petrol version). In addition he has two Super Majors in running condition and partly restored, a renovated petrol-powered E27N and an E27N County Full Track with the P6 Perkins engine – the most recent addition to the collection. This is the current 'work in progress' and, during my visit to Tractor World in Malvern earlier this year, I was charged with the task of capturing various crawler characteristics to help ensure the authenticity of the on-going restoration.

Both Terry and his wife, Linda, are dedicated volunteers in an Edmonton area charity organisation called Camp He-Ho-Ha, with Terry serving as a director on the management board. The charity stands for health, hope and happiness, catering for individuals who are limited by physical or mental issues.

Overall I recognise Terry as a great community-minded individual with a diverse range of interesting involvements, and I certainly look forward to sharing more of his collection in the future. I gather that he intends to visit this year's Newark show in November, so perhaps some readers may get the opportunity to meet him in person.

Ian West, FFA Canada rep

OUT & ABOUT

Peter Love spotlights some of the events that Ford and Fordson enthusiasts have been enjoying over the past few months

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

Innishannon Steam & Vintage Rally



Having driven over from the UK, the party here was enjoying a relaxed time at the show.

Set in the beautiful countryside of south-west Cork, the Innishannon Steam & Vintage Rally is the major, early-season event on the Republic of Ireland calendar, and was staged for the 26th time in aid of Irish Cancer Society on June 4th-5th. Over the years the event has raised more than €1.4 million, and it's now Ireland's biggest all-round preservation rally. What's more, this year the weather was perfect!

The show is led by farmer Martin Desmond, with PJ Ryan as his vice-chairman, and Martin's wife, Mary, as secretary – and the bedrock of the event for so many years. Looking from the stage and out across at the parade ring, there were many farm animals to be seen on the left and, beyond them, the catering units. Over on the right of the showground was the craft tent plus the stationary engines, commercial vehicles, fun fair and a folk music stage. Beyond all that was the trade stand village and, climbing the hill, the impressive ranks of classic cars.

The tractor display this year was as impressive as ever, boasting a fascinating collection of veteran, vintage



This Lambourn-cabbed Ford 4600 really looks the part.

and classic vehicles with the total number of machines being exhibited topping 400. However, sadly missing from the working area was Martin O'Leary, who'd died earlier in the year. He was a well-respected truck owner/operator for 42 years, and undertook many restoration projects for people, notably the Lordan's engines plus a Ransomes 48in threshing drum, a Hadfield stone crusher (on display and working at this show) and a Fordson E1A



These lovely tractors were driven to the show via the Welsh ferry.



This Duncan-cabbed Roadless Ploughmaster 75 is certainly looking good.



This Ford 5640 Powerstar SL 2WD has cleaned-up very well.



Ford's were more popular at this show than Massey Ferguson.



There were more than 400 assorted tractors on site at Innishannon, a number which makes this event the largest of its sort in Ireland.

Major. He also made a lovely job of a former Cork County Council living van, finishing it beautifully in the appropriate green and red livery.

Unfortunately, there were others absent, too. Paddy O'Connell, who died earlier in the year, was a great Nuffield and Fordson Dexta owner and a founding member of the Fota Island Vintage Club FFA. Paddy loved

driving and was a truck driver for much of his life, besides being a fitter and sometime-farmer. He also enjoyed match ploughing.

Tributes were also paid to Benny O'Gorman who died in July, 2022. He had a great sense of humour and his father was a main Ford dealer selling Marina, Cork-built Fords. The family moved to Athy, County Kildare, in the 1950s, where a new dealership was established. In 1970, Benny moved to Nass, where he became the DAF main agent, and it was here that he built up his extensive collection. This included the oldest Fordson MoM tractor in Ireland, and he was a popular character and always great company.

One of the best things about this show is the variety of tractors on display. Some of the highlights I spotted included Michael Angland's Ford 7000, Mike Deasy's 5000 and Jim De Courcey's 4000 plus a 7810. James Keohane was exhibiting the 1972 County 754 and there were many other machines from County and Roadless.



'Connors Rig', a Ford 4600, is one of many that have raised money for charity over the years via well-supported road runs in this country.

On a personal note, I'd like to thank the FFA's Tony Doyle, who was at the event with his lovely E1A, and did so much to help me over the weekend. All-in-all this was a great show to be at.

Enfield Pageant of Motoring

This event, organised by the Whitewebbs Museum of Transport as its main fund-raiser of the year, was blessed with glorious sunshine over its traditional end-of-May Bank Holiday weekend. The attendance figure was up on last year for this now two-day event (it used to run over three), and there was a wide-ranging selection of vehicles on display, with an especially good turnout of Ford cars, trucks and tractors.

While it's expected that next year's Pageant will be held at the end of May, the location may be moved due to the expansion of the London ULEZ zone. For details of any possible change, check on whitewebbsmuseum.co.uk nearer the time.

➤ This 1959 Fordson Power Major was one of many interesting machines on show at Enfield.



Ightham Mote Road Run



Phil Board begins the Ightham Mote Road Run aboard his Ford 4000, leading his fellow enthusiasts away onto the Kentish lanes.



This 1963 Fordson New Performance Major, with its lovely Kent registration, enjoyed a great run around.



