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March/April 2021

Classic Massey

& Ferguson enthusiast

The independent Ferguson and Massey Ferguson magazine



FERGUSON PERKINS CONVERSION

TWO'S COMPANY

BEN PHILLIPS ON MF 148

DAN HARRIS ON

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MF 165

UPDATED
PRICE
GUIDE

MF 65
RESTORATION

NEW MF MODELS FOR 2021



March/April 2021

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GODDARD FAMILY TRACTORS



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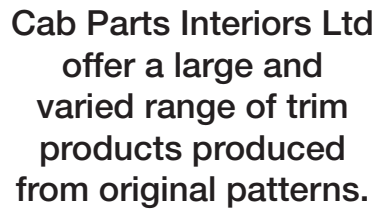


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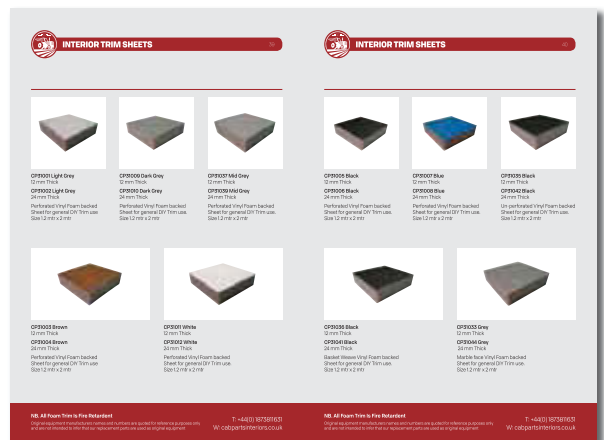
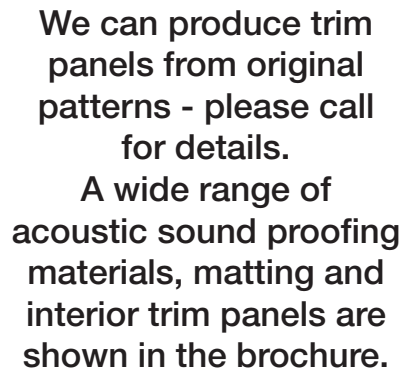


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CHRISTMAS EVE TE-F!

Purchased in the autumn of 2020 from County Tipperary by the well known Denis Hegarty, is this lovely 1952 Ferguson TE-F, which was completed at Banner Lane on Christmas Eve of all times. Go to our news section to learn more about this tractor. Do please send in your pictures of your own tractors, whether still working or in preservation, it's all appreciated, peterlove@madasafish.com or telephone: 01323833125.



**Classic
Massey**
& Ferguson enthusiast

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Issue 91: March/April 2021
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Funny how things go: prices for the Massey Ferguson 148 (Rolls-Royce 135) were very good ten years ago, and they are again now, with a couple of non cabbed restored examples selling for just over £12,000 each. However it didn't last and the prices zoomed down, with some reasonable examples selling for no more than £4,800. It was certainly a 'rocky ride' for this model, however, over the last few years we have seen all that change and now good examples are making what they should, with a 1975 grade 4 example selling at the H. J. Pugh Imbert May Sale, held in late October for £15,000. It's a model worth investing in. It is certainly more comfortable than a 135, but do make sure it's a Multi-Power example.

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Editor's welcome

Well, a New Year and we are back in lockdown. I was able to get out on 12 December to the Chailey Tractor Club's vehicle gathering at Bluebell Vineyard, Uckfield. I was wearing a face mask and a clear screen, which makes me look even sillier than usual, but better safe than sorry. There were a number of Ferguson and MF tractors at the event. This site has great potential for the future I would say.

I vaguely recognised where I was travelling to, as this site was where we had our first 'official' meeting of what was later to be called the South East Vintage Agricultural Club, thanks to Bryn Kemp coming up with the title. I am pleased to say that was over 25 years ago now; I served as the Club's first treasurer and social secretary and the Club thrives with normally 300 or so members today. The committee is keeping in touch with the members via two newsletters per month. I also created *The Agriculturalist* for SEVAC, their quarterly magazine at the time, which led on to me creating a raft of professional magazines, including *Tractor & Machinery*, *Classic Tractor* and others – those were the days as they say!

Normally at the end of January I head down to the Somerset Vintage Tractor Show, at Shepton Mallet. Although there was no official announcement months ago, quite naturally the show is off at the Bath and West Showground.

