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APRIL/MAY 2023

ISSUE 115

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in profile



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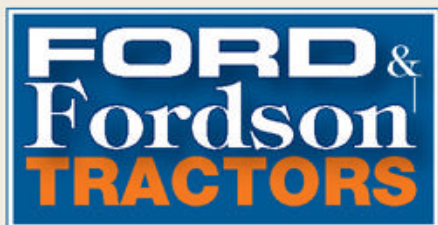
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The auction field at the enjoyable Tractor World show was packed with tempting lots, all in the shadow of the snow-capped Malvern Hills.



Welcome!

I'm sure that a good number of you reading this will have enjoyed the Tractor World show at Malvern, as I did. It was great to be back out at an event, to see so many familiar faces and to be around enthusiastic tractor folk again after the winter 'shut-down'. I was impressed by the numbers of visitors I saw there on Saturday, and the auction seemed especially busy.

With the winter break in mind, Jonathan Whitlam's feature in this issue about bringing a classic tractor back to life following months of

inactivity, should serve as a timely reminder about the need to take care. The gist of it is to avoid the temptation to rush in, get the engine started and begin working the tractor, all in the space of five minutes. Instead, as Jonathan points out, it's important to check the basics first, to look carefully for problems and to treat your machine with the respect and mechanical sympathy that it undoubtedly deserves.

Elsewhere in this issue, I'm delighted

“It's important to check the basics first, to look carefully for problems and to treat your machine with the respect and mechanical sympathy that it undoubtedly deserves”

that we've been able to include Mary Davies' first-hand account of her father's Cambridgeshire-based Fordson dealership. The feature provides a fascinating glimpse behind the scenes of a successful, family-run business that grew successfully during the 1950s and '60s, at a time when tractors – and, indeed, farming in general – had an endearing simplicity. Over-engineering and building machines to last were still very

much to the fore in those days, and it's no coincidence that so many tractors from that period live on and work in caring hands to this day.

Talking of 'over-engineering', another cracking example of this desirable trait can

be seen in the massive form of Tim Pearman's awesome FW-30, which takes pride of place on this issue's front cover and features in the *Me and my tractor* article (see p22). As Tim explains, some of the most important qualities that his giant Ford possesses are its simplicity, its durability and its admirable reliability; everything that a good tractor should be.

Chris Graham, Editor

Meet the contributors



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



Peter Love
A tractor enthusiast with boundless energy and limitless knowledge



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



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



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



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



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MARVELLOUS MALVERN!

The popular Tractor World Show returned to its early-year slot for 2023, and we'll be including much more from the event in the next issue.

However, for the time being we can report that, although March 11th and 12th were somewhat disrupted by snow, this certainly didn't deter tractor lovers who attended in what appeared to be record numbers, particularly for Saturday's auction.

The Ford & Fordson Association's stand included some quite superb exhibits – all a real credit to their owners – and the club's merchandise and refreshment marquees were busy throughout the weekend. It also reports that plenty of new members were signed-up at the show, and many renewal payments were taken, too.

Phil Gibson, together with committee members and so many helpful members, did a fantastic job in organising the stand, so many thanks to one and all.



Colin Owen's superb 1964 Roadless 6/4 was bought in 2017 and restored last year, by Edward Price. It was just one of many eye-catching machines forming the FFA's excellent display at this year's Tractor World show.

ADDRESS CORRECTION

In the review of the excellent new book *Ian O'Rourke: Memories of a tractor man*, by Ian O'Rourke and Terry Probert, that was published in the Feb/Mar 2023 issue, the email address quoted was incorrect.

So, for those wanting to find out more, or buy a copy, please start by sending an email to: ian.gwennie@gmail.com. Our apologies for any inconvenience caused.

NVTEC'S £21,659 DONATION

On November 17th last year, at the Ryston Park Golf Club, the NVTEC East Anglia group held its AGM at which £21,659.56 was donated to local charities.

The money had been raised at three events during the year; £1,640 from the group's April road run, £18,000 from the Stradsett Rally in May and £2,019.56 from the very popular working event at Hall Farm, Fincham, in September.

• This year's Stradsett Park Vintage Rally organiser, Gordon Carson, said that the 2023 event is to be held at Stradsett Park, Stradsett Hall, near Kings Lynn (PE33 9HH) on Sunday, April 30th and Monday, May 1st. This highly-recommended event always includes a wide range of



There's always plenty to enjoy at the Stradsett Park Vintage Rally; the show's on April 30th/May 1st this year.

fascinating vehicles to see, and you can find out more by calling 01945 880091 or 07860 658767, or sending an email to: stradsett@nvtec-ea.org.uk

NEARLY BACK ON THE ROAD

It was great to see Colin Ashby's 1958 Doe (No. 154) on display at the entrance to the recent Doe Show.

This tractor has been undergoing restoration in Doe's workshop for the past three winters, under the watchful eye of Karl Whitehead. The engine was successfully started on January 30th, after which the tractor was able to drive out of the workshop under its own steam, just as it would have done back in the late 1950s.



It was great to see the progress that's been made on the Colin Ashby-owned Doe Triple D (No. 154), which has lots of industrial yellow on it and is being restored for the owner by Doe.

DRIVE IT DAY!

Everything's on course for this year's Bodle Street Green FBHVC 'Drive it Day' charity event, which will be taking place on Sunday, April 23rd. All are welcome to attend with their tractor, stationary engine, commercial vehicle, car, steam engine, motorcycle or models.

All exhibitors will be given a free drinks and cake ticket as thanks for making the effort to support this charity event, which is based at the village hall in the centre of the East Sussex village. In addition, the White Horse Inn – opposite the village hall – will be open for drinks and lunchtime food. There will also be a refreshment bar on site serving breakfast burgers, hot dogs, chips and fresh salad rolls.

A popular feature of the event is the tractor road run, which starts at 10.30am and returns to Bodle Street Green at about 1.30pm. A charity raffle will be drawn at 2.30pm, and there will be an agricultural film show, plus six, top-class model



All types of Ford and Fordson will be welcome in Bodle Street Green on April 23rd.

railways on display in the village hall.

There's no fee to enter, but a gift for the charity raffle would be much appreciated. There are plenty of places to unload your tractor or other machinery, as well as good visitor parking. Further details are available from Peter Love on 01323 833125, or by sending an email to: peterlove@madasafish.com

WELSH RUN HEADS SOUTH

Following last year's triumphant event – when the Welsh National Tractor Road Run took place at Rhos on Sea, Conwy, on the North Wales coastline – this year's charity run moves to the opposite end of the country, to Neath on the south coast, and will be taking place on June 18th.

Vintage tractor and plant enthusiast, Ian Davies and his team from the Neath Steam & Vintage Show committee, have taken on the organisation this year, and the run will start from the old Cefn Coed Colliery site at Crynant, situated approximately 5.5 miles north of Neath, and only 7.25 miles from the M4 motorway.

The site offers plenty of hard-standing and room for lorry and trailer parking, and the chosen route will

show-off the regenerated green valleys of the previous industrial area. Both the Dulais and Neath valleys will be visited, with scenic vistas to be enjoyed down to Neath Abbey and out across Swansea Bay.

The entry fee is £15 and can be paid by BACS, cash or cheque. After much discussion, the committee has decided to allow trailers and transport boxes with safe seating. However, the committee believes that, as it's a tractor run, only tractors will be allowed; the event won't be open to 4x4 vehicles.

This year's run will be supporting three charities; Brecon Mountain Rescue Team, Neath YMCA Baby Bank and A Children's Christmas Fund. For more information and entry forms, contact Anne Bates, at Little Gigrin,



There will be plenty of special Fordsons taking part in this year's Welsh National Tractor Road Run, like Emyr and Nichola Chilcott's example.

Rhayader. Powys LD6 5NU, send an email to: anne.trials@btinternet.com or download an entry form from the WNTRR Facebook page.

SALES DIARY

APRIL

1

Dispersal Sale to include Machinery Collective. Leckhampstead, Nr Newbury. Voyce Pullin, tel: 01454 26486 or 07557 783785

5

Online sale of tractors, machinery etc. Carlisle. Harrison & Hetherington, harrisonandhetherington.co.uk

13

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

14

Collective Machinery & Equipment Sale. Ashford Market, Monument Way, Orbital Park, Ashford, Kent TN24 0HB. Hobbs Parker, tel: 01233 506246

14

Collective Machinery Sale. Hacche Lane, South Molton EX36 3EH. Symonds & Sampson, tel: 01884 218911

15

Auction of vintage and classic tractors, spares, stationary engines, tools etc. Hazle Meadows Auction Centre, Ross Road, Ledbury HR8 2LP. HJ Pugh & Co, tel: 01531 631122

15

Auction of tractors, farm machinery etc. Hampshire. Cooper & Tanner, tel: 01373 831010

15

Farm dispersal sale. Dyffryn Meiford,

Powys ST22 6HL. Halls, tel: 01743 462620

15

Farm auction. West Meon, Petersfield. Wellers Auctions, tel: 01483 802280

15

Farm retirement dispersal sale. St Dennis area. Edward Buckland, tel: 01872 306090

15

Collective sale. Ardingly Showground, W. Sussex RH17 6TL. South East Marts, tel: 01323 844874

15

Dispersal sale of tractors, machinery and bygones. Winchester, Hampshire. Symonds & Sampson, tel: 01884 218911

19

Implement sale. Thainstone Agricultural Centre, Inverurie AB51 5XZ. Aberdeen & Northern Marts, tel: 01467 623700

21

Farm dispersal sale. Woodside Farm, Shifnal, Shrops. TF11 8QE. Halls, tel: 01743 462620

22

Major sale of classic tractors, lorries and vehicles. Mid-Cornwall. Symonds & Sampson, tel: 01884 218911

25

On-farm sale of tractors, machinery and implements. Moorhill Farm, Okehampton, Devon EX20 3DJ. Kivells, tel: 01409 253253

27-7 May

South-west online timed auction of tractors, excavators, farm machinery

etc. Stags, stags.co.uk

MAY

3

Online sale of tractors, machinery, plant and commercial vehicles. Carlisle. Harrison & Hetherington, harrisonandhetherington.co.uk

3

Lime End collective sale. Herstmonceux. South East Marts, tel: 01323 844874

13

Vintage tractor auction sale. Ribblesdale Centre, Clitheroe, Lancs. BB7 1QD. Clitheroe Auction Mart, tel: 01200 423325

15-16

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

24

Sale of tractors and antique machinery and farming bygones. Athelney Farm, Burrowbridge, Somerset TA7 OSD. Greenslade Taylor Hunt, tel: 01278 410278

25

Auction sale of agricultural tractors, combine harvester, loader etc. Halesworth, Suffolk. Cheffins, tel: 01353 777767

31

North Somerset collective machinery sale of tractors, machinery and equipment. Nates Lane, Wrington BS40 5RS. Greenslade, Taylor Hunt, tel: 01278 410278

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JONATHAN WHITLAM

...discusses Ford's 1960s Select-O-Speed, change-on-the-move transmission system, which developed a reputation here in the UK as a troublesome and jerky performer. But is that justified?

When the prototype for what would become the Select-O-Speed transmission was first used in the Ford Typhoon gas turbine concept tractor in 1957, it was one of the very first powershift gearboxes to be designed for a tractor. The highly experimental unit was an epicyclic, hydraulically-controlled transmission that used multi-plate clutches to provide 10 forward and two reverse gears that could be changed on the move. The following year, in a remarkably short amount of time following the unveiling of the Typhoon concept, Select-O-Speed became an option on the new Ford Workmaster and Powermaster series of tractors being produced in the USA.

However, it would take until 1964 before Ford offered the Select-O-Speed transmission for sale outside the United States, when it was included in the 6X programme to produce the new worldwide 2000, 3000, 4000 and 5000 models, which were built in Basildon, Antwerp and at Highland Park in the USA. The standard manual gearbox was an eight-speed unit and Select-O-Speed would be an extra cost option.

When finally launched in the autumn of 1964, the 2000 was initially only supplied with a six-speed manual transmission in the UK, while the 3000, 4000 and 5000 had the choice of the eight-speed manual or the Select-O-Speed transmission. Many, perhaps caught up in the hype of the brand-new machines, paid extra for a Select-O-Speed tractor – and that's when the problems began to appear!

Despite the fact that it was now seven years since the first appearance of Select-O-Speed, it was still far from a perfect design. In fact, the accountants at Ford had put a stop on its further development, which certainly didn't help as more work was sorely needed. Unfortunately, the 1960s were a time when decisions on engineering at the Ford Motor Company were increasingly being made by the accountants; people who were very adept at balancing the books, but knew nothing about vehicle manufacture or how vehicles would be used in the real world!



Select-O-Speed was quite a success in the USA despite its failings but, in the UK, it never really caught on.

Select-O-Speed was very mechanically complicated, and this meant that there was always a delay between when the operator selected a speed, and the transmission finally finishing the internal acrobatics needed to accomplish it, particularly between certain gear ratios. This resulted in a slightly bumpy final engagement of drive, and operators in the UK soon christened it the 'jerk-o-matic' gearbox!

“ This resulted in a slightly bumpy final engagement of drive, and operators in the UK soon christened it the ‘jerk-o-matic’ gearbox! ”

Ford pushed the concept hard, often with very dramatic demonstrations of the new transmission showing how it could be changed on the move, even from forwards to reverse. This was very impressive, but did lead to those who bought the tractor attempting to use it in the same way in work situations, which often amounted to little more than mechanical abuse that, sooner rather than later, caused problems.

There were also teething issues with misalignments and badly adjusted components, which led to reliability issues. As a result, it wasn't long before these – and the rough gear shifts – started causing many purchasers to rue the decision they'd

made to buy the expensive, new-fangled Select-O-Speed in the first place.

Something of a backlash developed with tales of the system's problems spreading by word of mouth throughout the farming industry. Consequently, sales of the new transmission started falling dramatically in Britain, with most customers opting for the standard gearbox instead. Despite this, Select-O-Speed was still an option on

the new Force update of 1968, although takers were few and far between and, eventually, the system was quietly dropped.

Select-O-Speed was quite a success in the USA despite its failings but, in the UK, it never really caught on. This wasn't

simply due to it not being fully developed, it was as much down to the fact that operators hadn't been taught the right way to get the best out of the system. Either way, powershift transmissions disappeared from Ford tractors for nearly two decades, and it would be 1989 before a Funk-sourced full powershift transmission would once again be used in the high horsepower Ford 30 Series range – with great success.

Most people seem to have hated Select-O-Speed, but a few liked it. What do you think? Was this innovation in transmission technology really as bad as the history books seem to suggest? Please let us know your thoughts.

SPRING WAKE-UP

Jonathan Whitlam has some practical hints and tips on how best to bring your tractor back to life, after its long winter lay-off



It's always a good idea to open the doors of the building in which your tractor has been stored over the winter, and to leave them open for a period before beginning the process of starting the engine. This is especially the case if the tractor has been stored in a 'sealed', air-less environment where condensation may have built up. Airing beforehand will help to reduce any condensation build-up and, even in an airy shed such as this one, it's a good idea to let the air circulate for a short time.