There was a whole array of Fordson Dextas on the run, including this Super example!

As luck would have it, the weather changed just in time for the 14th annual Ightham Mote Road Run, which was held on May 21st, and organised by the Board family. Phil took care of the route, his children prepared the farm for the many visitors and Phil's wife – Debs – was in charge.

A great atmosphere greeted the many arrivals to the farm near Sevenoaks, in Kent, where a fine breakfast roll and tea awaited all. After much socialising and an announcement from Debs that £23,574 had been raised from 14 road runs, it was nearly time for the off.

Phil, a keen Ford enthusiast, outlined the 13-mile route to the drivers, explaining that Seal, Hildenborough and Fairlawne would be among the places visited, and that the convoy would return to the farm for lunch at 1:30pm. Sadly, no off-road sections were included this time, due to wet ground.

This year's chosen charity was The Country Trust; the UK's leading national educational charity connecting children from areas of high social and economic disadvantage with the land that sustains us.

Some 76 tractors of all sizes and types took part, and were enjoyed by Albert, a very young enthusiast whose mother is from Australia, but now lives in England. Albert loves blue tractors and was seen on a delightful Fordson Delta.

I'm happy to report that Ford and Fordson tractors were dominant at this event, with entrants including a number of FFA members. Chris Wright was one of them, with his Pre-Force 4000, while his daughter, Clare Blackwell, took part with her beautifully-restored 3000, which is named *Judy*, after her mother.



Wow! This Roadless 95, belonging to Dan Gunn, has covered just 7,700 miles from new.



A smart-looking Fordson E1A Super Major, complete with lovely Chichester, West Sussex, registration.



Nurse Clare was out with her *Judy* – a 1968 Ford 3000 that's named after her mother and was originally supplied by Tester Brothers, of Edenbridge.



A 1967 Ford Pre-Force Roadless 95 – owned by Dan Gunn – certainly looked the part, and was originally supplied by Collins of Bedford. Dan commented that, despite the front weights, the ride remained rather bouncy; very much a young man's tractor, I think!

Overall, this was a very successful, well-organised event that was enjoyed by all and generated a £1,705 in charitable donations.

◀ Young Albert wasn't too sure about having his photograph taken on this Dexta, but he loves Fordson tractors.



This locally-restored Fordson E1A Diesel Major looked really good.

SALES CORNER

Peter Love previews the Bill Cassie dispersal sale and spotlights some of the most interesting Ford and Fordson movers and shakers changing hands in recent months

BILL CASSIE SALE PREVIEW

It was a great pleasure for me to be asked by Graham Burke of Pentland Auctions, based at Kirriemuir, Angus, Scotland, to view the late Bill Cassie's vintage and classic collection back in the summer.

This collection is to be sold in two online auctions, the first of which will be held in late October, while the second has been scheduled for spring, 2024. Overall, about 430 tractors, implements and lorries are to be sold, so the sale is being eagerly anticipated by prospective buyers around the globe.

Graham Burke has held a good number of high-class tractor sales in Scotland over the past decade or so, and has an impressive, international client list as a result. His online collective sales have been very successful, including the dispersal of the vast Symington collection, which saw the Ferguson Brown A go to New Zealand.

Bill Cassie was an Inverurie farmer and property developer, who developed a great passion for tractors and machinery that he bought from sales



This Ford Pre-Force 2000 looks like it's ready to go, and has good tyres.

all over the UK. Following his sad death earlier this year, the collection that's set to be sold includes an incredible variety,



There's a horde of County E1As in this sale; all shapes and sizes.



Another one scheduled for the spring sale is this Ford 3000 with early Duncan cab and loader.



A very nice Fordson Dexta.



This Fordson F is also part of the October sale.



There's a raft of these later County crawlers in the sale.



A very nice Fordson Dexta.



Another clean and very straight tractor; a tempting Ford 3000.



This Ford 2600 is all ready to go, by the looks of it.



One of the nicest tractors scheduled to be sold is this County Power Major.



You name it and it'll probably be in this sale!



This is a Ford 2000 Super, with excellent Goodyear tyres; an import from the Continent.



A clean, export Dexta; another one destined for sale in the spring.



This Fordson Standard N water-washer should clean up very well.

so there should be something to interest most enthusiasts.

I only had a day to assess the lots being sold, and was struck by the size and variety of the collection. Apart from the many interesting tractors to be offered, I particularly liked the plywood Duncan cab designs that are to be sold, illustrating the early cabs from this manufacturer that were seen on Ford and Fordson tractors. There will be a very good selection of Fordsons



▲ **So many of the tractors being sold are in very clean, original condition.**

➤ **This County TW-20 prototype is bound to attract plenty of attention, and will be offered for sale in the spring.**

and Fords in the sale, plus a County TW-20 prototype – one of only three, apparently.

I must thank the family for making me so welcome during my visit, as well as



Graham and his experienced, professional team for all the help they offered.

You can get further information by visiting the website at: **pentlandlivestock.co.uk**, or calling 07547 369295.

CHEFFINS MID-TERM

It was good to see an excellent Friday crowd for the Cheffins Mid-Term Vintage Collective Sale, held on July 21st-22nd at the company's Sutton HQ site.