The 2020 Somerset Vintage Tractor Show was the last one that Pat and Nick Bryne took part in, in an official capacity. They have been with the event from the beginning and have been stalwarts of

everything tractor-wise in Somerset since the late 1970s. They do not make a 'song and dance' about anything, they just get on and do the job and don't complain about it – even when I'm sure they would like to. Their contribution to the West Country tractor movement is immense. Their two boys have followed on with the same interests, which is pleasing to see.

Nick's restorations are second to none and their new project for 2021 is a 1972 Land Rover, which Pat's dad bought new, and they were able to locate it and purchase it from the present owner last autumn. It does drive, but needs the full works and is making progress as we speak.

Mike and Margaret Mitchell and the other members of the committee will be organising the Somerset Vintage Tractor Show at the Bath and West next year. But they need to make sure they have a front person such as Pat Bryne, who was excellent at publicity and talking to the press. A person with her capabilities can make all the difference to an event and will be something that the committee need to have in place for next year.

Talking of February shows, Tractor World is obviously off, however on Sunday March 21 Mark Woodward hopes to be holding a Tractor Spares Day on the same site at Malvern. Clubs have been invited to have a small stand with one tractor each on display, but things have certainly got to improve before that can happen.

Following the Government's ban of petrol and diesel cars by 2030, the FBHVC (Federation of British Historic Vehicle Clubs) has come up with a



response to it all. It has come to light that 840,000 classic vehicles, including tractors, of course, are on SORN – that's 56 per cent of known preservation vehicles registered with the DVLA, amazingly. Interestingly, since the last survey in 2016, some half million classic vehicles have been added to the DVLA listings. There have been lots of complaints recently about the DVLA handling of the paperwork. This has become a major headache and issue since Covid-19, and even when chat and email services were reintroduced in autumn 2020, things did not really improve at all.

It has to be said, if your club is not affiliated to the Federation of British Historic Vehicle Clubs they need to join up please, as we need everyone from our sector supporting our vehicle movement to the full. Do go onto the FBHVC website for joining details and further details on the various surveys that they come up with – the facts make interesting reading.

Peter Love

Peter Love
Editor



On 12 December I caught up with one of Howard Ventner's famous rams: this one is called 'Big Boy' – for obvious reasons – and is a lovely lad!



A raft of Ferguson and MFs were brought to the site on 12 December, which was under Tier 2 restrictions at the time.



Under restoration is this Ferguson TE-A, which runs fine. The alternator is to be replaced back to a dynamo system during 2021, we were told.

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Ferguson Club members hope that by observing the 'hands, face and space' edict and getting immunized, you are remaining safe.

We also hope that, perhaps with a bit more time to spare, your projects are progressing well.

We would still encourage you to join us which you can do on our web site at fergusonclub.com, on Facebook or by E Mailing our NEW Membership Secretary, Mrs Lynn Turner at

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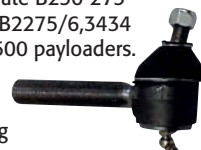
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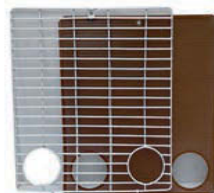
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TWO'S COMPANY

When Alan Braithwaite, an MF enthusiast from the Shropshire/Worcestershire border, set off to locate a Massey Ferguson 148 to add to his collection, little did he imagine he'd end up with two examples. Ben Phillips takes a look at both machines

It's fair to say finding an MF 148 isn't that easy – when Alan was searching the classifieds in search of one, he came across only two that were available. One was in Australia, he tells me, but the other was more local, in Ireland. Not wanting to take himself off to Co. Galway, which was halfway across Southern Ireland, he asked the sellers, McHugh Tractors, to supply him with some pictures. After looking at the

pictures he decided to take the plunge and bought it.

Sight unseen

Buying a tractor without seeing it isn't without a risk, so until it actually arrived Alan was somewhat apprehensive. Upon its arrival Alan was largely pleased, but mainly because it had actually turned up safely.

A few months later Alan stumbled upon

another MF 148 for sale, which was quite local to him in relation to Ireland. In fact, it was just a short run up the M42 for him so, not being able to help himself, he went for a look and soon returned home after agreeing to buy it.

This second one he bought appealed to him more, as it fitted into his collection better. Alan has a soft spot for Multi Power Massey Ferguson tractors, as he already owns 35 and 65 multi-power models

Alan Braithwaite managed to obtain two Massey Ferguson 148 tractors; here he's sitting on the one he's decided to sell.



and, as I write, his 135 multi-power is in my workshop having a full cosmetic restoration. So having a 148 multi-power made a nice addition, which is why he went for the second one so keenly.

