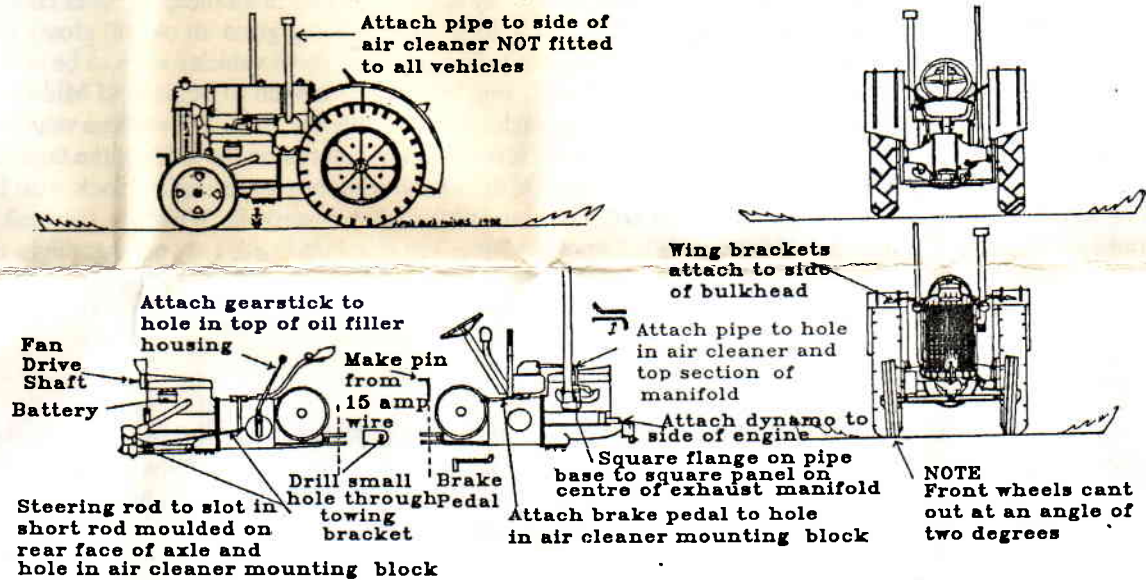


LEAD SLED MODELS

1/72nd Scale White Metal Kit
1939 Fordson N RAF Tractor
With RAF Driver Figure



Our thanks are due to the following people and organisations for their help with information used in the making of this kit. John Salmon, Michael Morris, The Imperial War Museum, Duxford and The Museum of English Rural Life.

1939 FORDSON N TRACTOR

To give a reasonably full account of this vehicle would require a book and for superdetailers and general interest the following two books are recommended: Fordson at War and The New Fordson Album by Allan T. Condie, published by Trent Valley publications. The Fordson N made up 90% of all tractor production during WWII; during its peak year, 1943, 32,300 units were produced. The remaining 10% was made up by imports and small scale production by other British manufacturers. This vehicle and its ancestors enjoyed a production life of some thirty years and were used in huge numbers not only on the land, but also with H. M. Forces. They were also widely used in the U.S.A..

The RAF took their first batch in 1937 and these pre war vehicles were fitted with cabs in RAF workshops and differed from war built machines in wheels, mudguards and other detail fittings and carried civilian type registration numbers. Their uses in RAF service were primarily, aircraft handling, bomb train and general towing duties; a half track conversion by Roadless Traction was also produced in large numbers primarily for the RAF for use on grass airfields and for crash recovery. One of these will be released in this range during 1988. When towing bomb trains the maximum number of trolleys to be pulled was six, this was for safety reasons, normal speed then was 5mph, some late war batches were fitted with 11/1 axle ratios and 28 inch wheels, these were the fastest Fordsons ever built and when pushed would do over 40 mph, a spate of accidents with these caused the last batches to be fitted with governors!

The Royal Navy also used them on airfields and in dockyards, often 'grounded' and used to drive capstans, they were also used on wheels and fitted with winches to pull MTBs' and other small craft up slipways. The Army used them in ordnance units and vehicle centres and for general towing duties.

They were also shipped abroad and were to be seen on nearly all RAF establishments worldwide.