There was a good number of lots to go for in the literature sale, and some £180 was paid for a Ford 9700/8700/7700/6700 brochure in top condition, which included price lists. Later on, an as-new E27N dynamo, starter and brackets made £300.

Despite the rain on the Saturday, an excellent crowd with buyers from all over Europe ensured a lively sale and proved that, regardless of the cost-of-living crisis, the market for vintage tractors rages on. As far as the prices achieved were concerned, things were rather up and down for the Ford and Fordson models being sold. A couple of notable performers were a 2007 New Holland T6070 Electro Command, with 1,230 hours on the clock, that made £50,000 + VAT, while a Ford 7810 Silver Jubilee found a new home for £40,000, despite the whiff of new paint.

Bill King, chairman at Cheffins commented: "Our mid-summer offering is usually smaller than the spring and autumn sales but, with over 170 vintage and classic tractors listed, there was plenty of pre-sale interest generated.

"There was a good selection of vintage, classic and modern classic tractors on offer, and the prices achieved for later classics prove that



There was a raft of well used, later Fords, including this 1991 8830 Power-Shift, that was sold for £7,500.



This County 1004 – with V5c – went to a new home for £9,000.



A bid of £40,000 was what it took to secure this Ford 7810 Jubilee 4WD.



This County Super Six sold for £18,500.



This clean Ford 6410 Force III 4WD could have been yours for £15,800 + VAT.



Selling well at £5,200 was this Fordson Dexta Hi-Clear, in full row-crop guise.



there's a very active market for these types of tractors. It's also clear that the more nuanced market for vintage tractors and machinery is still alive and kicking, with discerning buyers looking for something a bit special."

◀ **This 1962 Ford 6000 is still available. The bidding stalled at £5,000. The bidding for the other American red tractor being offered – a 971 Select-O-Speed row-crop – reached £4,000, and that also failed to sell.**

MAJOR RECORDS

The Cheffins Harrogate sale never fails to present a few surprises, and this year's auction was no exception, with some records being broken during the auction. The main event was the sale of the tractors, with over 160 going under the hammer of Bill King and Oliver Godfrey, who took it in turns with the gavel. Bidding was certainly brisk, with offers coming in over the internet as well as from the large crowd on-site.

Looking at the sale in more detail, a Ford Ferguson 9NAN that was fitted with a down-swept exhaust sold for £2,400, and was classed as an 'older restoration'. There was a strong Ford and Fordson presence at the sale, with a 1991 Ford 8830 making £21,000 which just beat the 1989 8210 that followed it. That tractor had just 5,879 hours on the clock and sold for £20,000.

Among the older machinery was an original-looking 1940 Fordson Standard N petrol/paraffin model. It was fitted with a Russell hitch and sold for £2,000. The best of a series of E27Ns was a fully-restored, 1947 Major P6 example which, thanks to its great condition, made £10,000. Older restorations of similar E27Ns were making around the £2,000 mark.

There was a great line-up of Fordson Majors on offer, although the condition varied a lot from tractor to tractor. A good number were completely original but it was obvious that others had been put through varying levels of restoration. Coming out on top, though, was a couple of unspoilt examples with low working hours recorded. However, they proved to be controversial lots and Facebook was alive with a discussion about them for quite a while afterwards.

The first machine was a 1959 Power Major that was fitted with Live-Drive, rear linkage and a swinging drawbar. It had just 1,800 recorded hours and sold for a remarkable £17,500; a record price, and one that was well above what many people believed it to be worth.

The second was a 1962 Super Major with Live-Drive, side belt pulley and rear linkage. It was showing 1,900 hours, had been supplied by W Harold Perry Ltd, of Potters Bar, and went on to sell for £11,000. The experts felt it was a genuine tractor; a conclusion helped by the fact that it was all one colour.

There were numerous other Majors being sold, too, with the 1963 Super Major New Performance with side belt pulley making a very good £8,500. Other variants found new homes for between £1,500 and £4,700.

With a much more modern feel, a smart-looking, 1990 Ford 1720 was on

turf tyres and made £5,800, while a 1986 Pre-Force 5000 that had been in storage for the past 12 years, could have been yours for £5,200. Cheaper still was a 1973 Ford 3000 that made just £2,500, while a late-1980s 2000 went for £2,000.

Also of interest was a replica, 1963 Doe Triple D that had been built by Alex Steel, an engineer in Scotland who'd sold it before via Cheffins. Initial bidding was strong for this one, but it stalled at £38,000 which, unfortunately, wasn't enough to meet its reserve and allow it to move on.

Overall this was a record-breaking sale, with the largest number of prospective bidders in attendance. It was also an extremely successful auction, with something for everybody.



This original-looking 1962 Fordson Super Major LiveDrive, was showing just 1,900 hours, and went on to sell for £11,000.



This 1991 Ford 8830 was a late entry and, in good overall condition, it found a new home for £21,000.



In original condition, this 1963 Fordson New Performance Super Major, with side belt pulley, was a popular lot and sold for £8,500.



This Ford Ferguson 9NAN, with downswept exhaust, looked to be an older restoration. It was in good shape and sold for £2,400.