As spring arrives and the weather finally warms up, many tractor owners' thoughts will be turning towards getting their machines out of their winter hibernation. Now, it is obvious to most that, when doing so, it's not good practice to just turn the key and fire up the tractor's engine straight away from cold. It is a much better idea to carry out a series of important checks first, just to make sure that there are no issues hidden beneath the surface

“I'm a great believer in using your tractor regularly, even during the winter... They don't just have to be an ornament that's kept tucked away for half the year”

that could cause potentially critical problems that would otherwise be simply avoided.

For those who have been around tractors for a long time, the following is not only routine, but is carried out without really thinking about it; the various checks being undertaken are just a part of the starting-up procedure. For owners with less experience, I hope that the following points will be of help when you finally wake up your classic-era tractor from its winter slumber.



Make a general visual inspection around the tractor and check to see if there are any oil leaks evident underneath. Look at the tyres for any obvious cracks or flat spots.



Inspect the fuel tank level. It's best practice to keep the fuel tank full over the winter to prevent condensation building up within the tank and causing fuel contamination. Even with modern fuel with a high percentage of bio fuel content, which can cause problems if left for months in the tank, the four or five months that a tractor may stand idle in storage during the winter makes condensation probably more of a potential issue than bacterial blooms.

This isn't an exhaustive list of the do's and don'ts, just my selection of those I feel shouldn't be overlooked. The idea is that they should provide you with a general guide to the more important aspects that need to be considered by owners of cherished tractors from the 1960s onwards. The procedure for older

machines is similar, but can be more model-specific.

I'd like to extend special thanks to Robbie Thorpe, who provided the practical information for this article, and who has a few final comments of his own to add.

"I'm a great believer in using your tractor regularly, even during the winter,"



Check all the obvious places for any weeping oil seals, such as the back end, engine ancillaries and axles.



It is, of course, important to check the engine oil level and condition, and check the back-end oil as well, especially if the tractor, like this one, is a working machine.



Check the level of coolant in the radiator and top-up as necessary with a correctly-formulated coolant mix.

says Robbie. "They don't just have to be an ornament that's kept tucked away for half the year. Instead, my advice is to get



Check the condition of the battery, and that its terminals are correctly connected to the tractor's electrical system. A new battery should be fine after a few months of inactivity, but an older one may need to be taken off and trickle-charged overnight before start-up.

them out regularly and run them for a while. If the weather is cold, just put on some more clothes and don't let the low temperatures stop you from getting out and enjoying time with your machine.

"In my view, more problems are caused by leaving tractors sitting doing



While keeping an eye on everything and an ear out for strange noises, start the engine. If the battery is in good condition, it should not take much effort to fire the motor into life, although cold weather can make it struggle to begin with.

nothing for months on end. They need to be used, and the same applies to all vehicles – cars, motorcycles, trucks and buses."

“Park them in a well-ventilated, airy shed; a roof over the top is the main thing to keep the rain off”

Robbie also offered some thoughts on the type of accommodation you should use to store your classic tractor. "Park them in a well-ventilated, airy shed; a roof over the top is the main thing to keep the rain off, but open sides help prevent many issues associated with prolonged storage, including condensation build-up. There is nothing worse than wrapping your tractor tightly in blankets, or storing it in an air-tight container; these approaches can add significantly to the problems that can be encountered.

"If you have no choice, then make sure you don't leave your tractor standing unused and neglected all winter; get it out and use it regularly, even if it's only to drive it around your local area for half an hour!"



With the engine running correctly, give the tractor a short run around the yard and see how well it performs.



Once up and running, check that the brakes are free and not stuck on. Also try the hydraulics and check that no valves are stuck on after a winter of inactivity.

I'd also like to thank Joann and Ken Borer for the use of their Ford 3000. This very early Force model (dating from 1968) is only in its second year in their ownership and remains a working machine. It's used regularly during the



Do not work the engine too hard initially; take it slowly and make sure that everything sounds as it should. Check for any leaks after the engine has warmed up. Make sure all the gauges are working and, of course, that any lights are fully operational.

warmer months of the year for topping their large pasture.

It arrived as a very original machine in its working clothes, and has been kept largely that way, although Ken recently sourced and fitted the

safety cab that you can see in the photographs. I'm not sure why, but I guess it was because he became fed up with his head coming into contact with the tree branches around the paddock when he's grass-cutting! ■



Awoken from its winter slumbers, this Ford 3000 is ready for a new season of pasture-topping. Taking the time to check everything is in good order means that it will be fit and healthy for the year ahead.

THE MUIR-HILL STORY

Part 4: Jonathan Whitlam charts the introduction of the Series II tractors in 1972, which propelled the marque into an era of new cabs, more power and improved operator comfort

The first Muir-Hill tractor was the 101, launched in 1966. The Gloucestershire-based company specialised in construction machinery, but the arrival of the six-cylinder, four-wheel-drive 101 opened-up the agricultural market for Muir-Hill.

Based on the Ford 5000 tractor, the 101 used an industrial six-cylinder Ford engine and a centre-line drive to the front axle, providing four-wheel-drive to the equally-sized wheels.

Painted bright yellow, the new machine proved to be a huge success.

In 1969, two new models joined the 101; the Perkins-powered 110, and the mighty 161 powered by a V8 power plant. These new introductions meant that Muir-Hill now had a range of models to offer, helping to further cement its position in the four-wheel-drive tractor market.

Then, in 1972, the company unveiled the Series II versions of its tractors; a radically different looking product that still managed to retain the main benefits of the original machines.

The next generation cab

The market for four-wheel-drive tractors in Britain was growing as the 1970s began, with both Roadless Traction and County Commercial Cars using Ford skid units to produce powerful, six-cylinder, equal-size-wheel machines of varying power outputs. Muir-Hill had enjoyed much success with its original range, but realised that improvements were needed to keep up with the competition, as well as to meet challenging legislation that was being

A late model Muir-Hill 121 seen ploughing at a demonstration event in East Sussex back in 1977 – the last full year of production for the Series II range. Almost certainly a brand-new tractor, this 121 is seen getting to grips with some sticky ground conditions and, typically, making short work of the task! (Photo: Kim Parks)





The Series II Muir-Hill tractors looked very different from their predecessors, with new bonnet styling and brand-new cab design. The result was very impressive and kept the already class-beating, tight-turning-circle and ground clearance features of the original tractors.

introduced – most notably in the areas of cabs and driver environment.

In 1970, safety cabs became a mandatory requirement on all new tractors sold in the UK, and Muir-Hill met those obligations by producing its own, rather crude, safety cab to fit the existing 101 and 110 models. This consisted of a very narrow structure with limited visibility, but it did have the strength to protect the driver if the heavy tractor should roll over. Nevertheless, it was very cramped, noisy, and uncomfortable.

The big 161 was a different matter. This very large and heavy tractor had been designed from the outset with a removeable cab, complete with sliding doors. It might not have been the prettiest looking thing, but it worked and gave the driver a real feeling of luxury when it was introduced in 1969, especially when it was a part of such an enormous beast of a machine. Ultimately, Muir-Hill would take a lot of the design of the cab used for the 161 and turn it into a cab that could be used on the next generation of tractors.

The new cab was thus designed from the outset to fit on the new Series II models. It was spacious and tall, and the sliding doors made access as easy as possible. The use of large areas of glass not only provided a bright and airy working environment, but also ensured

excellent, all-round visibility from the driving seat; a feature enhanced by the height the Muir-Hill tractor itself.

The cab had a flat floor, which improved leg room inside and meant that the centrally mounted gear sticks

could be operated with ease. The real innovation, though, was the fact that the cab was mounted on rubber blocks, producing a more comfortable ride and insulating the driver from noise and vibration. In this way, the requirements of quiet cab legislation were met, even though that was still four years away when these Series II tractors were launched.

Series II models

Two new models arrived as the first Series II Muir-Hill tractors in 1972. They were the smaller tractors in the range as the big V8 161 would continue in its original form for some time. The new line-up saw the 101 replaced by the 121, and the 110 give way to the 111. Both looked almost identical but, underneath their big yellow bonnets, they had very different power units.

The 121 used the same Ford 2715E six-cylinder engine as the revamped 101 model had from 1971, and was rated the same, at 120hp. Originally the 101 had been a 108hp tractor before the upgrade in 1971, but the 121 became the largest of the two 'normal-sized' models in the new Series II range. This was because the replacement for the Perkins-powered 110 was the new 111, drawing its power from a Perkins 6.354 110hp six-cylinder engine. Thus, the new line-up in 1972 was the new Series II 111 and 121, and the 161 remained, giving a range of tractors from 110 to 163hp that covered most people's operating requirements.



The 121 was the replacement for the very successful Muir-Hill 101. This side view clearly shows how access to the cab was up a set of very narrow steps between the closely-spaced front and rear wheels. A sliding cab door then allowed the driver to enter the cab from the footplate, which was moulded as part of the rear mudguard structure.



The engine that sits between the strong metal side plates on the 121 was a six-cylinder Ford 2715E unit with a 6.2-litre capacity that produced 120hp. Note the large air filter, fed from a pre-cleaner mounted up beside the bonnet.

As before, the two new models were based largely on the Ford 5000, and included the Ford eight forward/two reverse gear transmission, as used on the previous models. It would be much later in the production life of the Series II models that the 111 and 121 became available with the Ford Dual Power splitter, which doubled the number of gear ratios available to 16 forward and eight in reverse. This would prove a very useful addition to the specification, giving a 'high' or 'low' version of each gear that could be changed on the move; improving versatility and usefulness in the field.

The biggest Series II

With the launch of the first two Series II models in 1972, Muir-Hill had updated its smaller models very effectively. While keeping the same high ground clearance, powerful, no-nonsense approach of the original tractors, the firm had managed to bring a new look and a superb new operator environment to the table. Both new tractors would go on to sell very well, especially the Ford-powered 121, which became the best-selling Muir-Hill model of the period.

Throughout all this, the mighty 161 carried on in its role as range flagship. This was a huge tractor for its day, but certainly wasn't a volume seller. However, it did occupy its very own niche as the most powerful British-built agricultural tractor available on the market; and as a very useful industrial prime mover. With its bespoke cab and gutsy Perkins V8 engine producing 163hp, this was a truly enormous tractor for the early 1970s. Launched in 1969, this beast remained in production until 1975, when its Series II successor arrived.



The Series II cab had been designed from the outset specifically for the new tractors. Wide-opening doorways on both sides gave good – if not particularly easy – access, while the use of large amounts of glass provided a very bright and airy interior with excellent, all-round visibility. It was all very different from the original safety cab produced by the firm in 1970!

In making a replacement for its top model, Muir-Hill decided to go even bigger. The new 171 Series II model not only had a much better cab – modelled on that used on the smaller Series II tractors – but it also received a new Perkins engine; the V8.540 producing 170hp. This huge, 8.8-litre lump was covered by a giant yellow bonnet that, despite its size, still appeared to struggle to cover the bulk of the massive engine! Unlike the 161 and its twin exhaust stacks, the 171 was designed with just one, which resulted in a less magical sound (compared to the 161), although it remained impressive, nonetheless!

“Both looked almost identical but, underneath their big yellow bonnets, they had very different power units”

With 170 horses available, the 171 was the largest tractor offered in Britain when launched, although that crown was taken by the large, articulated imports from America that started arriving towards the end of the 1970s. When it came to a British-built rival, it took until 1980, and the launch of the County 1884TW, before anything could touch the Muir-Hill 171. That tractor also had equal-sized wheels and 4WD but, by the time it arrived, the 171 had been improved even further.

Big and bold!

Muir-Hill tractors always looked striking,

and the 171 was no exception. It featured a longer bonnet than the 161, giving it a more balanced appearance as well as superior weight distribution and traction. In many ways, the 171 was much more suited to agricultural applications than the 161, which resulted in better sales figures although, overall, these were still limited due to the sheer size of the machine.

As with the 161 before it, Ford components weren't as common on the 171 as on the smaller models in the Series II line-up and, instead of a Ford transmission, the 171 boasted a



The rear linkage on the 111 and 121 models was pure Ford 5000, but with the addition of an assister ram to increase the lift capacity. This is a late Series II example and was, therefore, based on the later Ford 6600 that replaced the 5000 in 1975.



Even with the Series II design, you could still see how the tractor was constructed just by looking at it. From this view it's easy to see how the engine and transmission join to form the backbone of the tractor, with the cab sitting on top of the transmission and basic sheet metalwork forming the bonnet. It was a no-nonsense design that worked extremely well.



To replace the 161 big boots were needed. Muir-Hill didn't disappoint and came up with the giant 171, complete with a cab derived from that used on the smaller 111 and 121 models. With 170hp on tap, the 171 was even bigger than the 161 it succeeded, and became a fitting flagship model for the Series II line-up.

stronger, Fuller 10 forward/two reverse gear gearbox that was better suited to the model's impressive power output. Although the Fuller transmission wasn't perhaps the most suitable for many agricultural applications, this didn't hinder the 171 in any way; it had enough ratios for most tasks and, as the tractor was primarily intended for heavy draft work, the gearing was well suited to the lugging capabilities of the V8 motor. It's certainly impressive to listen and watch as a 171 gets up to speed with a large seven-furrow plough behind it, and the speed at which it can work such implements is certainly a sight to behold! One factor that all the Muir-Hill Series II models possess is straightforward

capability. The four-wheel-drive system still offered all the practical advantages that came with the original 101, such as high ground clearance and a relatively tight turning circle. This, combined with the bright yellow colour scheme and no-nonsense – some might say 'simplistic' – styling, produced a range of tractors that was more than capable of taking on the competition from County and Roadless. In addition, the more comfortable and well-appointed cab, with its lofty position and abundance of glass, meant that any driver could justifiably consider himself as being the king of all he surveyed! During the Series II's production life, the Ford Motor Company made

MUIR-HILL 111 SERIES II	
Engine:	Perkins 6.354 5.8-litre
Cylinders:	6
Power output:	110hp
Transmission:	8x2 (16x8 Dual Power)
Weight:	4,853kg

MUIR-HILL 121 SERIES II	
Engine:	Ford 2715E 6.2-litre
Cylinders:	6
Power output:	120hp
Transmission:	8x2 (16x8 Dual Power)
Weight:	4,853kg

MUIR-HILL 171 SERIES II	
Engine:	Perkins V8.540 8.8-litre
Cylinders:	8
Power output:	170hp
Transmission:	10x2
Weight:	6,350kg

several changes to the 5000 model, on which the smaller yellow machines were based. Then, in 1975, the 5000 was deleted altogether, being replaced by the improved 6600. While this change didn't affect the Muir-Hill product line too much, but the use of the Dual Power transmission did become a popular addition on later 111 and 121 tractors.

