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“The parade seat began as an idea and only existed once I’d collected enough ‘junk’ to complete it. There was no plan—the design changed several times during the building stages,” says Harrell.

## Parade Seat Made From Salvaged Bus Seat

Pat Harrell of Portsmouth, Va., built a custom parade seat for his Farmall tractor, making it easy for his wife to join him at parades and shows.

“Everything used in this project was scraps I had lying around,” Harrell says. “The only thing I purchased was the old school bus seat, which was a \$10 Facebook Marketplace find.”

He’s since “rebuilt” and altered his parade

seat several times, tweaking details when he finds they don’t work as he’d envisioned.

“I’ve added the sides and armrests since the initial project to add safety for the riders, and I plan to cover both sides and the back with stainless steel as soon as the weather breaks and I can get back to work on it.”

Harrell believes that’s the normal creative process for builders creating for personal use.

“Any project has to be designed and altered to fit the intended outcome in mind. This parade seat began as an idea and only existed once I’d collected enough ‘junk’ to complete it. There was no plan—the design changed several times during the building stages.”

He suggests that other home builders adopt the same principles.

“Don’t be afraid to make changes so that it better suits your needs as you make the idea into reality.”

Contact: FARM SHOW Followup, Pat Harrell, Portsmouth, Va. ([pat.harrell@cox.net](mailto:pat.harrell@cox.net)).



“Everything used in this project was scraps I had lying around,” Harrell says. “The only thing I purchased was the old school bus seat, which was a \$10 Facebook Marketplace find.”

Every fitting, chain, bolt, nut and part removed from the frame was cleaned and, in some cases, replated. The frame and subassemblies were sandblasted, then primed and painted with four topcoats. He replaced the lift pump with one he found on eBay, had the starter rebuilt, recored the radiator, reconditioned the alternator, and fitted the water pump with new hoses.

Davies says many show tractors are restored with some items covered up, but that’s not how he operates.

“It has to be perfect, or it won’t pass for me,” he says.

That being said, he didn’t skimp on anything, completely refurbishing the front axle and the hydraulic lift, replacing seals in the rear axles, refurbishing the dashboard, its gauges, and even the Bakelite finish on the steering wheel.

The cab required extensive work, including rebuilding the window frames, seals and hinges and installing new glass. A new vinyl back curtain replaced the old, worn-out one. Even the door latches were replated. The seat and operator station were in “tired” condition, so he had the framework rebuilt, primed and painted. New wiring, lights, decals, a newly upholstered seat, and even a specially made brass VIN plate were installed.

With refurbishing complete, Davies says he spent many hours reassembling all the parts and fitting them together, carefully sanding as needed. Everything was in top shape when he loaded it onto an enclosed trailer for its trip to the Malvern Tractor World Show, which attracts thousands of visitors and tractor entrants.

Davies says winning best in class and best in show for the second time was “icing on the restoration cake.” He acknowledges the expert assistance of the tradespeople who worked on the project, following his oft-stated personal mantra: “If it’s not perfect, then it’s not acceptable.”

“That’s the philosophy it takes to win such a distinguished award,” he says.

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## Two Restored Tractors Win Best In Show Awards

Anyone who restores tractors in England knows that winning a “Best in Show” award at the Tractor World Show in Malvern is a major achievement. Dylan Davies has the distinction of winning two of those awards in two different years with two different tractors. His David Brown 1412 won “Best in Class” and “Best in Show” in 2017, followed by his David Brown 1212, which won the same awards in 2025.

Davies says his interest in restoring David Browns grew from his upbringing on the family farm, where he learned to drive a DB model 880. He recalls that even though it

was relegated to scraping cattle yards, it was a reliable and easy-to-drive tractor. The 1412 and 1212 models he chose to restore were not the most popular David Brown models, but he says they were convenient and inexpensive to buy. It took him nearly four years to restore his 1412 to the “Best in Show” it received in 2017. He tackled the 1212 in 2021, and it took a full four years to reach show-ready condition. Here’s the process he followed, guiding specialists, suppliers and technical advisers on the 1212 restoration.

Davies says the 1212 was in decent mechanical shape when he bought it. A new clutch had been installed and showed 7,000 hrs. on the tachometer. Its paint was weather-worn, and the hood showed damage to the front cone. Davies removed the cab, then had the engine completely stripped down, taken apart, cleaned and rebuilt. Seals and gaskets were replaced as needed.

When he shows a completed tractor, his goal is to ensure everything looks “exactly perfect,” with no oil drips or dust spots anywhere. He acknowledges that it takes time, as it did for the 1212, which took four years.

Removing the wheels, front axle, three-point linkage, and drawbar components revealed elongated holes, significant wear, rust spots and damaged metal. All of those issues were repaired, and he acquired a parted 1212 nose cone to repair the one on his tractor.



Davies took four years to restore his David Brown 1212 tractor to its award-winning state.