Among a line of Fordsons was this 1959 Power Major LiveDrive, that was fitted with rear linkage and swinging drawbar. With 1,800 hours on the clock, it sold for £17,500.



This 1989 Ford 8210 looked to be in good shape and, with 5,879 hours on the clock, it went for £20,000.



In great shape, this 1947 Fordson E27N Major P6, with rear wheel weights and belt pulley, sold for £10,000.

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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:

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

BAND 2:

Will run but needs work done to it

BAND 3:

In original condition

BAND 4:

Older restoration, but complete and should run

BAND 5:

Average restored condition and ready to go

BAND 6:

Concours. Restored tractors in exceptional condition

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
974	1978-90	£6,300	£16,300	£24,000	£17,800	£28,200	NA
1184 TW	1979-90	£26,000	£45,000	£58,000	£50,800	£62,500	£74,100
1464 TW	1978-87	£16,900	£28,100	£55,000	£38,800	£41,800	NA
1474 Short nose	1979-83	£28,000	£68,000	£194,000	£92,000	£176,000	£200,000
1474 Long nose	1979-83	£37,000	£75,200	£200,000	£99,000	£200,000	NA
County Ford 8100 2WD	1978-80	£8,600	£10,800	£21,850	£14,200	£19,200	NA
County Ford 8200 4WD	1980-82	£10,200	£12,800	£24,100	£17,700	£23,000	NA
FC1184 TW	1981-87	NA	NA	£18,400	NA	NA	NA
1884	1980-87	£90,000	£198,000	£275,000	£215,000	£250,000	NA
6610-F	1981-83	£9,400	£14,500	£26,000	£19,600	£21,800	NA
7610-E	1981-83	£8,400	£16,500	£29,000	£21,100	£26,200	NA
County Benson 1184-TW	1990	NA	NA	£71,000	NA	NA	£87,000
County Benson 1184	1994	NA	NA	£76,000	NA	NA	NA
DOE							
Dual Drive	1958-59	NA	£42,000	£58,000	£59,000	£56,000	NA
Triple D (Super Major)	1960-63	£26,000	£58,800	£61,000	£49,000	£67,000	NA
Triple D (NP Super Major)	1963-64	£29,000	£51,000	£62,000	£58,000	£69,000	NA
Triple D NP (Half)	1963-64	NA	£17,000	NA	NA	NA	NA
Triple D (Half)	1960-63	NA	£14,800	NA	NA	NA	NA
Doe 130	1965-68	£33,000	£59,500	£82,000	£61,000	£75,000	NA
Doe 130 (Front half)	1965-69	£18,000	NA	NA	NA	NA	NA
Doe 150	1968-69	£38,000	£50,000	£69,000	£62,000	£66,000	NA
D5100	1971-72	NA	£12,900	£26,000	NA	NA	NA
Replica Doe Triple D	1960-64	NA	NA	NA	£44,000	£26,000	NA
Doe Triple D trans b/end	1963	NA	£8,200	NA	NA	NA	NA
Doe Triple D frame	1962	NA	£11,000	NA	NA	NA	NA
Doe Triple D rear half & front bed w/trans	1963	£21,000	NA	NA	NA	NA	NA
Replica Doe 130	1965-68	NA	NA	NA	NA	£28,000	NA
FORDSON/FORD							
F MoM	1917-18	£3,800	£7,900	£17,400	£8,100	£21,000	NA
F USA	1918-23	£1,700	£2,700	£8,200	£3,950	£9,400	NA
F Irish	1919-23	£18,000	£2,900	£11,400	£3,700	£9,800	NA
F Irish	1923-28	£1,400	£2,800	£10,900	£6,900	£9,100	NA
F USA	1922-26	£1,350	£1,800	£4,500	£3,800	£6,300	NA
N Irish transition	1928-32	£1,600	£3,800	£7,400	£8,500	£9,600	NA
F Trackson F (high sprocket)	1922-28	£3,200	£4,900	£6,300	£6,200	£9,200	NA
F Trackson D (equal sprocket)	1923-28	£3,200	£5,200	£7,100	NA	£7,900	NA
F Hadfield-Penfield Rigid Rail X	1922-28	£5,000	£6,800	£10,500	NA	NA	NA
Model T Eros Farm Conversion	1915-26	NA	£5,900	NA	£9,200	NA	NA
Model T Moxan Farm Conversion	1924-31	£3,600	NA	NA	NA	NA	NA
Model T Doodlebug	1912-26	NA	£3,900	NA	£6,200	NA	NA
Model T Road Roller (British-made)	1918-26	NA	NA	NA	£2,750	£4,200	NA
F-N Perkins P6 conv	1924-45	NA	NA	NA	£6,600	£12,200	NA
N Perkins L4 conv	1928-45	NA	£4,600	NA	£7,600	£7,800	NA
N Perkins 270 conv	1928-45	NA	£4,300	NA	£4,100	£5,800	NA
N with French SLM2-eng	1934-39	£1,800	NA	£5,100	£4,400	£5,300	NA
N with Perkins Leopard Mk1/2	1937-45	NA	NA	NA	£14,200	NA	NA
N Water-washer blue	1933-37	£750	£1,800	£4,600	£2,200	£3,800	£4,900
N Orange	1937-40	£650	£1,450	£3,700	£1,900	£4,200	£4,400
N Green	1940-42	£600	£1,150	£3,800	£1,620	£2,100	£4,700