“It's certainly impressive to listen and watch as a 171 gets up to speed with a large seven-furrow plough behind it”

The Series II Muir-Hill tractors were built and sold for a period of six years, during which they were embraced by farmers and contractors in the UK and around the world. Many were exported to North America and plenty of other countries, as well. As such, the company firmly established itself as the producer of world-leading four-wheel-drive tractors that brought unique features to the market. Building on such success, it was only a matter of time before the range would be taken to the next level, with the arrival of the Series III models in 1978, but more of that next time. ■

SPRING EVENTS: April-May

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



APRIL

1

DETLING HERITAGE TRANSPORT SHOW

Kent Showground, Detling, Kent ME14 3JF

Tel: 01622 633061

kentshowground.co.uk

1

PATRICK EDWARDS TRACTOR JUMBLE

Langley Farm, Little Clanfield, Oxon. OX18 2RZ

patrickedwardsmachinery.co.uk

2

SPALDING MODEL TRACTOR & CONSTRUCTION

Springfields Exhibition Centre, Spalding, Lincs. PE12 6ET
spaldingmodeltractor.com

2

TRACTOR ROAD RUN

Walpole Highway, A47 between King's Lynn and Wisbech
Organised by: NVTEC East Anglia Group

nvtec-ea.org.uk/rally

9-10

THAME COUNTRY FAIR

Thame Country Showground, Oxon. OX9 3JL

Organised by: Living Heritage
livingheritagecountryshows.com

23

TRACTOR ROAD RUN

Prickwillow Engine Museum, Main Street, Prickwillow, Ely, Cambs. CB7 4UN

prickwillowmuseum.com

28-1 May

ABBEY HILL STEAM RALLY

Yeovil Showground, Dorchester Road, Yeovil, Somerset BA22 9RA

abbeyhillrally.co.uk

29-30

BORDER COUNTIES STEAM & COUNTRY SHOW

Vauxhall Fields, Monmouth NP25 5BA

bordercountiesvintageclub.co.uk

29-1 May

LLANDUDNO TRANSPORT FESTIVAL

Bodafon Fields, Llandudno, N Wales LL30 1BW

llantransfest.co.uk

29-1 May

EAST MIDLANDS STEAM & COUNTRY SHOW

Lancaster Farm, Chelveston Road (B645), Higham Ferrers, Northants NN10 8LB

Email: eastmidlandssteam@outlook.com

29-1 May

MERTON VINTAGE SHOW

Faversham Showground, Staple Street, Faversham, Kent ME13 9HY
mertonvintageshow.co.uk

29-1 May

7TH LECHLADE ANNUAL VINTAGE RALLY & COUNTRY SHOW

Langley Farm, Little Clanfield, Oxon. OX18 2RZ

lechladecollectorsclub.co.uk

30-1 May

STRADSETT PARK VINTAGE RALLY

Stradsett Park, Stradsett, Kings Lynn, Norfolk PE33 9HA

nvtec-ea.org.uk/rally

MAY

1

NORTH SOMERSET SHOW

Bathing Pond Fields, Wraxall BS48 1NE

Email: tim@nsas.org.uk

7

LAMBOURN VINTAGE MACHINERY SPRING COUNTRY SHOW

Lambourn Woodlands (B4000), nr. Newbury, Berks.

lvms.org.uk

13

NOTTINGHAMSHIRE COUNTY SHOW

Newark Showground, Notts. NG24 2NY

nottinghamshirecountyshow.com

14

BASINGSTOKE FESTIVAL OF TRANSPORT

War Memorial Park, Crossborough Hill, Basingstoke, Hants. RG21 4AG

rcbd.org.uk

20-21

ISLE OF ANGLESEY VINTAGE RALLY

Anglesey Agricultural Showground, LL65 4RW

angleseyvintagesociety.co.uk

20-21

STEAM RALLY WITH LANCASHIRE TRACTION ENGINE CLUB

Lancashire Mining Museum, Higher Green Lane, Astley M29 7JB
lancashireminingmuseum.org

20-21

STONHAM BARNS STEAM & VINTAGE SHOW

Stonham Barns Park, Pettaugh Road, Stonham Aspal,

Suffolk IP14 6AT

stonhambarns.co.uk

20-21

THREE OAKFORDS PRESERVATION SOCIETY STEAM & VINTAGE SHOW

A357 Blandford Road, Shillingstone, Dorset DT11 0SQ
threeokefordsrally.co.uk

21

29TH ANNIVERSARY CHILTERN HILLS VINTAGE VEHICLE RALLY

Weedon Park, Weedon, Aylesbury
chilternhillsrally.org.uk

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FoFH ROAD RUN

Harry Ferguson Homestead & Memorial Garden, Growell, Co. Down

Tel: Wayne 00353 429 660870

Email: waynewedlock@gmail.com

27-29

SMALLWOOD VINTAGE RALLY

Love Lane Farm, Newcastle Rd, Smallwood, Cheshire CW11 2TX
smallwoodvintagerally.co.uk

27-29

LAUNCESTON STEAM & VINTAGE RALLY

Trebant Farm, Altarnun, Launceston, Cornwall PL15 7RR
launcestonsteamrally.com

27-29

STRUMPSHAW STEAM RALLY

Strumpshaw Hall, Strumpshaw, Norwich NR13 4HR

strumpshawsteammuseum.co.uk

27-29

CUCKOO SPRING FAYRE

Laughton Showground, Laughton, E. Sussex BN8 6BN

heritagefield.co.uk

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HOVERINGHAM VINTAGE RALLY & SHOW

Boat Lane, Hoveringham, Notts.
hvvs.co.uk

28-29

EASTNOR STEAM & VINTAGE

Eastnor Castle, Ledbury, Herefordshire
eastnorcastle.com

28-29

CARRINGTON RALLY

Carrington Nr. Boston, Lincs. PE22 7DZ

carringtonrally.co.uk

29

TEIFI VALLEY VINTAGE SHOW

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GREAT EXPECTATIONS

Chris Graham talks to Tim Pearman about his giant Ford FW-30; a model that he admired as a boy and finally got to own following a chance encounter with a rare survivor



A very rare sight! Tim Pearman's 1981 FW-30 is one of only 145 Ford FW Series tractors that were officially imported into the UK between 1978 and 1985.

Tractors don't come much bigger than Ford's mighty FW Series machines, although your chances of seeing one out and about in the UK are sadly slim. So you can imagine my excitement at the prospect of getting a close look at Tim Pearman's 1981 FW-30, which has actually been part of his extensive tractor collection for nearly two decades.

I first spotted this awesome machine grinding its way around the packed arena at last summer's Great Dorset Steam Fair, after which Tim kindly agreed to having its story featured in

this magazine. With only 145 of these blue and white giants having been officially imported into the UK during the late 1970s and early '80s, they're an understandably rare sight today. I visited Tim's Worcestershire home the day before the Tractor World Show at Malvern, and our plans were nearly scuppered by snow. Thankfully, an early-morning thaw allowed us to rouse the beast from its slumbers and take some photographs outside under a leaden sky.

Chance encounter

"I bought my FW-30 back in 2005, having found it completely by chance," Tim explained. "I was tipping soil on a farm near Pershore, in Worcestershire, and happened to spot the tractor parked against a hedge and obviously very neglected. There was a window missing from the cab, brambles were growing through the structure and the whole machine was surrounded by a sea of nettles. Nevertheless, I knew exactly what it was and, having beaten a path to it through the undergrowth, went in for a closer look.

"I have enduring memories of two FW-30s working locally on farms when I was a boy, and they made a real impression on me. This was back in the

late 1970s and they were a fantastic sight, compared to the sort of tractors I was used to seeing. In those days, most farms were still running machines like the Massey Ferguson 165, so you can imagine how big and loud those giant Fords appeared to me then.

“There was a window missing from the cab, brambles were growing through the structure and the whole machine was surrounded by a sea of nettles”

"I've been into tractors for as long as I can remember, really, and was out working on a hire digger – and baling – by the time I was 13. My dad was an agricultural contractor using mainly International machinery, so he started sending me out as soon as he knew I was capable of doing the job. Then I started any own contracting company in 1986, using an International 956, but soon swapped that for a 1981 Ford



Designed and built for the wide open prairies of the United States, the FW-30 is powered by a 14.7-litre Cummins V8 diesel engine that pumps out nearly 300hp.



The fact that this tractor is articulated means that it's a lot more manoeuvrable than you might imagine, given its overall size. If you can get the front wheels through a gap, the rear will simply follow the same path.



Typically 1970s-style dashboard layout. Contrary to the advice on the yellow sticker, a quirk of this model is that the ignition switch doesn't actually turn off the engine!

TW-10 4WD. I remember that tractor had a terrible gearbox, but was a great workhorse overall. In fact, it was that model that first fired my interest in the blue and white machines. I was using that TW-10 as the towing trailer on the day I came across the abandoned FW-30."

Immediately tempting

Tim remembers being immediately tempted by the sight of the neglected monster, but slightly nervous about it, too. "I recognised it immediately – of course – and was instantly interested but, at the back of my mind, I was already worrying about what costs might be involved in fixing it. I could imagine it costing a fortune to put right.

"The farmer told me that he'd bought a Case to replace the FW-30 and, once

“It's not what I'd call a 'friendly' tractor to drive, especially given the awkwardly-short gear selector lever and the 'odd' throttle pedal”

the new machine arrived, he'd simply parked the Ford in a quiet corner and left it to rot. So, acting on the spur of the moment, I offered him £3,000 for it there and then, but he refused, so we left it at that. I continued thinking about it over the following days, though, and then spotted a magazine advert from a Scotch Corner-based company that specialised in selling American tractors. Amazingly, they had an FW-30 among their stock for £13,000, so I went to have a look. What I found was a tractor in quite a state. It was a bit of a shed, to be honest and I was surprised they were asking such a high price. It had been hand-painted, wouldn't drive in top gear, the clutch was on the way out and the battery was contained in a wooden box that had been bolted onto the side of the body! However, the fact that it was listed at £13,000 made me



It's quite a climb up and down from the FW's cab. The thickness of metal used throughout means that everything is remarkably sturdy.

determined to have another go at the Worcestershire machine.

"So I went back to the farmer, offered him an extra thousand and, rather surprisingly, he accepted, so I'd got myself a very original but down-at-heel FW-30 for £4,000, and I was very happy! Luckily, I had a friend with an artic who agreed help me bring the tractor home, but I had to get it onto the low-loader first. I had no experience of

FORD FW-30 SPECS (UK)	
Engine	Cummins V8
Capacity	14.7-litres
Power	295hp
Torque	700lb/ft (849Nm) @ 1,800rpm
Bore x stroke	5.5x4.75in (140x121mm)
Rated speed	2,600rpm
Transmission	Spicer manual, 20 fwd, 4 rev
Fuel tank	187 gallons (850 litres)
Engine oil	7.8 gallons (35.5 litres)
Coolant capacity	14 gallons (63.6 litres)
Total weight	25,320lb (11,485kg)



The shortness of the gear selector lever makes it awkward to reach and use. An odd design decision. This tractor has run for about 6,000 hours from new.

driving a tractor like this and, although the engine started very easily, I soon found out that the brakes were shot and the clutch was on its last legs. However, the biggest surprise came when I discovered the unusual way in which the accelerator pedal operated; pressing it didn't increase engine revs, it decreased them! So, the engine continues to run at whatever revs have been set using the hand throttle lever, until the 'accelerator' pedal is pressed."

We have ignition...

But that wasn't the only engine-related oddity that Tim discovered during his initial drives around the farm, before attempting to get the FW onto the low-loader. "I also found that the ignition key worked unlike any other that I've ever used before. Turning it to the 'Off'



Tim Pearman first saw and admired the FW-30 as a boy, so eventually getting to climb this impressive 'staircase' up to the cab on his own example, was a dream come true.

position made not a scrap of difference to the engine, which kept running at the speed set by the hand throttle. To actually stop the engine you have to give the hand throttle a tweak to blip the engine revs, after which the Cummins V8 falls silent.

"So you can imagine that all these factors created quite a problem for me as I manoeuvred this large machine onto the low-loader; no brakes, a dodgy clutch and an engine that has to be revved to switch it off! I had to time it all just right, to avoid running up over the trailer's swan neck, and on into the back of the tractor unit, which would have been an expensive disaster. Fortunately, I managed to get everything right and, after securing the tractor, we set off for home.

"Once back and unloaded, the first decision that needed to be made concerned how best to tackle the work needed. After a little thought, I decided to entrust it to a local Ford tractor dealership in Evesham, and allow the expert technicians there to work through the FW, bringing everything back to running order as they went. But that decision turned out to be a bit of a mistake. Over a frustratingly long length of time, the workshop managed to fix the clutch, get the brakes working and tackle a few other jobs, after which I was presented with a bill for £8,000!

"This came as quite a shock, especially when I discovered that they hadn't even needed to fit a new clutch. Simply replacing the master and slave cylinders was all that had been

necessary to get the clutch properly operational again. Admittedly, the parts had to be sourced from America but, all the same, I wasn't best pleased. Looking back on it now, I certainly paid a lot of money for not a great deal of benefit, but you live and learn!"

Pros and cons

"Once I finally had the tractor home again, and was able to start enjoying it, I discovered that – despite all the money spent – the brakes aren't particularly great, and nor is the clutch or the gearbox; but I think that's just a characteristic of the model, not a problem with this particular tractor. It's not what I'd call a 'friendly' tractor to drive, especially given the awkwardly-short gear selector lever and the 'odd' throttle pedal.

"The furthest I've driven it on the road was a 25-mile run from home to the Tractor World Show at Malvern and, while it all went smoothly enough, I was certainly glad to get off the thing at the other end! The UK's roads certainly aren't the FW-30's natural habitat; it's a tractor that was designed for working in the wide open spaces of the American prairie lands. I can imagine it operating perfectly in that sort of environment, where there's plenty of time and space to make manoeuvres.

"Nowadays I tend to drive it using the hand throttle only, because I still find the pedal very unintuitive to use. Presented with a hazard on the road, the natural inclination is to take your foot off the accelerator pedal and go for the brake. But in this case, though, all that does is increase the speed of the engine, which can be extremely unnerving if you're not expecting it!"

I was keen to find out if Tim has done much work with the TW, and put its impressive power and weight to the test. "To be honest, I haven't worked the tractor a great deal in the time I've had it," he explained. "It has been used to pull a set of discs, though, and for some mole ploughing, and it excelled at both tasks. It's certainly an impressive tractor in the field, and its power and weight make it a great lugger. It's also surprising how little effect it has on the ground – even with single wheels fitted – considering its weight.

"I think that even by today's standards, the FW-30 represents a pretty impressive performer, for the money. I mean, what other 300hp tractor of this size can you get for about £20,000? It certainly provides a cheap way of turning the ground over on a big scale."

Further thoughts

"I think that the basic design of the tractor is very good. It has a really strong and durable chassis, and the thickness of metal used everywhere is very impressive – you can jump up and down on the

“I simply hooked it up, selected third gear and away we went, towing the sledge all the way to the end of the track”

bonnet and mudguards without it having any effect! It's a fundamentally simple tractor so there's not a lot to go wrong. It's fitted with an engine and gearbox from the trucking industry, so both are tried and tested. Everything's very straightforward and I enjoy the fact that it comes from an era when components were still being over-engineered to guarantee longevity. Tractors just aren't built like this anymore."

