

1 Here is a bit of a feature into some of the tractor pulling antics of George Davies and family. In 1999 George, Meirwen, Caryl-Anne and Rosie decided to go on a bit of a holiday we searched through the free adds and got a caravan on the Friday morning and on the Friday night we set off for Blackpool. We had heard that there was a tractor pull there. We arrived in Blackpool and asked loads of people where the tractor pull was but no one had a clue, thinking that we had got it wrong we went to the tourist information board and then we found out that the tractor pull was in Great Eccleston. On the Saturday morning we went to watch, what a bad day that was, ever since then I spent most of my money on tractor pulling and the rest I just waste. Came home and a few days later I was moving a forestry harvester for a good friend of mine and on his yard was a major called "Bovril" so I tried to buy it, but he said that she was part of the family, but after pressuring him eventually her sold Bovril to me and wasn't she a beauty. Caryl-Anne and Rosie were never far away when ever there is a photo opportunity.



So got the gas axe out and cut the bits off that were not needed then on the phone to find a 380 cargo engine and eventually it started to take shape and the girls called it "Wacky Racer".



2 In September of 1999 I thought that this was the cats whiskers. But boy did

I have a lot to learn?!

So it was off to Haverford West for my first pull I reversed up to the sledge. knees shaking. I tightened the chain green flag and away I went and stalled out at about 40 meters so I limped off the track and crept around the corner and watched every body else. After about an hour or so Alan Mason came and asked if I wanted to go again. I backed up, green flag, reved flat out and away I went, the only things that i knew about boost pressure was when some one annoyed me and I wanted to punch their lights out. But, I was learning that 4th gear on a major was too slow and only 20PSI boost. 5th gear was to fast 45PSI boost at 60 meters and at 65 meters no boost because I ran out of power, donkey died. One year of majors was enough for me. I was in a machinery yard in Llandovery one day in the artic and I spot the remains of a county 1124 no wheels, no front axle, anyway I struck a deal and started again. I then put a nose cone off a ford 5000 and made a bonnet out of 3, got a front axle off a leyland tractor and bolted it on. I got some old 38 inch wheels welded the centers in and "Blue Bird One" was born.



So it was off the Haverford West again in June 2000. things were looking up I had a box full of gears to chose from. She looked like nothing but went real well.

I was so into tractor pulling by now that before I took her out again I sprayed her up and made a front grill out of a sunblest bread basket. No expense spared. The end of July 2000 I went to Malvern. Then Croeslan in August that's it I was hooked.



3 Wellend, Malvern.



Croeslan.

2001 was the year of foot and mouth so there was no pulling. So in 2002 I joined the BTPA and I thought I was in the premier league. I had the chance to buy "Under Pressure" from Exeter. I did not pay much for the tractor. But she was set up as a super stock, 3 turbos and wide wheels and a tired engine. So I changed the engine and the wheels and fitted a turbo of a 340 Renault lorry and now I was in the pro stock class, boy was that a big learning curve, first time out clutch problems, the 2nd time out engine problems and more problems than you can imagine. But eventually I managed to make a run long enough to be measured.





4 Here we are all loaded up heading for Scotland in September 2002. Four tractors on ready to go.

TANGO, UNDER PRESSURE, BLUEBIRD and CHAIN REACTION. 12 hours driving later, we arrived at Billy Walkers house the pull was at New Deer the next day, so had a pull with Blue Bird, didn't go as well as it could, as the clutch was slipping. I was test puller so it was back to the pits and got under neath and had to adjust the clutch everything was to hot to touch and oil and water was dripping everywhere. Burnt and grumpy I was lay underneath and this guy walks up and says to me "What are you doing?" his timing was not very good, fingers burnt and hot oil in my eyes. I stuck my head out and said "What are you some kind of expert?" he then said, "Well I do know this there are two things you have to be prepared to do in tractor pulling." he then said nothing so I asked him "Well what.....?" he then replied "Number one loose and number two spend money, everything else is a bonus." I sometimes wish that I had got in the lorry and left the tractors in Scotland, anyway that man and his words of wisdom have stayed with me and now he is a very good friend of mine. Anyway I finished pulling there loaded up and drove like I stole it, to Stranrear to catch the ferry to Ireland and do more pulling at Nuts Corner, the clue should have been in the name of the place never mind, it was OK there. A full days pulling and then thrashed to Dublin and caught a ferry to Hollyhead, returned home 4 days after I left 1300 miles later, two tired tractors and very tired me. Thankfully that was it for 2002, but some of the Irish guys waned to buy "Bluebird One" so I decided to build another super farm tractor. So I got another ford 9600 farm tractor in Shropshire and attacked it. "Blue Bird Too" was born! I gave Under Pressure a face lift and used the chassis legs and bonnet on Blue Bird Too. Now I had some fun, the super farm class was mine for the taking. I kept the dual power and that just seemed to give me an advantage. I'm not 100% sure but I think that Blue Bird Too won about 22 times out of the 24 events.