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
N Utility Green	1943-45	£790	£1,500	£6,800	£1,900	£3,200	£4,300
N Rowcrop (All-round)	1936-45	£2,300	£2,900	£7,600	£4,900	£6,700	NA
N Narrow Hop Garden Kent conv	1933-45	£1,600	£2,800	£4,800	£3,800	£4,400	NA
N Industrial various	1933-45	£1,000	£2,100	£5,500	£3,900	£4,600	NA
F/N Galion Road Roller	1922-34	NA	NA	£5,200	NA	NA	NA
F Galion Road Grader	1922-28	NA	NA	£4,900	NA	NA	NA
N Greens Road Roller	1940-44	£1,200	£1,900	£3,800	£2,800	NA	NA
N A/B PT4 Road Roller	1940-44	£1,200	£1,900	£3,800	NA	NA	NA
N RAF Industrial	1938-45	£1,400	£2,600	£7,600	£4,100	£5,900	NA
Fordson N Dungle Dozer	1943-46	NA	NA	NA	£13,200	NA	NA
9N Ford Ferguson	1939-42	£1,700	£3,100	£6,800	£4,700	£6,800	£7,200
2N Ford Ferguson	1942-47	£1,750	£4,800	£4,700	£5,200	£6,300	NA
2N Ford Ferguson Perkins P3 conv	1942-47	NA	NA	NA	NA	£6,000	NA
2N Ford Ferguson Funk Flathead-6 conv	1942-47	£2,800	£3,600	NA	£10,200	£7,800	NA
2N Ford Ferguson Funk V-8 conv	1942-47	£4,900	£8,200	NA	£15,100	£22,500	NA
2N Ford Ferguson Tug	1943-45	NA	NA	NA	NA	£6,700	NA
8N Ford Ferguson	1947-52	£1,300	£1,750	£3,200	£4,100	£5,400	£7,200
8N Ford Ferguson V-8 conv	1947-52	£4,200	£5,700	NA	£8,400	£11,600	NA
Jubilee	1952-54	£1,300	£1,950	£4,200	£3,200	£5,340	NA
6-900	1954-57	£1,100	£2,600	£3,600	£3,100	£3,900	NA
E27N petrol-paraffin	1945	£1,000	£1,250	£4,250	£2,100	£2,900	£3,700
E27N petrol-paraffin	1946-48	£950	£1,300	£3,900	£1,900	£2,400	£3,100
E27N Industrial p/p	1945-52	£1,000	£1,600	£4,200	£2,600	£3,000	NA
E27N p/p low gear	1946-52	£350	£900	£2,100	£2,400	£3,100	£3,900
E27N p/p high gear	1949-52	£950	£1,100	£4,600	£2,400	£3,400	£4,100
E27N Perkins P6	1948-52	£1,900	£3,600	£10,500	£8,600	£9,400	£10,600
E27N Perkins L4	1945-52	NA	£2,100	£3,900	£5,100	£7,600	NA
E27N Hopgarden-Narrow p/p	1946-52	NA	NA	NA	£6,900	NA	NA
E27N p/p rowcrop Bettinson conv	1946-52	NA	NA	£5,900	£4,800	NA	NA
Major E1A petrol	1951-58	£900	£1,500	£4,200	£3,200	£4,100	NA
Major E1A diesel	1951-57	£950	£1,750	£5,500	£3,100	£4,400	£7,900
Major E1A diesel Industrial	1951-57	£820	£1,650	£4,200	£2,900	£4,100	NA
Major KFD 52in narrow	1952-54	£2,400	£3,800	£6,900	£5,900	£8,720	NA
Major KFD 58in narrow	1954-60	£1,900	£2,800	£5,100	£3,900	£7,200	NA
Major KFD 68in narrow	1952-64	£1,800	£2,600	£5,800	£4,300	£6,900	£12,500
Major E1A Mk2 Live-drive	1957-58	£950	£1,750	£4,250	£3,400	£7,600	NA
Power Major	1958-60	£980	£1,800	£4,900	£3,200	£5,800	£8,300
Power Major Industrial	1958-60	£970	£1,900	£4,500	£3,600	£3,800	£5,900
Power/Super Major Hydrostatic	1958-65	NA	NA	£4,500	NA	NA	NA
Super Major	1960-62	£980	£1,800	£12,650	£3,100	£5,900	£10,100
Super Major Industrial	1960-62	£1,600	£2,300	£5,500	£4,100	£5,500	NA
New Performance Major	1963-64	£1,600	£3,600	£12,900	£4,900	£8,100	£11,400
New Performance Major Industrial	1963-65	£2,100	£2,900	£5,900	£5,400	£7,100	NA
NP Indust Aveling/B grader	1962-64	NA	£3,500	NA	£4,600	NA	NA
Major 6-cyl conversion	1952-64	£2,000	£3,600	NA	£4,400	£5,600	NA
Major 5000 (USA)	1962-64	£2,100	£3,400	£6,900	£4,900	£7,200	NA
Dexta	1958-60	£750	£1,300	£5,200	£2,600	£5,800	£7,300
Dexta	1960-62	£850	£1,675	£5,400	£2,400	£5,100	£6,900
Dexta Special old-style pan export	1962-64	£920	£1,700	£5,200	£2,600	£4,100	£6,400
Super Dexta	1962-63	£950	£1,800	£4,900	£2,800	£5,200	£6,100
Dexta petrol (older style)	1958-64	£950	£1,900	£2,900	£3,100	£3,400	£3,900
Super Dexta New Performance	1963-64	£1,150	£2,600	£5,600	£5,800	£6,100	£7,100
Super Dexta NP petrol	1963-64	£1,400	£2,100	£3,300	NA	£4,900	NA
Dexta vineyard-narrow	1959-62	£950	£1,950	£5,100	£3,400	£5,100	NA
FORD							
6-901 range USA	1957-62	£1,200	£1,900	£3,400	£3,200	£4,800	NA
Commander 6000 Select-O-Speed	1962-66	£2,900	£4,100	£8,200	£4,800	£7,100	NA
Pre-Force 2000 petrol	1964-68	NA	£2,900	£3,700	NA	£5,900	NA
Pre-Force 2000	1965-68	£1,600	£2,400	£5,200	£3,900	£7,800	£8,420
Pre-Force 2000 4x4	1965-68	NA	NA	£7,400	£5,450	£7,300	NA
Pre-Force 3000	1965-68	£1,700	£3,400	£7,500	£4,900	£7,200	NA
Pre-Force 3000 petrol	1964-68	NA	£2,800	£6,100	NA	NA	NA
Pre-Force 3000 Select-O-Speed	1965-68	£1,250	£3,200	£6,100	£4,300	£6,800	NA