As if to back up the FW-30's inherent ruggedness, Tim confirmed to me that the engine hasn't required anything other than the most basic or attention during the 18 years he's owned it. "In fact, I can't remember having had to do anything on the repair front during that time; it's never let me down or failed to start. Of course, it's a massive bonus



You can't fully appreciate the sheer size of the FW until you put a man in the picture. Tim is a big fan and has owned this giant tractor for 18 years.

that it comes from the pre-electronics age, so the electrical side of things is simplicity itself – no delicate ECUs or sensors to cause trouble!

"I was attracted to the model primarily because of its impressive size, and it's certainly lived up to my expectations. It's a fun machine to use and never fails to attract attention, wherever it goes. The cab is decent, reasonably comfortable and quiet in use. The one downside is the ergonomics of the control layout. The short gear-lever – located on the



The FW-30 is a fantastic pulling tractor with its power, weight and traction ensuring it can operate an eight- or 10-furrow plough with ease.

floor between the driver's legs – is a real pain to use, but that's just how it is."

Surprisingly manoeuvrable

"I don't find it a daunting tractor to drive, despite its size. The articulation actually makes it surprisingly manoeuvrable and, of course, the high seating position ensures good, all-round visibility. You can place the front end quite precisely and don't have to worry about cutting corners with the rear, as those wheels simply follow in the tracks of the fronts. The turning circle is amazingly good, too. The tractor is 6.78m long, but is capable of turning itself around in just 6m!

"I've let a number of people drive it over the years, and the verdict of most is that they wouldn't want to spend too much time in it, due to the quirky controls. However, I think that regular use would quickly bring familiarity so that, in the right situation, the FW-30 would be a pleasure to operate. It's designed for use in enormous fields, so expecting it to perform well in anything other than that environment really isn't fair.

"I've taken part in a couple of tractor-pulling events over the years which have been both fun and interesting. On one

FORD FW SERIES FACTS

- All FW Series tractors were built for Ford Tractor Operations by Steiger, based in Fargo, North Dakota
- Following its 1977 American launch, just 145 FWs found their way to the UK between 1978 and 1985
- Imported models had to be adapted for the UK and this homologation work was carried out by Basildon-based SEM Engineering
- The first tractor to arrive in the UK took 12 weeks to get to Liverpool docks, aboard the *Atlantic Conveyor* (later sunk during the Falklands War, in 1982)
- Safety-related additions for the UK market included: Emergency handbrake, direction indicators, front and rear sidelights, reflectors, rear view mirrors, numberplate light, radiator and cooling fan/belt shrouds, safety decals inside the cab, exhaust silencer, increased hydraulic lift capacity,

rear linkage modifications, fuel pump recalibration

- The UK list price for an FW-30 in 1978 was £40,480
- First UK FW Series tractor was sold to L Van Geest Farms, in South Lincolnshire
- Eight- or 10-furrow ploughs for FW tractors in the UK were supplied by Dowdeswell
- Cultivators were developed by Sleaford-based Simba International, while Keeble Brothers from Chelmsford produced soilers
- The 335hp FW-60 model was introduced to the UK market in 1980, with a price tag of £44,500.
- A Cummins straight-six-powered, 325hp revamped version of the FW-60 launched in 1985 and, a year later, got the option of an Allison, 10-speed automatic transmission
- FW Series tractors were sold in Essex, Oxfordshire, Yorkshire and Scotland, but the majority went to farms in Lincolnshire

occasion the ground was wet and the various, highly-modified Fordson Majors – such a favourite at these events – couldn't even move the sledge. But the standard FW had no trouble. I simply hooked it up, selected third gear and away we went, towing the sledge all the

way to the end of the track. I suppose that's the result of having an engine that produces plenty of power in a tractor that weighs nearly as much as the sledge being pulled. It was great fun and a perfect illustration of the potential this amazing machine truly has!" ■



The FW-30 has proved remarkably reliable in Tim's ownership. All it's cost him is a pair of rear tyres (£1,500 each!) which, amazingly, were fitted by an experienced technician, single-handedly!

TRACTOR SALES & SERVICE (MARCH) LTD

A dealer's plate stating 'Supplied by Tractor Sales & Service (March) Ltd' found beneath the grime on the bonnet of a reader's 1964 Super Major, prompted Mary Davies to share her personal account of that Fordson dealership



George Miller outside the original Tractor Sales & Service (March) Ltd premises at 66 High Street, in March, Cambridgeshire, that he opened in the mid-1940s.

Behind the history of Tractor Sales & Service (March) is the story of George Miller, my father, who was a Fordson tractor enthusiast. George (1898-1995) came from humble beginnings; he was born in Wimblington, Cambridgeshire, into a farming family and left school at the age of 11 to be a chaff-carrier. During the First World War he fought at Ypres with the Royal Horse Artillery.

In 1923 he purchased a smallholding and his first Fordson tractor. Working as a ploughing contractor until 1927, he

then joined the Fordson main dealers, Cambridgeshire Motors Ltd, in Wisbech, where he remained for the next 18-and-a-half years, working as a tractor salesman and demonstrator.

In August 1944, George then purchased the property and land at 66 High Street, in March, Cambridgeshire. Formerly a millinery and drapery shop, then housing a service canteen during the war, the property was in a state of neglect. But this purchase enabled George to fulfil his long-term ambition – to start his own business. Very quickly



One of George Miller's business cards.

he transformed the front of the shop into a combined showroom, garage



By 1964 the business had grown hugely, and this impressive new showroom replaced the original shop frontage. The Fordson behind George is thought to be a 1936 model, and one of the first to be fitted with pneumatic tyres.



The business promoted itself at local agricultural events. This was its impressive, award-winning stand at the 1954 Cambs. & Isle of Ely Agricultural Show, at Chatteris. George can be seen just to the left of the entrance, with Mary at his side.

and office, with the rear and upstairs becoming the living quarters for his family to move into.

Setting up on his own as a tractor and implement dealer involved long hours. His old Ford touring car served as his executive transport, the family car and his service van, all rolled into one.

Receiving plenty of encouragement and support from Ford in Dagenham and from his customers—all greatly appreciated—the business thrived, with George's emphasis always being on honest dealing and service. In 1954 the firm was incorporated as Tractor Sales & Service (March) Ltd with his wife and son, Keith, as fellow directors.

By this point Keith was fully involved in the running of the business. Repair services were provided by expert mechanics using a range of motor vehicles, vans and trucks. A large workshop had been constructed at the far end of the yard and, when the next-door Red Hart public house closed, was sold and demolished, George purchased that site, which allowed his yard to be extended to cater for the growing business.

In 1963 the entire front of the building was demolished and replaced with a spacious showroom, officially opened

in January 1964, with an office and stockroom replacing the living quarters in the rear. Then, when George proudly celebrated his 50-year association with Ford in 1974, he was presented with a set of copper-plated etchings showing the history of Fordson tractors from the early days.

“Some 50 years later, George spotted and purchased a 1926, American-built Fordson tractor. It was in a very poor condition, but became his pride and joy”

Turning 84 in 1983, after seeing many changes in agriculture – from the times when tractors cost £140 – George decided to retire. Tractor Sales & Service (March) Ltd, which was one of the longest-established tractor dealers in the area at that time – closed down and, on October 21st 1983, the remaining stock and the business were sold. The building and site remained empty (apart from occasional use) until it was sold in 1986, and it's now occupied by the West End DIY store at 62-66 High Street, March.

During his years in business, George had also taken a keen interest in old tractors. Ford had been making tractors at its factory in Detroit, USA, from as early as 1917, and a few of these had been exported to England and sold through Ford dealers. Some 50 years later, George spotted and purchased a 1926, American-built Fordson tractor. It was in a very poor condition, but



The dealer's plate that prompted Mary Davies to write this article about her father's Cambridgeshire-based business.

became his pride and joy. He spent countless hours restoring the old machine to its former glory, travelling the country just on the word that somebody had an old tractor which might yield some parts he could use. Ford gave him a great deal of support, eager to help him with his project. When completed, George believed that it was the only example of that model in the country in full working order.

Also in his possession was a 1936 Ford tractor, one of the first to be fitted with pneumatic tyres, and quite rare. He remembered selling it new many years previously, before repurchasing it in about 1967.

A business entrepreneur of his time, George also spent many enjoyable years involved in the local community. For more than 30 years he was the chief judge of the Cottenham Ploughing Society, and was a former vice president of the Cambridgeshire & Isle of Ely Championship Ploughing Society. He died peacefully at home in 1995, aged 96.

George would have been delighted to know that his story is being shared with fellow Fordson tractor enthusiasts, particularly anyone owning a vintage model which may once have stood, spanking new, in his showroom in March. ■

HAVE YOU GOT ONE?

Unfortunately, no business records from the firm have survived, so it's impossible to build a list of the hundreds of machines sold by George's dealership over the years. However, some are no doubt still running in preservation, and Mary would be delighted to hear from anyone whose Fordson proudly carries a 'Tractor Sales & Service (March) Ltd' dealer plate. If you own such a machine, please let her know by sending an email to: mary.davies316@gmail.com

An uplifting experience!

Ben Phillips reports on the cosmetic restoration of a Fordson Major that included the fitting of a front loader



This Fordson Major didn't come with a loader; its owner bought it separately as part of the tractor's restoration.

While I had this Fordson Major in for restoration, the customer wanted a loader fitted because he had plans to work with the machine on his land. Once I was underway with the restoration, the loader arrived and it was left up to me to work out how it fitted.

However, one of the first jobs was to decide on the colour in which the loader should be painted, as there were a couple of possible options. Blue, like the tractor, was probably the obvious choice but, after a little research, I discovered that, originally, loaders like this were finished in yellow. I reported what I'd found to the owner and we agreed that yellow was the way to go.

The loader turned out to be quite easy to fit onto the tractor, mainly thanks to the images I found on the internet. Once it was on, one of the first things I



From the side you can really appreciate how neat and compact this loader is. The yellow paint also goes perfectly with the blue and orange used on the tractor and its wheels.

noticed was how compact it was and how far forwards the mounting brackets were positioned. It was bolted to the four bolts that held on the side rail that ran along side the engine, with a couple

more slightly further forward. Having this so far forwards meant that it was well out of the way of the belt pulley, and so there was still plenty of room to step onto the tractor.



Even with this loader fitted, the Fordson Major could retain its headlights in the correct place.



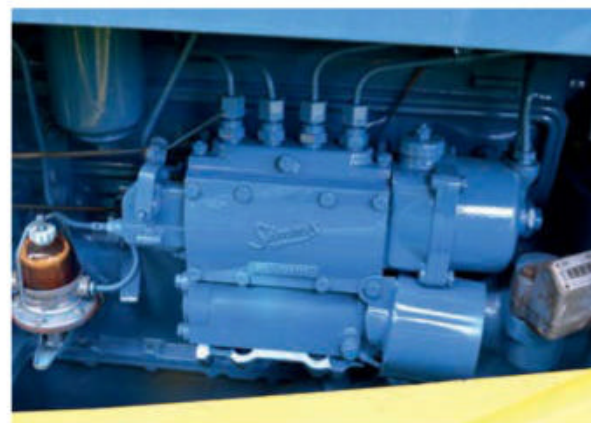
This badge is original and in great condition. All I had to do was respray it in silver, then touch-in the orange strip by hand.

The ability to get on and off the tractor easily with this type of loader fitted would have been a real advantage on a working machine. During the same sort of time that this one would have been working, the Ferguson Banana loader was on the market, and that couldn't have made getting on and off more awkward!

A couple of hydraulic rams were supplied with the loader, so I got these



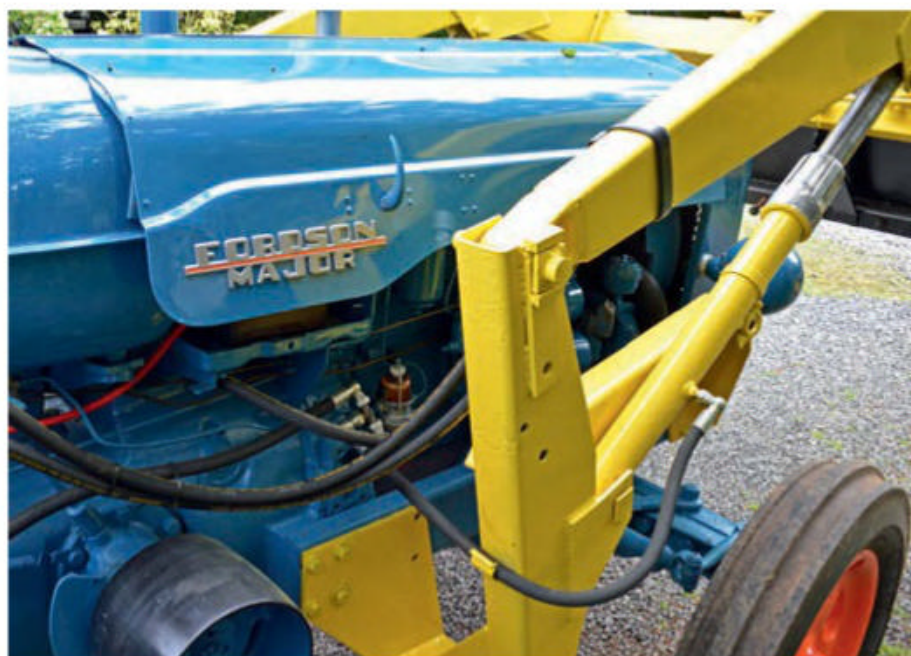
From the driver's seat you can clearly see the loader brackets and pipes. All the gauges were replaced, together with horn and key switch.



Despite the presence of the loader, there's still plenty of access to get at the Simms injector pump, if required.



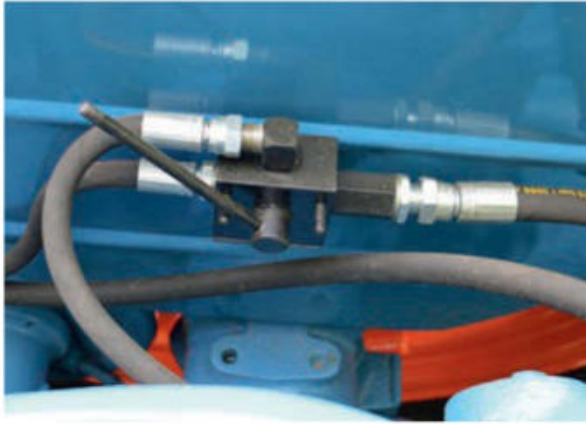
I've always loved the Major's rectangular rear lights. This is a very good quality replacement.



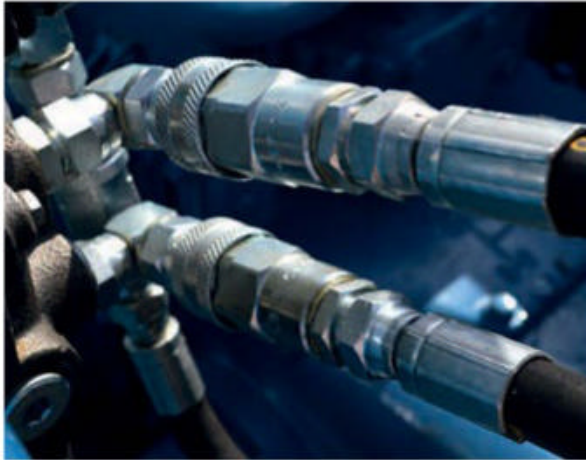
This loader was certainly well engineered, as can be seen by the strong mounting brackets.