5 Anyway in 2005 I persuaded Meirwen to drive in the super farm class and she was a bit nervous in the start but eventually she got the idea, flat out, side step the clutch and hold on. In 2006 Meirwen won the British Super farm championship and at that time the class was competitive. Here is Meirwen accepting a winning trophy and a few around her had a false smile.



In 2007 she said to me you drive it! So after that I was back driving Blue Bird Too, and Under Pressure became very competitive some firsts some seconds. I started to really enjoy tractor pulling. Then I had the chance to buy "Deer Experience Too" which I did and fitted another engine and so on, a year later I pulled with the John Deere in Ireland a few times, it was at one of the events that I had the chance to buy a Leyland called "The Bandit" and sell Deere Experience Too.



6 I sold the Bandit on and became hell bent on having a over 401 Pro Stock. I knew where lethal weapon was in Ireland and a few phone calls later and it was on my yard, engine in bits again. It wasn't my first contact with lethal weapon a friend of mine purchased it in 2006 and asked me to fix it up and run it so I put a 380 cargo engine in it a HX55 Turbo and tried my luck against Skipper at Great Eccelston, green flag, built up the RPM 60 pound boost, side stepped the clutch and we were off but shuddered to a halt at 30 meters, big pool of oil and water on the floor opened the side panel and damn it was an electrical problem. The alternator had been knocked off by the number one conrod coming through the side of the engine block I had done a proper job. A hole in both sides of the block, broken cam, big hole in the side of the injector pump and of course broken alternator. I took a bow to the crowd and hid behind the trees at the start line. Anyway as I said I now owned lethal weapon but I wanted 40 series tin work on my new tractor, so I swapped the gear box and rear axle on lethal weapon and sold it on. So time creeps on 2007 came and went, with a few podium finishes and of course a few break downs. 2008 came and went the same apart from one moment in Great Eccelston where I left the line got into a bit of a bounce and sheered the front wheel clean off. So with three wheels on my wagon I jumped off and took another bow at Great Eccelston, I was now famous for all the wrong reasons. In 2008 I joined a break away crowd and pulled with the south west guys. Still working on the new pro stock when I had the chance.



7 I had chose the name but we had told no one, family rows etc we had to sell the home farm new tractor was now on the back burner thankfully two years later we sold the farm, I decided to buy a Scania 142 and make a truck puller for Meirwen to drive. Fetched it to our new home Plas-Y-Cadno Farm and attacked it with the gas axe. "Celtic Crusader" was born.



we put a tractor pulling track in at our new farm and everything was fine, in between all of this a new white tractor had appeared in the tractor pulling circuit, called "Dragon Power" (I was in shock) I had a tractor half built and no name. Then one day out of the blue I had a phone call, do I want to buy Dragon Power well no, but yes, but no, well how much? Struck a deal and I had the name back. Sold the white tractor to Ireland with no name and things was moving on.



8 Then on the 20th August 2010 my mate and wife Meirwen was killed at our

farm, the world had stopped. I would get out of bed and look at Caryl-Anne, Rosie and Billy and try to think what Meirwen would say and just muddle on. So eventually I decided to get Celtic Crusader and Dragon Power onto the track.



So I did and now I am trying to run 3 tractors a truck and build a new fergie for Paul called "Wil Red Harry Go".



9 I have missed out on loads but I do not want to go on and on. All I want to do is go tractor pulling. Please pull together. George Davies and family.