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





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

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
8630 4WD	1989-94	NA	£19,200	£24,500	NA	NA	NA
8730 4WD	1989-94	NA	NA	£23,750	NA	NA	NA
8830 4WD	1989-94	NA	NA	£27,000	£21,000	£29,000	NA
ROADLESS							
Fordson Irish & N crawler	1930-39	£3,900	£5,300	£9,600	£9,800	£11,200	NA
Fordson N crawler	1939-45	£5,700	£6,800	£14,000	£8,500	£10,900	NA
Fordson N RAF crawler f/winch	1939-45	£5,750	£5,900	£9,500	£6,800	£9,700	NA
Fordson E27N DG4 h-track p/p	1945-52	£4,100	£6,100	£8,200	£6,400	£8,400	NA
Fordson E27N DG4 h-track P6	1948-52	£4,900	£5,800	£9,100	£7,200	£9,200	£10,200
Fordson E27N Hi-clear p/p	1951	£4,100	£4,900	£8,200	£5,100	£8,600	NA
Fordson E27N E Full-track p/p	1950-52	£4,400	£16,000	£19,200	£12,800	£15,000	NA
Fordson E1A Major Half-track	1953-62	£3,900	£6,200	£11,400	£7,100	£9,200	NA
Fordson E1A Major J17 crawler	1953-64	£2,800	£4,100	£7,400	£4,600	£6,200	NA
Fordson E1A Major 'V' rowcrop	1955-64	£2,900	£4,900	£6,300	£4,100	£5,800	NA
Fordson Power Major H-track	1958-60	NA	£6,100	NA	NA	NA	NA
Power-Super-NP Major	1956-64	£5,800	£9,600	£16,900	£10,700	£17,200	£21,000
Dexta	1960-64	£4,900	£8,300	£18,100	£12,400	£16,800	NA
Super Dexta	1963-64	£6,900	£9,000	£21,500	£18,800	£20,200	NA
Ploughmaster 6/4	1962-64	£8,200	£16,000	£28,200	£22,000	£28,800	NA
IHC B-450	1963-70	NA	£12,200	£16,200	£13,200	£17,000	NA
IHC B-614	1966-68	£6,800	£10,900	£18,400	NA	£16,000	£20,000
IHC 634	1969-72	NA	£8,900	£19,500	£17,500	£18,200	NA
IHC 444	1973-75	NA	£10,500	NA	NA	£14,500	NA
Ploughmaster 65	1964-68	£6,900	£10,800	£16,250	£12,900	£14,700	£19,000
Ploughmaster 90	1965-66	£7,400	£8,100	£16,500	£16,300	£23,200	£17,200
Ploughmaster 46	1966-72	£6,800	£9,200	£18,000	£14,800	£21,100	NA
Ploughmaster 75	1968-75	£6,200	£11,900	£24,500	£16,500	£24,650	NA
Ploughmaster 80	1968	NA	NA	£24,000	NA	NA	NA
Ploughmaster 95	1966-74	£7,600	£9,900	£22,600	£18,450	£28,500	NA
115	1968-75	£6,900	£9,600	£23,800	£14,600	£22,500	NA
115 High Clearance	1969-76	£6,900	£9,900	£21,100	£14,700	£18,900	NA
115 Long Wheelbase	1972	NA	£9,800	NA	NA	NA	NA
120	1971-83	£7,900	£11,600	£28,400	£17,600	£31,900	£38,000
94T	1971-75	£7,800	£10,800	£34,800	£16,800	£32,200	£34,900
105	1974-76	£6,300	£9,200	£26,000	£16,870	£19,200	NA
Ploughmaster 78	1975-83	£7,500	£9,600	£28,000	£14,800	£24,800	£34,200
98	1975-82	£9,650	£14,600	£28,000	£22,700	£29,600	NA
118	1976-82	£12,400	£18,900	£32,000	£18,200	£24,900	£36,400
780 & S	1979-81	£19,500	£26,500	£33,000	£26,600	£33,000	£36,200
980 & S	1979-83	£22,900	£35,000	£55,000	£29,000	£36,000	£44,200
116 Jewelltrac	1983-84	NA	£29,000	NA	NA	NA	NA
VERSATILE							
D-100 - G-100 diesel & petrol	1966-67	NA	£4,900	NA	£8,400	NA	NA
D-118	1968-70	NA	£4,450	£4,000	NA	NA	NA
145	1968-71	£2,700	£3,950	NA	£6,300	£9,100	NA
700 Series 1	1974-76	NA	£6,900	NA	NA	NA	NA