The 36in rear wheels have been fitted with new tyres, and look great thanks to a fresh coat of orange paint.



This is the diverter valve needed to allow the hydraulic fluid to be switched between the lift arms and the loader.



Quick-release couplings were used so that, should the loader need to be removed, disconnecting the pipes would be quick and easy.



The one disadvantage of having the spool valve where it is is that the pipes block one route onto the tractor.



The two main hydraulic rams were sent away for a complete overhaul, which included the fitting of new seals. This aluminium collar was left unpainted.



For ease of use, and considering what the customer was going to use the tractor for, I fitted this spool valve on the wing so that it falls conveniently to hand.



This loader also uses a ram to power the bucket, although the original was missing in this case. A new replacement was bought and fitted.

fully refurbished; a process that included the fitting of new seals and a good wash out. The chrome part was in good condition on both rams so, if looked after in future, the new seals should hold back the oil for a good while. The seals are secured with nice aluminium caps which I cleaned and then decided to leave unpainted. As things have turned out, I think I made the right choice as the caps contrast well with the new yellow paint, and look superb.

The loader required a third ram – used to power the bucket – but, as that was missing, I had to buy a new one.

There was some leeway on size as the bracket that it mounts to is adjustable. Plumbing-in the hydraulic rams took a fair bit of working out, and how to route the pipes and where to site the connections took some careful thought.

I'd decided to buy a spool valve to control the loader, and found that the best place to mount this was on the wing, where it would be handy to reach. That position also ensured that the hydraulic pipes could be easily routed towards the front of the tractor. To get the pipes there using the the most direct route, though, meant blocking-off one



Having new pipes and fittings not only looked good, but they were much better to work with, too.



I positioned the diverter valve in the handiest position, at the bottom of the wing.



This T-section allowed the oil to flow to the two rams on either side of the tractor.



The hydraulic fluid return is found on the back of the Major, near the hydraulic lift arms. A blanking plug had to be removed before this could be connected.



The rear of the tractor was fitted with a new levelling box and drop arm, which now look great.

side of the tractor. Picking the side with the belt pulley and the brake pedals was the obvious choice. Naturally, people tend to get on on the right-hand side, where the approach is easier.

I had all the pipes fitted with quick-release connections on the spool valve, meaning that if the loader was ever taken off, the spool valve could be easily left in place and the tractor used as normal. The feed for the loader came off the tractor's standard hydraulic lever block and, to make it work, you have to wedge the lever upwards. A diverter valve was also fitted so that the fluid could be routed to operate either the hydraulic lift arms or the loader.

As with all loader attachments, it's important to make sure that the oil will drain back to where it came from. In this case, at the rear of the Major between the lift arms, there's a large nut which is a blanking plug. This needs to be removed so that a pipe from the spool valve can be connected. On most spool valves, there are the letters 'P' and 'T' (P = pump, T = tank), so a pipe from the 'T' needs fixing to this connection at the rear.

In this case the tractor's restoration had been a cosmetic one, although it was very comprehensive. The only mechanical work needed was to cure a leaking rear crank oil seal and, while I was in there, a replacement clutch was fitted. The whole tractor had been sand-blasted back to bare metal as it was quite rusty. The front cowl and bonnet had been repaired as the cowl had gone rotten in all the usual places, and I'd replaced the front 'wheatsheaf' badge and painted it in what I believe to

be the original colours. The two badges on the sides of the bonnet were original and simply read 'Fordson Major', so I sprayed these silver and touched-in the orange line.

The wings were new as the originals had gone too far and were virtually falling off due to corrosion in the main brackets. I fitted new side and rear lights to the wings, and the rears also had the square post brackets renewed. Often when loaders are fitted, the headlamps are relocated to the top of the cowl but, in this case, they could be left in the proper place as the loader didn't foul them.

The dash on earlier E1A Majors like this one was located lower down, below the rear of the fuel tank. I'd replaced the three gauges as the old ones were either broken or were full of water. A new key/light switch and horn button completed the new electrical items, although I was able to reuse the original pull cable, which was a nice touch!

A new set of BKT tyres all round set this restoration off perfectly; there's nothing like new rubber on a freshly-painted tractor. As the wheels are painted orange, they contrast beautifully with the yellow loader, and both colours work very well with the blue of the tractor itself. All the colours used are bright and cheery and, in the sunshine, the whole machine really is quite an eye-catcher. I enjoyed this restoration and the challenge of fitting the loader, primarily because I like the Fordson Major. I find that they're the most reliable starters of any tractor from the 1950s, and they're big without being too big! ■

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

1st April

Heritage Transport Show

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

Contact: Rodney Gibson on 07850 788347

15th April

The English Festival

Riverside Park Gillingham Kent ME7 2XH

Contact: Rodney Gibson on 07850 788347

30th April

The Witchampton Club Tractor Rally

Witchampton, Wimborne, Dorset BH21 5AP

Contact: John Maiden on 07836 525330

30th April & 1st May

Stradsett Park Vintage Rally

Near Downham Market PE33 9HA

Contact: Keith Broomhall on 07831 130005

20th & 21st May

The Three Okefords Steam and Vintage Fair

Shillingstone, Blandford, Dorset DT11 0SQ

Contact: John Maiden on 07836 525330

28th May

44th Vintage Rally and Car Boot

Park Farm, New Abbey Road,
Dumfries DG2 7LU

Contact: Willie West 07703 744022

28th May

Rural Run out to the Spetisbury Country Fair,

Spetisbury Country Fair

Contact: John Maiden on 07836 525330

28th & 29th May

Carrington Steam & Heritage Show

Main Road, Carrington, Lincoln PE22 7DZ

Contact: John Vowell on 07803 003047

10th & 11th June

The West Bay Vintage Rally

West Bay, Bridport, Dorset DT6 4EG

Contact: John Maiden on 07836 525330

10th & 11th June

Tractor Fest

Newby Hall, Ripon, North Yorkshire HG4 5AE.

Contact: Keith Broomhall on 07831 130005

For membership enquiries contact Keith Broomhall 07831 130005 or email

keithbroomhall185@btinternet.com



The Club has a range of merchandise in royal and navy, including jackets, overalls, body warmers, fleece, rugby shirts, hoodies, polo's, beanies and caps. For sizes and prices please contact: Jane Broomhall, Newhall, 1 Sneath Road, Aslacton, Norwich, Norfolk NR15 2DS
Telephone: 01379 677866 Email: jane.broomhall@btinternet.com

www.fordandfordson.co.uk

Ford & Fordson Association Round-Up

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



REGISTRATION NEWS



An E27N Major's identity plate showing the tractor number as the engine number (although this one isn't on a P6).

The Driver & Vehicle Licensing Authority (DVLA) hasn't announced any major changes affecting members recently. In fact, application processing times appear to be getting back to pre-Covid levels; all seems to be settling down nicely.

It has been my practice to send an unsigned copy of the dating letter for applicants to keep in case the DVLA asked them any questions. Recently, though, several have sent the unsigned letter and retained the signed one, and that's resulted in the application being rejected. To prevent this, I no longer send the copy letter.

However, the DVLA is sending inspectors to verify more applications which, it says, is a measure to combat fraud. I don't know whether this is to check if any import tax is due or, indeed,

if the vehicle has been imported, or just to check that the vehicle is actually what it's purported to be. The problem is that neither the DVLA personnel dealing with a particular case, nor the inspector assigned to it, appear to know much about how tractors are identified.

For example, all Fordson tractors manufactured from 1917 didn't carry what's now called a Vehicle Identity Number (VIN) plate that is, until the advent of the Fordson Major E27N, when factory-fitted with a Perkins P6 engine in 1948. Perkins used its own numbering/identity system that obviously didn't match the Fordson tractor number. Previously, as was Ford's practice for all vehicles, the engine number stamped on the block was also the vehicle's chassis number. VIN plates



in this case the engine number and chassis number were the same on the identity plate when this E1A Major was built.

were also fitted to the E27N's successor, the E1A, until about 1957, still bearing the tractor number. However, the plate clearly says 'Engine No.'; logical in Ford thinking. Later E1A tractors had a plate fitted without a number, and their tractor number again stamped only on the block. But the DVLA doesn't understand this and is, therefore, claiming that an E1A – even if fitted with such a plate – has no VIN number.

In another case, the team delegate involved has declined to accept a dating letter provided to one of our members, and asked that I send them a copy of the official Ford record that I used to date this 'Y series' tractor. This is despite the fact that, as I told her, I'd already sent a copy to the DVLA during its vetting process to confirm that I possessed the necessary documents, in order to be accredited as the FFA's approved representative. I have, of course, emailed copies of the requested documents to her in the hope that it will resolve the matter. This particular case has been on-going for some three months, which is quite unacceptable.

I shall draw Ian Edmunds of the Federation of British Vehicle Clubs attention to these and other concerns so that he can raise them in the appropriate quarters at the DVLA.

Pat Pawsey, FFA chairman

CLUB NEWS

The Club's Annual General Meeting was held at Tractor World. Covid restrictions meant that almost immediately following Tractor World in February 2020, all shows and events were cancelled, with few re-surfacing until the end of 2021. Certainly Newark 2021 was our main event of 2021, where we also held our AGM and reviewed the accounts for 2020.

Thankfully, our events schedule appears to be returning to a more normal routine, and we've already

enjoyed successful weekends at Somerset and Malvern this year. During the AGM at Tractor World, we reviewed the accounts for 2021 and 2022. Both years have seen growth in terms of FFA membership – an increase from 906 to 1,106 in the year to December 2021, and from 1,106 to 1,292 in the year to December 2022. In addition, we have member-only subscriptions totalling 30.

It's encouraging to know that membership extends throughout the UK, but also to Europe and the rest of the world. Also, it's been pleasing to receive articles from all over the world for inclusion in this magazine.

While merchandise sales were much lower in 2020, they have recovered since then, with high levels of interest at shows and via the website during 2021 and 2022. Accounts for both 2021 and 2022 will be placed on the website for you to review. Your committee continues unaltered, and the details can also be seen on the revised website at: **fordandfordson.co.uk**

Thanks to you all for your continuing support, without which the club simply wouldn't exist.

Jane Broomhall, FFA secretary/treasurer

SHEPTON MALLET TRACTOR SHOW



Nick, Pat and 'Dexta' with two of their award-winning tractors. They are well-known to many, and staunch FFA supporters.

This event, which took place on January 28th-29th, delivered a very cold start to the show season at the Bath & West Showground, and was organised by Mike Mitchell and his family. The club stand was again to be found in the lower hall, surrounded by traders, tractors and, more importantly, lots of visitors to the event on both days. Saturday is traditionally auction day at this show while, on Sunday, there's a Toy Fair, so

there's always plenty to see and do.

The show has always raised money for charity and, this year, made an impressive donation of £11,000 to the Air Ambulance and five other charities. This is always a very relaxed but well-run event, with sensible marshals who always know what they're doing without being overbearing.

The main theme this year was John Deere and, among the array of green



Mike Lawrence's Chariot of Fire; a proven winner resting at home. It's a truly fearsome beast!

machines, was FFA member Mike Lawrence's tractor-puller *Chariot of fire*, which is powered by a 37-litre Rolls-Royce Griffon 58 engine that was originally fitted to a Shackleton Bomber. At 3,300rpm it produces 3,000hp, and the last set of spark plugs made for it by Smiths Industries cost £600. It's a very interesting machine!

Most Ford and Fordson tractor variants were to be seen at the show, with quite a few owned by FFA members who picked up trophies. Nick and Pat Bryne, together with son Matthew, won rosettes and cups with four of their tractors; my favourite was Matthew's Irish Long Wing Fordson N towing a Ransomes cultivator with a seed box on top – both of which were top-notch restorations.



While dioramas may not be everyone’s thing, this really is quite exceptional.

Ken Marsh won a cup for his Ford 7810 2WD – quite a rare tractor – but, stealing the show, Martin Evans bagged two trophies for his Roadless 115 long-nose, including Best in Show.

Congratulations to you all. It was a

great weekend for the FFA and thanks to everyone who supported us, plus a warm welcome to the 16 new members who joined at the show.

Phil Gibson, FFA roving rep



Congratulations to Martin Evans who was a double winner with his Roadless 115 long-nose. The tractor won Best in Show!



Ken Marsh was a cup-winner with his splendid Ford 7810.



Matthew and his award-winning Irish ‘long wing’ and Ransoms cultivator with seeder.

MDTEMG AUTUMN AFTERNOON



A Thomas 95/100, produced by John Thomas of Banbury, with a Ford six-cylinder engine.

The Mid-Devon Tractor, Engine & Machinery Group (MDTEMG) celebrated its 40th anniversary on October 15th, 2022, against a backdrop of glorious weather. Held on a splendid site at Cleaveanger Farm in Coldridge, Devon, by kind permission of Paul and Mary Stanbury, several local FFA members were present at the event, together with the original founder members of the club. The MDTEMG has grown and now boasts almost 100 members. What's more, it survived Covid unlike many similar clubs which, sadly, didn't. Meetings are held on a monthly basis, except during the three summer months and there are also working days, gas-ups, road runs and club trips.

The club is proud of its fund-raising activities, and many tens of thousands



An E1A Major KFD; it's interesting to compare its size with the Dexta and F models alongside.



One of the later, narrow-wing Fordson Ns provides a splash of colour between a pair of Fs.



A pair of E27N P6 Majors. If you'd been there you could have decided which style of preservation was for you!

of pounds have been donated to a wide range of charities over the years. There are too many to mention here but one of there main recipients has been the Devon Air Ambulance, which has received more than £27,000 in donations which, I'm sure you'll agree, is most impressive!

On the day of the anniversary event, visitors enjoyed seeing old engines, farm vehicles, vintage tools and barn machinery plus, of course, an impressive turnout of members' tractors of all colours. These included a pair of Fordson Fs in beautiful running order (a rare sight in itself), a superb Standard, a couple of E27Ns, a KFD Major, a narrow Super Dexta, a Pre-Force 3000 and, finally, a 95/100 Thomas, which was a delight to see. There was also a lovely display of impressive Ford and Fordson products covering 60 years or so of production.

A speech from John Moore, our chairman, a formal toast and a slice of celebratory cake rounded-off what had been a perfect day.

Andrew Green, FFA Devon rep

IoW CHARITY ROAD RUN



A varied line-up of entrants on a stop during the run. What a splendid landscape for a road run.

The Isle of Wight Classic Tractors Charity Road Run took place on December 27th, 2022, and, following the record turn-out in 2021, I'm delighted to report that we managed to top that, with 72 tractors leaving the start site at Hale Manor.

The weather was kind, with even a little sunshine, although there was a fairly brisk breeze blowing – not unusual for the island! As there was such a varied range of tractors taking part – everything from 25hp little grey Fergies to giant, 300hp John Deeres – we allowed the smaller, classic tractors to set off first, followed by the bigger machines. As usual, the interesting route included a mixture of off- and on-road sections, and we are very grateful to the owners over whose land we crossed.

