



Richard Nimmo TLC Nuffield



2nd Nuffield Cleaned with Dual Wheels removed

History of the 'Nuffy' In 1945 as part of post-World War 2 recovery plans, the British Government approached the Nuffield Organisation suggesting that they design and manufacture a new all-British tractor. Design started with the recruitment of Dr. H.E. Merritt and Mr. Claude Culpin, two people who would be instrumental in the designing and testing of the "NUFFIELD UNIVERSAL" tractor.



Tractor manufacture was undertaken at the former Wolseley factory in Birmingham and by May 1946 a prototype tractor had been produced. The tractors were produced in a bright red-orange officially referred to as "Poppy Orange". The Universal M3 and M4 both had a 5-speed gearbox and came with a range of additional extras available including £9 for horn and lights. Both tractors were powered by an engine based on the side-valve Morris Commercial four-cylinder lorry engine, using updraft petrol carburettor delivering 42 hp.



The Universal M4 was powered by a Morris Commercial, 4-cylinder side valve petrol engine, type E.T.A, which produced 38 horse power at 2,000 rpm.

Initially all the Nuffield tractors produced were allocated to the U.K with a view to assisting in the increase of crop production to counter the food shortage. After this though from 1949, Nuffield began the exportation of the Universal by a subsidiary company belonging to Morris-Motors called "Nuffield exports Ltd" (initially exports were limited to 5 countries, but later became worldwide.)

The N-U M.3 and M4 had a five-speed gearbox and speeds ranged from 0.91 mph to 17.30 mph. The clutch was a Borg and Beck single dry plate type II AB-G. The full production tractors differed slightly to that of the prototype, the main difference being the hydraulic lift, power take off and styling. It was also slightly larger, but apart from that they remained the same.

The Smithfield show of 1950 saw a choice of a petrol engine or a Perkins P4 diesel, which developed 38 h.p at 2,000 rpm (the P4 was replaced in 1954 by a B.M.C Diesel). The latter being by far more economical to run and by far the most popular. Plus, the ever-increasing availability of this cheap fuel was to sound the death knell for petrol powered tractors. This model of universal was known as the DM4. By 1955 the sales were 95 per cent Diesel and 5 per cent petrol.

In 1963 the production was moved to Bathgate in Scotland, a new factory and revised range of 10/42 and 10/60 were produced with a new 10 speed, 2 reverse gear box.

The range was revised again in 1967 introducing the Nuffield 3/45 and 4/65 fitted with 2.8 and 3.8 litre engines.

In 1969 BMC's holding company British Motor Holdings was amalgamated with Leyland Motor corporation. Tractor production was rebranded as Leyland and the poppy red was replaced with two tone blue.