CLASSIFIED COUPON FREE ADS!

UP TO 30 WORDS (trade excepted)

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

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

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

Complete the coupon below and post to:

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

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

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

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- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please call: 01732 445325.
- Each advert can be no more than 30 words. Kelsey Media reserves the right to edit down adverts that exceed this word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of six months.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.
- Kelsey Media's customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.
- By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
- No other correspondence can be entered into.
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CLASSIFIED COUPON FREE ADS!

UP TO 30 WORDS (trade excepted)

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

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

Cost of Insertion: £.....

Description:

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

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

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

THIS PART MUST BE COMPLETED

NAME:

ADDRESS:

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COUNTY:

POSTCODE:

TEL No:

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

OR I wish to pay by  ☐  ☐  ☐  ☐

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

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

Signature:.....

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TRACTORS AND MACHINERY

COUNTY 754 4WD TRACTOR



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

COUNTY 4004

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

FORD 4000



£4,750. New piston rings and shells, very tidy old tractor surplus to requirements , £4750. Please call 01406 258468, South East.
120244

FORD 7710



1983, £11,000. £11,000 plus VAT. 1983 FORD 7710. 4WD. Owner driven last 34 years. Mechanically v good. Unrestored. Please call 07885 823251, Yorkshire and the Humber.
120277

FORD 7810



Ford 7810,with loader,sound ex farm. Please call 01747 828272, South West.
120308

FORD 1210 COMPACT GARDEN TRACTOR



1988, £5,250. 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.
119877

FORDSON E27N



POA. Has patch on block, for restoration. Please call 07855399487 , South West.
119971

FORDSON



1922, £2,500. Model F. Please call 07729691472, South East.
119985

FORDSON



£3,000. industrial. Please call 07729691472, South East.
119987

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 DEXTA

1962, £4,495. Fordson Dexta 1962 Live drive. Very good original paint work. Everything works as it should and the engine is beautiful. Just had a new clutch steering box parts and a full service. Good tyres and linkage. Please call 07787882204, North East.

120523

FORDSON MAJOR E27N



£3,900. 1946, Petrol/two, high top gear, concealed battery electric start. Immaculate condition, all round excellent example of an E27N. Please call 07788915790, South East.

120001

FORDSON DEXTA



1959, £3,900. roadrun tractor new tyres excellent cons. Please call 07715873604, North East.

120003

FORDSON MAJOR E27N



£5,000. Fordson Major E27N, with brand new tyres. Please call 01469 530373, Yorkshire and the Humber.

120556

FORDSON MAX R



1953, £4,750. engine, hydralilics, brakes, tinwork very good, new tryres, number rolls, resprayed, repainted, v5, metal number plate. Please call 01239811333, Wales.

120056

FORDSON KFD



1952, 1952 Fordson KFD, older restauration but very nice tractor, with pulley, new front tyres, complete draw bar, etc. engine with wide V belt. Starts and runs good. Please call 0113-50 77 05, Channel Islands.

120248

FORDSON MAJOR



£2,850. Fordson Major, good runner, for work or restoration. Please call 01747 828272, South West.

120303

FORDSON DEXTA



£2,500. Fordson Dexta double clutch it runs good restoration project £2500 ono. Please call 07585004935, South East.

120411

FORDSON E1A

£2,000. Fordson Major 1953. It has had new. Starter motor. Battery. Radiator all fitted by tractor machanic. Needs coat of paint. Please call 01323 842609, South East.

120423

FORDSON E27N



POA. FORDSON E27N none running block has been patched 4,3 gear box engine free looks complete. Please call 07855399487, South West.