From Hale Common the convoy made its way across country to Merstone Lane, then crossed to Chequers Inn Lane and joined the Newport-to-Niton road. The tractors continued on to Cridmore Farm and Chillerton, then through Gatcombe to Bowcombe and along the road through Shorwell, Brighstone and Brook. Here we joined the Military Road and found our way to Compton



A Dexta leading the pack on a bright but chilly day on the Isle of Wight, with white cliffs behind.

Farm where we were refreshed by Anna Smith and her band of helpers.

We're grateful to everyone who helped us make this event possible, and I'm happy to report that the run raised £1,700 for charity. The Hampshire & Isle of Wight Air Ambulance and The Friends

of St Mary's Hospital, Newport, will each receive £850. Our thanks also go to Needles Pleasure Cruises Ltd which kindly covered our insurance costs.

David Lemonius, FFA Isle of Wight area rep

TRACTORS IN NEW ZEALAND

Greetings, once again, from Alberta in Western Canada. I note that 2023 is the year of the Rabbit in Chinese culture, which takes my mind back to when this was also the case in 1999 and we were all facing Y2K. The world was said to be in dire straits with global computer systems threatened by the arrival of the new millennium. Predictions suggested that everything was going to grind to a halt but, thankfully, such fears were unfounded. Now, here we are, almost a quarter of a century later, and our lives certainly aren't any less complicated but overall, it's been quite a ride!

In November, in celebration of a milestone birthday, my wife Linda and I travelled to New Zealand for a month's holiday. This was our third trip to that country, and we opted to limit our travels to the South Island this time. In the lead-up to our trip we'd contacted a couple of vintage tractor clubs, and I'd particularly like to recognise The New

Zealand Vintage Machinery Club Inc here, which is based in the Canterbury region, on the outskirts of Christchurch.

We were warmly welcomed by president Dave Reynolds and vice John Hutchison, and joined club members as they participated in one of their weekly work days, during which machinery was being reorganised throughout the museum and display areas, following a show the previous weekend. In addition, the club – with a reported membership of 300 throughout both islands – operates a vast resource library of technical manuals. In conversation with the librarian, John (ably assisted by Bev), I failed to stump them in terms of resource manuals for even the most remote models!

I was told that clubs throughout the country can access this resource library for any related manuals; a most valuable service, no doubt. It was a pleasure to interact with such



This Lepoard-engined N is presumably one of Reginald Tildesley's conversions, built in Welshpool. It really is splendid.



A Fordson All Round; lovely to see the closed-centre rear tyres, even if the fronts aren't the part.



The 1910 Garret Compound Condensing Engine; magnificent is an understatement!

a vibrant and welcoming group, and we'd planned a second visit to attend an open-house, pre-Christmas get together. But, due to Linda being unwell at the time, we had to forego that pleasure.

Before our return to Canada, however, we were invited to spend a day with the other vice president, Wayne Dyer, together with his wife (and the club's secretary) Gill, during which we toured a fellow club member's collection. The club, at the time of our visit, was facing a dilemma as its ground maintenance tractor, a Nuffield 4/65, had been pronounced 'terminally ill'. However, I'm happy to report that the selection committee had narrowed-down the replacement options to either a Ford 4000 or a 5000 so, hopefully, they've been successful in sourcing a suitable model.

The next vintage club visited during our travels was the Geraldine Vintage Car & Machinery Museum, which is located about 140km south-west of Christchurch. Its collection boasts more

than 2,000 exhibits, including a 1929 Spartan Biplane, over 100 tractors (from 1912 onwards) and more than 50 vintage and veteran cars dating from 1907. There are also numerous farm machinery pieces, motorcycles and recreation specimens etc. The Ford and Fordson brands are well represented, with the display including a 1938 Fordson N All Around and an even rarer 1938 N powered by a Leopard diesel engine; believed to be the only one surviving from the 28 originally produced. The Leopard diesel version preceded the Perkins P6 models and was rated at 75hp; a significant power-horse for its day!

An extensive Ford and Fordson toy/model collection – including a Ford-powered JCB loader/digger and an Ernest Doe Super Major duo combination – was also featured. Incidentally, the museum is entirely volunteer-run, with a work roster for the 80 or so members who maintain the facilities and exhibits. It was particularly impressive to be presented with our

signatures in the guest book from our visit four years earlier. Well done guys!

The second club that we'd been in contact with was the Thornbury Vintage Tractor & Implement Club, based in the greater Invercargill area, close to the south coast. It was founded in 1956 and has the distinction of being New Zealand's oldest such organisation. The club's prized 1910 Garret compound condensing superheated stationary steam engine is believed to be the only operational model in the world, with just two others believed to survive in the UK from a total of 213 originally built.

Records indicate that this engine was imported in 1911, to power a seed-cleaning plant in Invercargill. In 1930 it was purchased by Terrace Gold Mining Ltd. and used to operate a water pump for some time. It was then resold and ended up as a power source at a saw mill in 1938, but was retired by 1958 in favour of a diesel-powered unit. Next it was bought by an enthusiast owner in 1973 then, finally, it became Thornbury



The Scott Paul collection, sadly languishing. There look to be some very nice tractors within the slowly-deteriorating group.



A Ferguson 65 fitted with Howard Roto Pads, usually seen on Howard trenchers and the like.

Club property in 2016.
In the six years since, it's been brought carefully back to life by

club member and licensed boiler engineer, Linton Strang. As with the Canterbury club, Thornbury conducts a weekly work Bee where facilities

and equipment are worked on. The organisation has undertaken a major upgrade of the 'history of agriculture and lifestyles' section in the museum, which now benefits from striking graphic design and professional media involvement, thanks to input from club president, Fraser Pearce.

We were privileged to have seen the 1910 Garret up and running in addition to another Garret traction engine, and enjoyed a comprehensive tour of the many activities and exhibits of a thriving club. Among the many tractors in the collection we saw an E1A Major, a County Super 4, a 1924 Fordson F and a 1937 Fordson N. Also, I spotted quite an interesting Massey Ferguson 65 equipped with Howard Roto Pads, which I was told had recently been transferred from a Ford 4000. The club is active on social media with regular postings on Facebook highlighting its many activities (which include hosting regional ploughing championships and various fundraisers). Congratulations all – most definitely a club worth visiting.

Finally, on our way back north towards Christchurch, we drove through a town called Milton, and revisited the Ford and Fordson tractor collection owned by Scott Paul. There are about 20 tractors on show, ranging from a

Ford 7600 to an E27N but, although the machinery was protected by a metal roof, the sides were open. As a result, I noticed a marked deterioration in the exhibits compared with how they were back in 2018. I was unable to determine any history on the status of the collection as, apparently, Scott Paul no longer lives in Milton.

In closing, New Zealand is a beautiful and scenic country boasting quite a range of terrain, from the majestic Southern Alps to the volcanic areas of the North Island. As such, it's well worth considering as a relaxed holiday

destination. Driving is pleasurable with low traffic densities outside the urban centres, and traffic regulations are routinely enforced and adhered to.

Ultra-modern farming practices are evident everywhere, with the main Canterbury Plains and Invercargill districts most notable on the South Island. Being in the Southern hemisphere, a trip down there in November-December is certainly a fitting treatment for in shortening one's Canadian winter woes!

Ian West, FFA Canada rep

EARLY ISSUES, PLEASE?

Nick Wright tells us that he's searching for some early editions of this magazine. In particular he wants to buy copies of issues 3, 4, 5 and 6.

If you're able to help him, please give him a call on 07710 018958, or send an email to: n.wright57nick@hotmail.co.uk

THE PERFECT CARD

Ford & Fordson Association member Edward Lea has been in touch with the news that he used a photograph of his three grandsons on his Dexta as a

Christmas card. The Dexta was bought in 1958 by Thomas Lea, Edward's father. They retired from farming in 1988, and the

tractor was then rebuilt by Edward. Now he's delighted to report that interest in the tractor continues via his three grandchildren who are (left to right) Guy (6), James (11) and Dylan (9).



Edward Lea's grandchildren with his Fordson Dexta make a charming family group. It's always good to start them young!

OUT & ABOUT

Peter Love spotlights some of the events that Ford, Fordson, County and Roadless enthusiasts have been enjoying over the past month or two

WANT TO BE INCLUDED?

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

ALL CHANGE AT LARLING!



There were a number of E1A Major conversions on the run that looked the part.



Lining up for the day ahead, with some 'dressed' for the occasion.



A rare-to-see Ford 7700 with Q cab, looking very original.



This original-looking Dexta certainly had a carrier box dressed for the occasion!



It was great to see this Jubilee 7810 III out on Boxing Day.

It was good to be back in Norfolk for the biggest tractor road run on Boxing Day, which started at The Angel, Larling – not far from Attleborough and Thetford – in glorious sunny weather.

I hadn't attended this great event since 2018, when Gavin and Jack Stammers took over from former National High Cut Champion, Shuan Garrod and family, who ran the event for a number of years to keep it going.

The creators of the run, David Boggia and David Kidd, were also present, enjoying the atmosphere in the sunshine as the crowds and tractors packed in beside the booking area opposite The Angel Inn. The Angel was heaving as it served breakfast to the many entrants who had arrived early for the start of this 20-mile road run.

But, like so many of the winter charity road runs today, things are changing

with the Larling run. According to the two Davids, when this event started back in 2003, the entry was made up almost exclusively of vintage and classic tractors. Typically, Fordson Ns, E27Ns and E1A Majors were numerous among an average entry of 123 machines.

Fast-forward 20 years, though, and, in the aftermath of Covid, the older machines are coming out in the numbers they used to. At this event I counted about 64 preservation machines that joined 140 or so modern farm tractors, which represents a significant turnaround.

Nevertheless, the event remains a great spectacle, so I congratulate the organisers for all the time and effort they put in. In addition, perhaps all the daytime TV publicity following the Liverpool Christmas tractor event helped as well!

This year's chosen charity was YANA

(You Are Not Alone), which does so much good work to support mental health issues in the East Anglian countryside. The cost of entry on the day was £20 and included a plaque for attending.

Lots of the tractors were dressed for the occasion, including a fantastic Ford 7740 SLE 4WD. Despite so many entries, the organisers did a great job, and the convoy moved off at 10.10am, led by a 1965 Ford Pre-Force 3000 followed by the other older machines, including a stunning Ford 7810 Silver Jubilee, a couple of Fordson Dextas and a plethora of E1A Major conversions.

There was also plenty of New Hollands taking part, but these were rather out-numbered by an assortment of machines from German factories. Nevertheless, it was a wonderful Boxing Day treat, and the event raised over £4,600 for charity.

RECORD CROWDS AT SOMERSET



The Bryne's E27N and Standard N Industrial were winners in Somerset.

Crowds as never seen before flocked to the Somerset Vintage & Classic Tractor Show, which took place at the Bath & West Showground in Shepton Mallet, on January 28th-29th against a backdrop of bright but chilly weather.

This traditional season-opener – organised by the Mitchells and friends – is one that everyone looks forward to over the winter months, particularly those living in the south-west. Visitors certainly weren't to be disappointed with this year's show as the site was packed with tractors, implements and trade stands.



What a great line-up of Roadless machines!



It was great to see more model dioramas on display at the Somerset Vintage & Classic Tractor Show.

Ford & Fordson Show Winners

1. CONCOURS

1 Roadless 115, Martin Evans

2. VETERAN 1903-1939

1 Fordson N, Matt Bryne
2 Fordson N, Nick Bryne

3. VINTAGE 1940-1959

1 Fordson N Industrial, Nick Bryne

5. CLASSIC 1970-79

1 Roadless 115, Martin Evans

6. CLASSIC 1980+

1 Ford 7810, Ken Marsh

7. PRE-1970 BEST ORIGINAL WORKING

2 Fordson Major, Sam Dredge

9. LADIES AWARD

3 Fordson E27N, Pat Bryne

11. MODIFIED

3 Fordson Major, Mark Collis



It was great to see this smart-looking Ford 8210 at the show.



The Ford & Fordson Association stand was busy throughout the show. Once again, thanks are due to Phil Gibson for his enthusiastic work.



Martin Evans' superb Roadless 115 won the concours class.



Wow! This well-restored Muir-Hill 121 really looked the part!



Just two of the many interesting Ford classics to be seen at the show.

There was 50+ machines from the 'blue' family on show and the Ford & Fordson Association reported signing-up 10 new members, which is good news. The crowd on Sunday was much smaller than the record-breaking one that had



This Ford 7810 II was also a winner at the show.

attended the day before, which gave the second day a rather more relaxed feel.

The well-attended prize-giving took place at 1.30pm, with Martin

Evans taking the concours class with his Roadless 115. The Bryne family conquered all before them, winning the veteran and vintage classes with a raft of lovely Fordson Ns – their Industrial looked an absolute treat!

The organisers distributed various cheques from last year, with the Dorset & Somerset Air Ambulance receiving £3,000, Stars Appeal getting £2,500, Rushton Dog Rescue receiving £2,000, Freewheelers EVS benefitting from £2,000, Hot Rock Carnival Club getting £1,500 and Smandys Carnival Club accepting £500.

As always, there was an excellent atmosphere at this enthusiasts' show which was enjoyed by all. I'm looking forward to next year's event already, at which the featured marque will be Allis-Chalmers.

TOP CLASS, AGAIN!

Staged in glorious weather on February 7th-9th, the 63rd Doe Show was a huge success. The event was held at the company's HQ in Ulting, Essex, and was certainly a marked improvement over last year's event, in more ways than one. Comments from happy show-goers suggested that the layout of the site was much better and that the whole, three-day event was like a breath of fresh air.

Visitors were greeted with a fine set framed images depicting Doe products, and the company had put a number of these attractive prints up for sale, together with a selection of tin Doe signs; all ideal for memorabilia collectors.

The event also boasted a raft of exhibitors, not only from Doe's many departments, but also including various tool companies such as Sealey and



Those were the days at the Doe Show, all those years ago!



Demonstrating the Doe in its early years was something very special.



Loaded up and off to the Continent where there was decent demand for Doe models.



Servicing a 4600 with a Southampton-built Ford diesel Transit on the right.



New Holland combine stock at Ulting, from 25 years ago.



Max Cherry's Fordson F was going like a train!



Colin Fenner was going well with the 1961 Doe Triple D and TS59 five-furrow plough.

Draper, with some interesting special offers on sale.

It's the 125th year of the famous Doe company, which is now run by Angus Doe; it was Angus' great grandfather who started the business back in 1898. Today, one of the main makes Doe sells is New Holland, and there was an example of the just-released T7.300LWB flagship tractor on show and looking spectacular.

The company had many of its product stands at the event and, should you or a family member be thinking about an apprenticeship career in agricultural machinery, then its worth visiting ernestdoe.com/careers/apprenticeships as there are some great opportunities being offered.

Also being promoted was Doe's Viticulture range, aimed at fruit and vine growers. The fruit/vineyard tractor line now features the New Holland T4 F/N/V series as well as the New Holland Braud grape harvester that's made in France. There was also plenty of secondhand equipment to buy in blue and yellow liveries, but these are just part of the Doe empire these days.