In agricultural use they were used as modelled and with other types of wheel, wheel and tyre sizes varied considerably due to non availability of standard items, this also applied to other parts of the vehicle and there was a wide variation in the appearance of these vehicles. Several variations in mudguard shape and size were to be found and on service machines were often deleted. A six volt lighting set was fitted to service vehicles and was dynamo operated, the battery was slung on the side of the engine block. This set-up was also found on many wartime agriculturals to allow night ploughing etc.

Some vehicles were petrol powered but the majority of wartime vehicles were vapourising oil burners.

COLOUR SCHEMES

Civilian Vehicles were in early WWII, Orange overall changing to Green in 1940. RAF tractors were RAF Blue/Grey overall changing to Dark Earth towards the end of 1940, some were locally camouflaged with Dark Green in a similar disruptive scheme to that used on RAF Aircraft whilst others were given a Mickey Mouse Ear pattern in Black. In 1942 vehicles began to appear in Dark Green overall and were often camouflaged in similar manner. In early 1945 vehicles began to appear in Blue/Grey again. Vehicles in all these schemes could be seen just after the war when a general repaint saw those not sold as surplus being given an overall glossy Blue/Grey finish. In about 1950 fuel tank tops began to appear with yellow tops and some vehicles were to be seen painted Glossy Yellow or Orange overall. In the Middle East during WWII they tended to be painted Middle Stone or Sand overall. We have no information on colours for vehicles serving in the Far East. On wartime vehicles a serial number was not normally carried. RAF in White characters was often painted on the sides of the tank and many had a local MT number painted either on the rear of the right hand wing or on the engine block, also in White. The example in the Imperial War Museum collection at Duxford has a serial in White on the tank, but, its authenticity as part of an original scheme is not known. Some vehicles fitted with only one headlight carried a bridging disc in place of the right hand light, this was Yellow and would have carried the figure 7/2 in Black. The vehicles tended to have a battered and well worn look in service.

PARTS LIST

Left and Right Main Wheels, Left and Right Front Wheels, Front Axle Assembly, Steering Rod, Engine/Transmission Unit, Fuel Tank and Bulkhead Unit, Radiator, Starting Handle, Exhaust Pipe, Air Cleaner Pipe, Air Cleaner to Manifold Pipe, Battery, Dynamo, Headlights x 2, Brake Pedal, Gear Stick, Steering Wheel, Driving Seat, Driver Figure, Left and Right Wings, Wing Brackets x 2.

ASSEMBLY INSTRUCTIONS

Use Cyano Acrylate and/or 5 minute Epoxy adhesives. Follow manufacturers advice for safe usage.

Fettle and clean parts.

Drill a hole right through towing bracket, also drill a small hole in each side of the radiator to take headlights, do not fit lights at this stage. Fit radiator to fuel tank assembly, paint inside face of radiator at this stage. Fit assembly to engine/transmission unit, ensure assembly is square. Fit drivers seat, note that the thin tongue at end of seat support fits underneath the steering column. Using the drawings for part identification and positioning, fit air cleaner to manifold pipe, fit brake pedal, fit dynamo, fit gearstick. Fit battery to left side of engine block. If driver figure is to be used, fit at this stage, the left foot should rest on the left axle and the right on the brake pedal. Adjust seat height as necessary by gentle bending. Fit Steering wheel. The main wheels are handed and are marked L and R on the inside faces. Fit main wheels onto axles inside left and right wings, fit wings onto rear axles, ensure assembly is square. Fit wing brackets to tank bulkhead edge and top of wing, note that the tear shaped end goes on the wing top. Fit front wheels to axles then fit axle assembly to rear face of trunnion at front of sump cover, rear part of assembly attaches directly to sump cover. Fit exhaust stack, refer to drawing for positioning. Fit air cleaner pipe directly onto side of air cleaner dome. Fit steering rod to front axle assembly and hole in side of the cleaner mounting block. Fit headlights to holes drilled in sides of radiator. Fit starting handle into slot in bottom of radiator. Make towing bracket pin from 15 amp fuse wire and fit in holes drilled in towing bracket.

If you have any suggestions for future models we will be pleased to hear from you.

In the event of faulty parts please return the part for replacement to.

Lead Sled Models,
Unit 3, Round House Craft Centre, Buckland In The Moor, Ashburton,
Devon, England, TQ13 7HN.