120457

FORD 8630 4WD



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

117061

FORD 4600 2WD



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

115741

ORD 9N

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

115880

FORD 4610 SERIES II



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

117062

FORD 7610 SERIES 3 SUPER Q



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

117137

FORD 2000 TRACTOR WITH CAB

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

117156

FORD 3000



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

117386

FORD 4000



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

117389

FORD TW20



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

117390

FORD 9N



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

117478

FORD FERGUSON



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

117483

FORD 3000



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

117578

FORD FORD



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

117583

SALE *Highlight* GENUINE NUFFIELD M3 ROWCROP



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

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

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

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

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



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

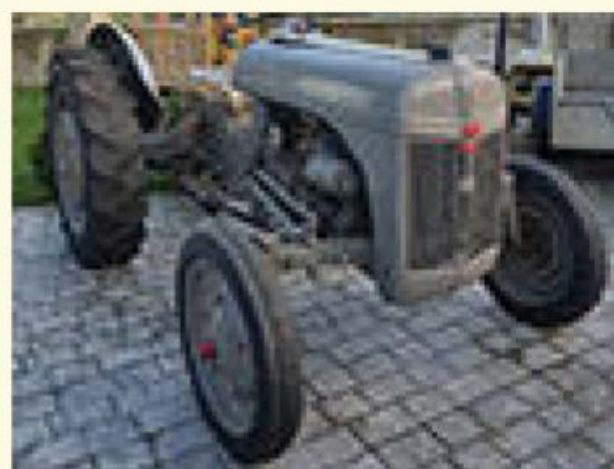
FORDSON MAJOR



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 it's life. works as it should and a very sweet engine. All tyres are good. The most resent work it has had is a new duel clutch and steering box parts. Please call 07787882204, North East.

116391

FORDSON MAJOR DIESEL



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

116399

FORDSON MAJOR



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

116879

FORDSON POWER MAJOR



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

116905

FORDSON F

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

116954

FORDSON SUPER DEXTA.



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

116993

FORDSON DIESEL MAJOR



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

115320

FORDSON SUPER MAJOR



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

115367

FORDSON SUPER DEXTA



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

115369

TRACTORS FORDSON POWER MAJOR



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

116136

FORDSON MAJOR

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

116177

FORD 6810



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

115328

FORDSON NEW MAJOR E1A



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

112924

FORDSON DEXTA SPECIAL.



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

112958

FORDSON POWER MAJOR.



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

113001

FORDSON E1A

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

113157

FORDSON MAJOR



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

113206

FORDSON MAJOR



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

113220

FORDSON MAJOR



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

113520

NEW PERFORMANCE SUPER DEXTA



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

113522

FORDSON SUPER MAJOR



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

113727

FORDSON MAJOR DIESEL



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

113911

FORDSON SUPER DEXTA



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

114055

FORDSON SUPER DEXTA



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

114078

FORDSON MAJOR



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

114084

FORDSON N NARROW WING



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

114152

FORDSON SUPER DEXTA



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

114181

FORDSON



£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)

FORDSON N



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

PARTS AND ACCESSORIES

FORD PARTS



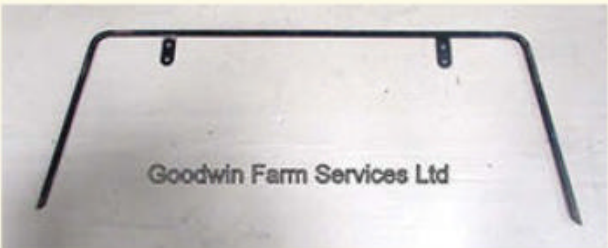
POA. Ford parts, 2x 10 series filters , one 60 series hydraulic filter , and 2x ford brake discs , and some ford engine oil filters and fuel filters. Please call 07711508200, Yorkshire and the Humber.

FORD CARGO 0813 REAR BRAKE DISC AS NEW



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

FORD SUPER Q WINDOW FRAME



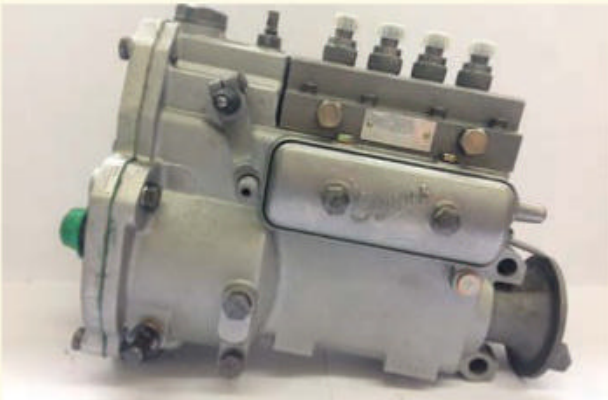
£48. Ford Super Q Rear Window Top Frame used. Buyer collects. Please call 01889 500303, West Midlands.

FORD SWIVEL HOUSING CARRARO



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

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.

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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.

MISC

FORDSON FUEL FUNNEL



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

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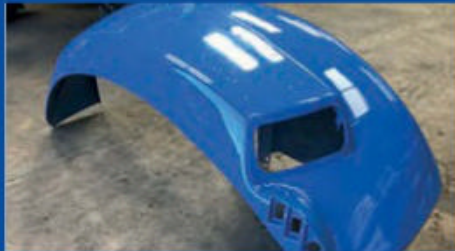
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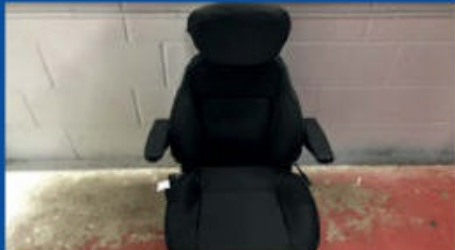
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