The demonstration fields were another big attraction, where top ploughmen from Essex, Bedfordshire and Yorkshire could be seen in action. Max Cherry and his 1925 Fordson F with Ransomes two-furrow RSLD No. 15 plough got things under way, followed by Phil Vidler and his 1937 Fordson N water-washer and IH Little Genius two-furrow plough behind, going like a train!

Former National Crawler Ploughing Champion Colin Fenner was in charge of Doe's own 1961 Doe Triple D and, nearby, visitors enjoyed watching Terry Stinson at the controls of his lovely 1974 Ford 3000 with Ransomes TS59Y plough attached.

In the neighbouring plot was Martin Shelley, with the company's 1975 Ford 4000 and Ransomes TS90 plough. He was joined by former World Ploughing Champion and president of the European Ploughing Federation, John



Ricki Carr was lucky to be at the event after the hydraulic hoses needed for the D150 were lost by the delivery company.



Terry Stinson, who does so much for the Maldon Tractor Club, was out working with his Force 3000 outfit.



John Hill, with the Ford 5000/Fiskars outfit, was in great form as usual.

Hill, from Yorkshire. John was working impressively well with a 1970 Ford 5000 and Fiskars match plough, as was Angus Montgomerie with Doe's 1965 130 Triple D outfit.

All-in-all this was a great event that was enjoyed by all who attended.

SALES CORNER

Peter Love looks back at the 2022 sales season, which saw almost 100 amazing sales take place in the UK and Ireland, where veteran, vintage and classics found new homes

The 2022 sales season saw the market playing 'catch-up' to some extent, remembering that despite the pandemic, sales did carry on in 2020/21. The arrival of online functionality has changed the way sales are conducted, but the best prices in 2022 came from live and online events combined.

Being at a sale and buying 'live' is certainly the best way, as far as I'm concerned, as it takes away the risk of being disappointed when your online purchase finally arrives with you. I've had countless phone calls from online buyers expressing their disappointment about their purchases not matching the apparent quality suggested in the catalogue photographs. Nowadays, more auctioneers are videoing the main lots, which can help avoid this situation, but I think there's still no substitute for getting out there and seeing a prospective purchase 'in the flesh'. Doing that allows you to be sure about what you're getting, and makes it easier to make your mind up about whether or not to buy.

Incidentally, talking of buying, do always make sure that the tractor has a NOVA (import duty) certificate if it's been brought to the sale from abroad. If you don't ask, the absence of this document won't come to light until you go to register the tractor, at which point you'll have a real headache. Accordingly, it would be a great help if auctioneers were required to declare this information at the time of sale. If you do ask and are told that the tractor does have a certificate, it's wise to get this in writing, or to ask for the NOVA number.

THE TOP THREE!

The highest-priced tractor of the year was the concours-style, 1982 County 1474 that was sold for an impressive £200,000 by Cheffins last April, at its vintage collective.

In July, the second highest price of the year for a 'blue' tractor was achieved thanks to the £150,000 paid for a 1979 County 1474 (Reg: FTW 401T) at a Cheffins auction in July. I wasn't the greatest fan of the condition of that machine (some oil leaks and poorly aligned nose panels) but it made an excellent price, nonetheless.

In third spot came a County 1884 Dutch replica (with TW-35/County 1454 front axle



Some £7,600 was paid for this clean, original and low-hours 1966 Ford Pre-Force 3000; another record created at the Tractor World show.



Sold by HJ Pughs in February 2022, this 1977 County 1174 with 2,900 hours and a V5c went for £31,000.



This smart-looking, 1982 County 1474 TW (No. 48211/910198) was the top-priced tractor of 2022, selling as it did for £200,000.

and lots of patina). It was sold by Cheffins in October for more than £110,000 – the precise amount isn't known as the final deal was actually completed after the sale.

Overall, more tractors are now being sold 'non-reserve', mostly from deceased estates, and this trend is increasing. Also, I've noticed that more tractors are subject to VAT than ever before.

The vintage and post-vintage market is changing, with prices going down rather than up for Fordson models. But Ford Ferguson values are holding up well, with the best example last year selling at May's Tractor World for £7,000.

In conclusion, though, I think the future looks bright and, for the wise buyers the investments made – particularly among the classic models – will provide a better return than leaving the money in the bank, so go for it!



This County 1184 TW was sold by HJ Pughs in February for £53,000.



Runner-up in the highest-priced tractor of 2022 competition was this 1979 County 1474, which sold for £150,000.

FORDSON RESULTS

It was an interesting year for Fordson enthusiasts, although there were no genuinely stand-out examples sold and that affected the prices achieved during the year. Prices fell back for the Fordson N and perhaps the market has moved on to the post-1964 Ford tractors.



Second highest-priced Ford tractor in 2022 was this 7810 Jubilee, which sold for £42,500 (+ VAT).



This Country Super-6 (No. 13882) found a new home last July for £22,000.

For sure, you can't go wrong with a model like the Fordson New Performance Super Major. Look at the Paul Spence, Lambourn-cabbed example sold by Cheffins at its October collective. That tractor had been repainted during its working life and it sold for an amazing £11,500 – almost beating the record set in 2008.

As for a restored 1958-62 Dexta, expect to pay £5,900 for a very good one, and add another £500 for an exceptional Super New Performance example. Prices for KFDs have certainly dropped, with a prime example being the one in September's Graham Holland sale, which got moved on for £7,000. In previous sales, this same tractor had sold for £7,700 and £10,300! My feeling is that prices are levelling off slightly for ordinary Fordson family tractors but, if you have something special, good money can still be made.

BEST SELLERS

CAS, 1963 Doe Triple-D No. 326, 5, £54,000

CJ, 1960 Mailam Dexta crawler, good tracks no hydraulics, 2/3, £14,000

CAA, 1964 Fordson New Performance M Lamb cab, loader, repainted years ago, 2/4, £11,500

CRF, 1943 Fordson Standard N Allcrop rowcrop, 2/3, £10,800

CA, 1949 Fordson E27N P6 (No.1117772, Reg OPU 998), winch, low-gear, 3, £10,500



This good example of a Fordson Standard N changed hands for £1,500 in October.

GH, 1954 Fordson KFD60 Major, (Reg 575 YUS), V5c, 5, £7,000

PD, Fordson E27N Perkins P6, older restoration, 4, £9,900

CAA, 1964 Fordson Super Dexta, Bombardier track conversion, 4.9, £9,000

PD, Fordson New Performance Super Major, 2,010 hours, 5, £6,600

CH, 1963 Fordson Super Major (Reg ESU 889), clean and tidy, 3, £6,200

FMC, 1963 Fordson New Performance Super Major, 5, £6,200

CRF, 1964 Fordson Super NP Major with loader, (Reg BFL 276C), 2.8, £6,100

CH, 1955 Fordson E1A Diesel Major, good, 4.6, £5,800

CAA, Fordson Dexta, older restoration, 4.7, £5,500

CAA, 1960 Fordson Power Major (No. 1555465, Reg 384 ORA), 3, £5,600

PD, 1963 Fordson New Performance Super Major, 4, £5,250

N, Fordson E1A Super Major, restored, 5, £5,000

N, Fordson Dexta (Reg 3267 UF), restored, 5, £4,800

BH, Fordson E27N Major Perkins P6, 1.6, £4,800

CH, 1961 Fordson Dexta (Reg USJ 649) very clean, 3, £4,800

ND, Fordson New Performance Super Major, 2/3, £4,250

FORD

Well, where do I start? It was a strong year for Ford tractors but, clearly, good clean examples (plus four-wheel-drive) are what's needed to make top money. There were quite a few rusty/tatty examples offered with sellers expecting top money, but that just wasn't there in those cases.

There still seems to be a good number of original, classic examples around, and enthusiasts are now starting to preserve the last, genuine Ford tractors from the 1990's 40 Series. A good 7740 with 16-16 shuttle is becoming the one to have, as is a good turbocharged 8340 SL Powerstar with four-wheel-drive, of course.

The lower-range 2000-4000 did well over the year, with the average for a very good, restored example now being around £8,500.

SALE CODES

BGH - Browns Grundy Hall
BS - Browns Shingay
BSJ - Berwick St John
BW - Browns Willingham
CAA - Cheffins October Vintage Collective
CAS - Cheffins Adrian Strain
CA - Cheffins April Vintage Collective
CH - Cheffins Harrogate
CJ - Cheffins July Vintage Collective
CO - Cheffins Oxfordshire
CP - Cheffins Peak
CRC - Cheffins Rodney Cowle
CRF - Cheffins Rome Farm
GH - Graham Holland
N - Browns Newark
PD - Pugh December Ledbury
PF - Pugh February Ledbury
PTW - Pugh Tractor World
PW - Pugh Welland
RW - Cheffins Wilson Sale
SS - Symonds & Sampson

TRACTOR GRADING CODES

1 - Rough
2 - Needs work
3 - Original
4 - Older restoration
5 - Restored
6 - Concours



This Italian, 1960 Mailam Dexta crawler, with good tracks but no hydraulics, sold for £14,000 (+ VAT) last July. It was offered for sale in Devon earlier this year, where it raised just £9,000 and was then exported to America.

A few 7810 Jubilees were offered and some turned up twice with a more realistic reserve, then got sold. The price for a good, restored example with a genuine history is about £50,000 by the looks of it. Cheffins had the top 10 Ford prices in 2022 and, for 2023, I expect more examples to be offered from Scandinavia and North America.

How things have progressed. The ex-Hadlow Collage Ford 4000 cutaway was sold last year for £20,000 when, just two years earlier, it was difficult to get £7,000

for it! Ford tractors are certainly becoming a very good investment, if you buy the right models in the right condition.

TOP 20 FORD SELLERS

CRC, 1989 Ford 7810 III Silver Jubilee 4WD, restored, 5, £50,000
CJ, 1989 Ford 7810 III Silver Jubilee 4WD (Reg G497 ESM), front weights, 2/9.2, £42,500
CA, 1991 Ford 5610 III 4WD (No. BC82915), 294 hours, 10.4, £35,500
CAA, 1989 Ford 7810 Jubilee III 4WD (Reg G996 WKK), ex-farm rough, 2/3, £26,500
CRC, Ford 8730 2WD, Super Q, clean, 3/10, £28,000
CAS, Ford 7000 DP, (Reg GWL 886L), 5, £25,000
CRC, 1989 Ford TW-35 II 4WD, Super Q, (Reg F160 OTT) 6,059 hours, PAVT wheels, 5, £25,500
CA, 1993 Ford 8830 DP, (No. 930427), ex-Spanish resto, stopped at £14k last time, 10, £25,000
CRC, 1974 Ford 7000 (No. B933025), correct cab, restored, lovely, 5, £24,500
CAA, Ford 8830 DP 4WD, clean with weights, 9.7, £24,000
GH, 1989 Ford 7810 SII 2WD, 8,469 hours, (Reg F85 HRR), V5c, 9.7, £23,000
CRC, Ford 7000 DP (Reg B900 566), correct cab, 7,288 hours, single ram assist, 3/10, £22,000
CAA, 1990 Ford 7810 SIII 4WD, good, 10, £22,000
CRC, 1986 Ford 8210 II 4WD, Super Q, (Reg D235 KAG), 7,217 hours, front linkage, 9.4, £21,000
CRC, Ford TW15 4WD, good, 10, £21,000
GH, 1989 Ford 7810 SIII 4WD, (Reg F845 EAT), V5c, front weights, twin ram, 9.5, £20,000
CAS, 1968 Ford 4000 cutaway, ex-Hadlow Collage, 5, £20,000
GH, 1975 Ford 7000, Fieco cab door missing, assist ram, (Reg JYA 968N), V5c, 2/9.3, £19,500
CJ, Ford 8210 III 4WD, (Reg F612 RRO), local tractor, £19,500

COUNTY

This was the top make, price-wise, in 2022, with the top 19 tractors selling for over £20,000 during the year. People are evidently willing to invest in these four-wheel-drive machines, and the top three best-selling tractors of 2022 were all classic Countys, with Cheffins selling them in April, July and October.

The top 20 were in good mechanical and bodywork condition. I do expect more to be offered in 2023, with some being imported – particularly from Scandinavia – to meet demand. But, if you're in the market, do remember to check the NOVA

situation for any prospective purchase. Also note that nearly half of all County sales last year were subject to VAT.

TOP 20 COUNTY SELLERS

CA, 1982 County 1474, (No. 48211/910198), concours style, 5.8, £200,000
CJ, 1979 County 1474 (Reg FTW 401T), so-so with some oil leaks, 2/4.8, £150,000
CAA, County 1884 Dutch replica TW-35/County 1454 axle, lots of patina, 10, £110,000
FMC, 1981 County 1184TW, 2,600 hours, refreshed 2010, 5, £61,000
PF, 1981 County 1184TW (Reg WYC 26W), V5c, 4.5, £53,000
CRC, County 1184TW, restored, 5, £47,000
CA, 1974 County 1164, (No. 28602, Reg FAO 433N), concours class-winner, 5.4, £40,000
CRC, 1980 County 1174 (Reg PSC 711V, No. 45370512003), G/tyres t/assistor rams, 3, £47,000
CA, 1977 County 1454, (No. 37545, Reg TJL 108R), very original, 10/3, £35,000
CJ, 1977 County 1174 Dual Power (Reg TAR 440R, No. 36672), with front weights, 4, £34,000
PD, 1963 County New Performance Super-4, original, what a gem, 3, £31,000
PF, 1977 County 1174 (Reg ECG 187S), 2,900 hours, V5c, 4, £31,000
CAS, County 654 Super, 5.2, £30,000
CP, 1974 County 100FC, (Reg WBJ 511M), ready to go without a body, 5, £30,000
CRC, County 1164, Goodyear tyres, (No. 29317), restored, 5, £25,000
CA, 1980 County 1184 (No. 45244, Reg NLP 116V), industrial slap-over, 2/4, £25,000
PD, 1963 County New Performance Super-4, painted, 4.8, £21,000
CJ, County Super-6, (No. 13882), tyres like new, 2/4, £22,000
PF, County 1124 (Reg FBL 354K), Bomford blade, 4.4, £18,500

ROADLESS

Last year wasn't the greatest for Roadless tractor sales (as was also the case with Muir-Hill machines). The blue stock offered wasn't particularly good in most cases, either. An older restored example sold at the Southern Counties Pocock Rally in September, for £20,000.

ROADLESS TOP 10 SELLERS

BSJ, Roadless 115 with Duncan cab, 4.9, £20,000
CAS, 1976 Roadless 118 DP, (Reg PTB 470R), 5, £17,500
CA, Roadless 115 yard loader, 8.9, £16,500



A tractor that's well-known on the rally circuit, this Fordson Super Dexta, with Bombardier tracks, was sold for £9,000.



This restored Dexta found a new home for £5,500.



The prices being paid for KFDs are down at the moment. This lovely example sold for £7,000 in September, having been sold previously for £7,700 and £10,300 before that.

CAA, 2060 1963 Roadless Super Major (Reg SSU 337), 4/3, £16,500
CA, 2782 1969 Roadless IHC 634 682, (Reg SKR 997H), original runner, 2/3, £15,500
PF, 1610 Roadless 120, turbo fitted, runs, Q cab, 9, £15,000
CAA, 1967 Roadless IHC B-450, 5, £12,000
CA, 2763 1979 Roadless 98, 7,710 hours, used as yard-scraper in Kent, 8.8, £9,800
CP, 124A Roadless Ploughmaster 75, Duncan cab, 2/9.1, £9,500
GH, 1966 Roadless 65, Duncan cab, (Reg HBW 375D), inner weights, 2/3, £7,200

BODLE STREET GREEN

FBHVC DRIVE IT DAY CHARITY GATHERING & ROAD RUN

SUNDAY 23th APRIL 10-2.30pm Bodle Street Green Village Hall & Green, East Sussex BN27 4UB
OPPOSITE THE WHITE HORSE INN FOR FOOD AND DRINK

- ☐ Veteran, Vintage & Classic Tractors
- ☐ Steam
- ☐ Cars
- ☐ Commercial Vehicles
- ☐ Stationary Engines
- ☐ Motor-Cycles
- ☐ Live Steam Models welcome
- ☐ Model Railways
- ☐ Village Hall Displays



FREE ENTRY FOR PUBLIC AND EXHIBITORS! COME AND MEET LIKE MINDED FRIENDS!



FREE refreshment and cake voucher to all exhibitors! Breakfast and lunch available on site



Road Runners will leave at 10.15am for tour of local delights, anticipated return 1pm

SAFETY FIRST!

All machinery to be insured and drivers to hold current driving licence.

Please come and join in the day's fun and bring your old vehicle here!

Further details from Peter Love, tel: 01323 833125 Email: peterlove@madasafish.com

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

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

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
CHASESIDE							
Fordson N Super-Lift Crane	1934-45	£900	£1,850	£2,200	£2,400	£2,100	NA
Fordson N Industrial Shunter	1934-45	£1,200	£2,300	£4,200	£2,500	£3,600	NA
Fordson E27N Hi-Lift Excavator	1946-51	£1,100	£2,100	£2,900	£2,400	NA	£3,800
Fordson E27N p/p Ind Shunter	1946-51	£950	£1,300	£3,200	£2,900	£3,600	NA
Fordson E1A Industrial Shunter	1952-64	£980	£1,100	£2,900	£3,600	£4,300	NA
700-700A	1960-68	£1,400	£2,900	NA	£3,400	NA	NA
COUNTY							
CFT E27N p/p crawler	1948-51	£1,900	£3,600	£6,100	£4,700	£7,100	£12,600
CFT E27N Perkins P6 crawler	1948-51	£3,400	£5,200	£14,500	£8,200	£10,250	NA
Major Z crawler	1951-54	£1,950	£3,400	£6,800	£4,700	£5,900	NA
Major Z Mk II/III/IV crawler	1954-59	£1,900	£3,600	£4,800	£5,900	£6,300	NA
Major Ploughman crawler	1957-58	£1,950	£2,900	£6,400	£4,400	£7,100	NA
Major Ploughman P50 crawler	1958-61	£2,100	£3,200	£6,200	£5,400	£6,800	£8,600
Major Ploughman P55 crawler	1961-65	£1,900	£3,400	£6,500	£5,900	£6,400	NA
Major Ploughman 6-cyl crawler	1963-65	£2,700	£3,600	£5,400	£4,200	£5,420	NA
Four-Drive	1954-58	£7,700	£8,200	£12,600	£12,000	£12,750	£14,100
Hi-Drive	1958-62	£3,900	£5,600	£8,200	£6,900	£8,100	NA
County Dexta Forestry 4x4	1964	NA	£9,800	NA	NA	NA	NA
Super-4	1961-65	£4,600	£6,700	£12,600	£13,200	£16,500	£22,000
Super-4 Sea Horse replica orig scrap	1963	NA	NA	NA	£18,000	NA	NA
Super-6	1962-65	£6,800	£12,400	£21,300	£14,500	£26,000	£34,000
654	1964-68	£5,100	£9,230	£15,900	£12,900	£19,800	NA
FC654	1965-68	£6,900	£9,100	£16,400	£17,500	£23,600	NA
954	1965-67	£5,750	£10,900	£19,500	£14,600	£18,200	NA
1004	1966-75	£5,900	£12,600	£19,200	£16,000	£18,700	£21,300
854T	1967-68	£6,200	£10,300	£24,300	£17,900	£22,800	NA
FC1004	1967-77	£6,400	£10,600	£25,000	£15,950	£24,200	NA
1124	1967-72	£6,900	£12,200	£24,500	£18,900	£20,700	£27,800
1124 drainage machine	1967-72	NA	£9,300	NA	NA	NA	NA
754	1968-75	£6,600	£9,500	£19,000	£17,950	£21,950	NA
FC754	1968-75	£6,200	£10,400	£18,200	£15,950	£19,800	NA
4000-Four	1968-75	£6,100	£10,400	£21,400	£16,800	£17,200	£21,200
IHC 614	1966-68	NA	£10,900	£16,000	£16,600	£18,000	NA
IHC 634	1969-72	£8,900	£9,500	£17,300	£16,000	£17,000	NA
1164	1971-77	£6,200	£10,400	£31,300	£19,600	£26,800	£39,500
944	1971-75	£6,800	£11,950	£26,400	£24,000	£29,200	NA
1254	1972-75	£8,850	£17,200	£27,200	£22,750	£34,200	NA
1454	1972-78	£8,900	£18,800	£32,800	£24,950	£37,500	NA
764	1975-78	£6,800	£9,640	£19,100	£17,800	£26,550	NA
964	1975-77	£6,300	£10,100	£24,100	£22,000	£26,600	NA
4600-Four	1975-81	£6,600	£10,300	£24,400	£21,400	£23,100	NA
6600-Four	1975-81	£7,900	£11,600	£27,900	£22,200	£31,400	NA
7600-Four	1975-81	£7,900	£12,800	£28,500	£23,100	£36,500	NA
1174	1977-79	£9,100	£18,200	£39,000	£28,900	£34,000	£41,250
6700-Four	1978-81	£7,600	£14,700	£28,500	£18,100	£24,900	NA
7700-Four	1978-81	£5,600	£14,100	£21,400	£18,200	£26,800	NA
FC1174	1978-80	£6,900	£10,100	£19,200	£15,500	£19,900	NA
774	1978-90	£7,200	£17,000	£28,000	£25,800	£31,000	NA



Price guide key

- BAND 1:** 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





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

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

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

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- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
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- Each advert can be no more than 30 words. Kelsey Media reserves the right to edit down adverts that exceed this word limit.
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- 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.
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- By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
- No other correspondence can be entered into.
- Kelsey Media uses a multi-layered Privacy Notice giving you brief details about how we would like to use your personal information. For full details please visit www.kelsey.co.uk or call 01959 543524. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about other products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email data.controller@kelsey.co.uk or 01959 543524.



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UP TO 30 WORDS (trade excepted)

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Signature:.....

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COUNTY 754 4WD TRACTOR



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

COUNTY 4004

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

FORD 7610 SERIES 3 SUPER Q



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

FORD 7610 FORCE TWO



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

FORD DEXTER

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

FORD 2000



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

FORD 8630 4WD



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

FORD 4600 2WD



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

ORD 9N

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

FORD 4610 SERIES II



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

BEWARE SCAMMERS!

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

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

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

SALE *Highlight* FORD 6610 2WD



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

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

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

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

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



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

FORD 7610 SERIES 3 SUPER Q



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

117137

FORD 2000 TRACTOR WITH CAB

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

117156

FORD 3000



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

117386

FORD 4000



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

117389

FORD TW20



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

117390

FORD 9N



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

117478

FORD FERGUSON



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

117483

FORD 3000



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

117578

FORD FORD



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

117583

FORD 4000



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

117598

FORD 3000



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

117607

FORDSON DEXTA MK1

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

117157

FORDSON SUPER MAJOR



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

117166

FORDSON N



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

117381

FORDSON MAJOR



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

117387

FORD FERGUSON



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

115986

FORD 6810



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

115328

FORD 3600



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

116092

FORD FERGUSON



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

115374

FORD 4600



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

115395

FORDSON MAJOR E27N



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

115499

FORDSON STANDARD



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

115868

SALE *Highlight* GENUINE NUFFIELD M3 ROWCROP



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

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

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

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

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



FORDSON



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

116274

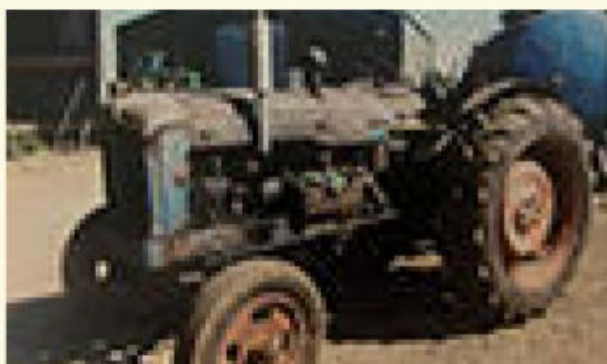
FORDSON SUPER MAJOR



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

116286

FORDSON POWER MAJOR



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

116368

FORDSON DEXTA



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

116391

FORDSON MAJOR DIESEL



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

116399

FORDSON MAJOR



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

116879

FORDSON POWER MAJOR



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

116905

FORDSON F

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

116954

FORDSON SUPER DEXTA.



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

116993

FORDSON DIESEL MAJOR



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

115320

FORDSON SUPER MAJOR



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

115367

FORDSON SUPER DEXTA



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

115369

TRACTORS FORDSON POWER MAJOR



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

116136

FORDSON MAJOR

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

116177

FORD 6810



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

115328

FORDSON NEW MAJOR E1A



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

112924

FORDSON DEXTA SPECIAL.



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

112958

FORDSON POWER MAJOR.



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

113001

FORDSON E1A

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

113157

FORDSON MAJOR



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

113206

FORDSON MAJOR



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

113220

FORDSON MAJOR



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

113520

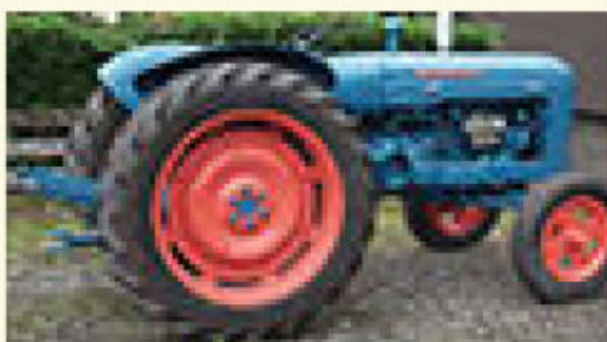
NEW PERFORMANCE SUPER DEXTA



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

113522

FORDSON SUPER MAJOR



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

113727

FORDSON MAJOR DIESEL



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

113911

FORDSON SUPER DEXTA



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

114055

FORDSON SUPER DEXTA



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

114078

FORDSON MAJOR



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

114084

FORDSON N NARROW WING



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

114152

FORDSON SUPER DEXTA



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

114181

FORDSON N



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

114406

FORDSON E27N



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

114507

FORDSON



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

114608

FORDSON DIESLE MAJOR



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

114621

FORDSON TRACTORS



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

117560

FORDSON CHACESIDE



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

115070

FORDSON SUPER DEXTA



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

115105

FORDSON MAJOR

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

115109

FORDSON MAJOR



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

115114

FORDSON



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

115311

FORDSON N



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

117381

FORDSON F

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

116954

FORDSON N

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

PARTS AND ACCESSORIES

FORD PARTS



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

118023

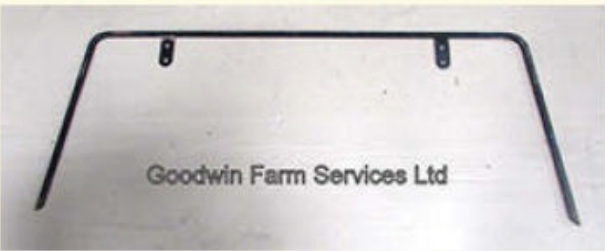
FORD CARGO 0813 REAR BRAKE DISC AS NEW



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

118062

FORD SUPER Q WINDOW FRAME



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

114185

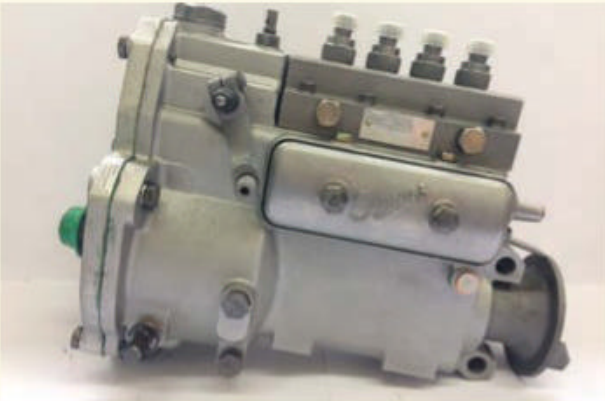
FORD SWIVEL HOUSING CARRARO



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

114186

FORD SUPER MAJOR INJECTION PUMP



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

FORDSON DEXTA INJECTORS



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

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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.

117774

MISC

FORDSON FUEL FUNNEL



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

114167

WANTED

FORD THAMES TRADER

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

114570

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NH TS FRONT GRILLE £275, TM GRILLE £250



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



FORD HYDRAULIC PUMPS, 40s/TS SLE £2000, DUAL POWER £575, AUX ENGINE MOUNT £350, 7610 MAIN + AUX PUMP £300ea



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



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



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



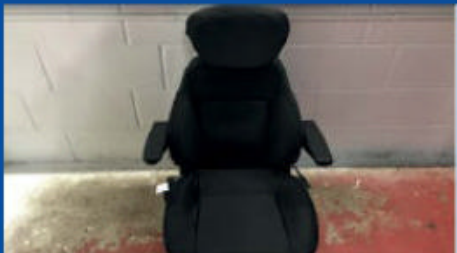
FORD/NH STARTER MOTORS 3KW £120 EA, 4.2 KW £165 EA



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FORD 7740 TURBO KITS, NEW TURBO + OIL PIPES, NEW EXHAUST BOX, USED AIR PIPES £1350



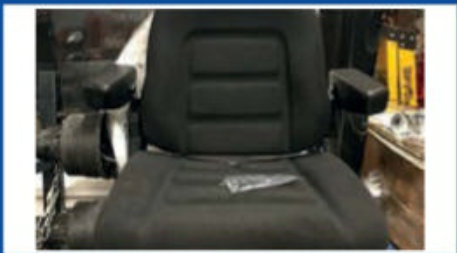
NEW AIR SEATS, C/W HEADREST AND SEATBELT, JUST NEEDS A 12 VOLT SUPPLY £375



FORD/NH PUH LATCH KITS FOR FITTING TO 10s/40s/TS/TM + SOME TSA £150 EA



NH FRONT AXLE HUB REDUCTION GEAR KITS FOR 40s/TS/TSA/TM+60s £500, BEARINGS + SEAL £135 EXTRA



BLACK MECHANICAL SUSPENSION SEATS , COPY OF A FORD 40s AND SOME CASE £375 each

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