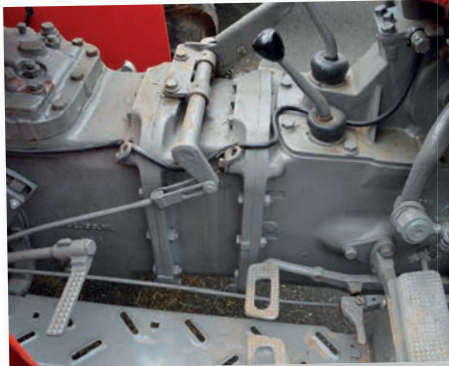
For sale

Not wanting two MF 148 models, he has now decided to sell the first one he bought from Ireland, so you could be the proud owner of this Massey Ferguson 148. Let's have a look at what's on offer: firstly it has a V5 and is fully registered for the UK and has a number plate fitted. Alan has also put a new pick-up hitch on, which is a nice addition. This is the

“Alan stumbled upon another MF 148 for sale, which was quite local to him”



When viewing from the side, you can really appreciate the extra length, compared to the 135.



This spacer in the gearbox is to increase the tractor's length, meaning it can lift bigger and longer implements.



A longer gearbox calls for longer footplates; Alan commented on how much easier it is to get on and off the tractor because of this – and he's right.



Alan demonstrates the MF 148 that is for sale; the Perkins engine starts and runs well and doesn't smoke.



The dash would be familiar to any 135 owner or driver. This one looks to have all new gauges and warning decals; there is an indicator switch on the far left.

type with the vertical rods, which in his opinion are better than the chains as they don't chip the paintwork on the trumpet housings. The tinwork is in good condition, the wings are dent and rot-free and it has a complete set of lights fitted, front side, rear and ploughing lamp. It also has two orange indicator lights perched on the top of each wing; although this isn't standard, it doesn't look out of place. It's also a useful safety addition if you're planning on using the tractor for road runs.

As Alan jumped on the tractor to move it, he mentioned how much easier it is to get on and off these 148 models, and he was certainly right. The extra section in

the gearbox making the difference, and with the longer gearbox come longer footplates. The gearbox fitted in this one was an eight-speed and, as with the later MF models, the configuration is printed on the gear knob. As Alan started up the 148 the Perkins A3-152 sounded good, with no smoke from the exhaust. I am told they managed to squeeze an extra 2hp

“The bonnet above was dent-free and had the correct decals applied”



The rear 32-inch wheels are finished in the correct silver mist colour; new BKT 12.4-32 tyres are also fitted.



The rear wings are in great condition, with a full complement of lights and a reflector. The wings are finished in two-pack paint.

out of these engines compared to the 135; this slight increase was probably found by tweaking the injector pump.

The bonnet above was dent-free and had the correct decals applied; Alan was told when he bought it that the tinwork had been painted in two-pack. This paint system is best known for the ridiculous shine it produces, something Alan isn't always keen to see on his tractors, however this one had mellowed so, while it was shiny, it wasn't over the top.

Looking from the driver's seat, the dash has all new gauges fitted, which



Alan has bought a new complete pick up hitch for the tractor; he chose the vertical rod type, as the chains tend to damage the paintwork.



The 19-inch wheels are correct for the model; these rims are quite rare these days – the bigger wheels really suit the whole tractor.

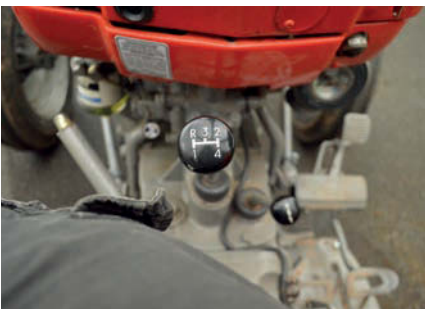
all seemed to work as they should, the addition of the indicator switch being the only difference.

One of the main costs on any tractor is the tyres, and on this 148 the rears are 12.4-32 BKT and are nearly brand new. The fronts are equally new – 6.00-19 Supreme brand – being longer, the 148 looks better on these bigger 32 and 19-inch rims.

If you fancy adding this tractor, which is slightly bigger than a MF 135, to your collection, then do give Alan a ring on: 07976 369389. ■



The Perkins A3-152 engine works well, and here the serial number is easily visible.



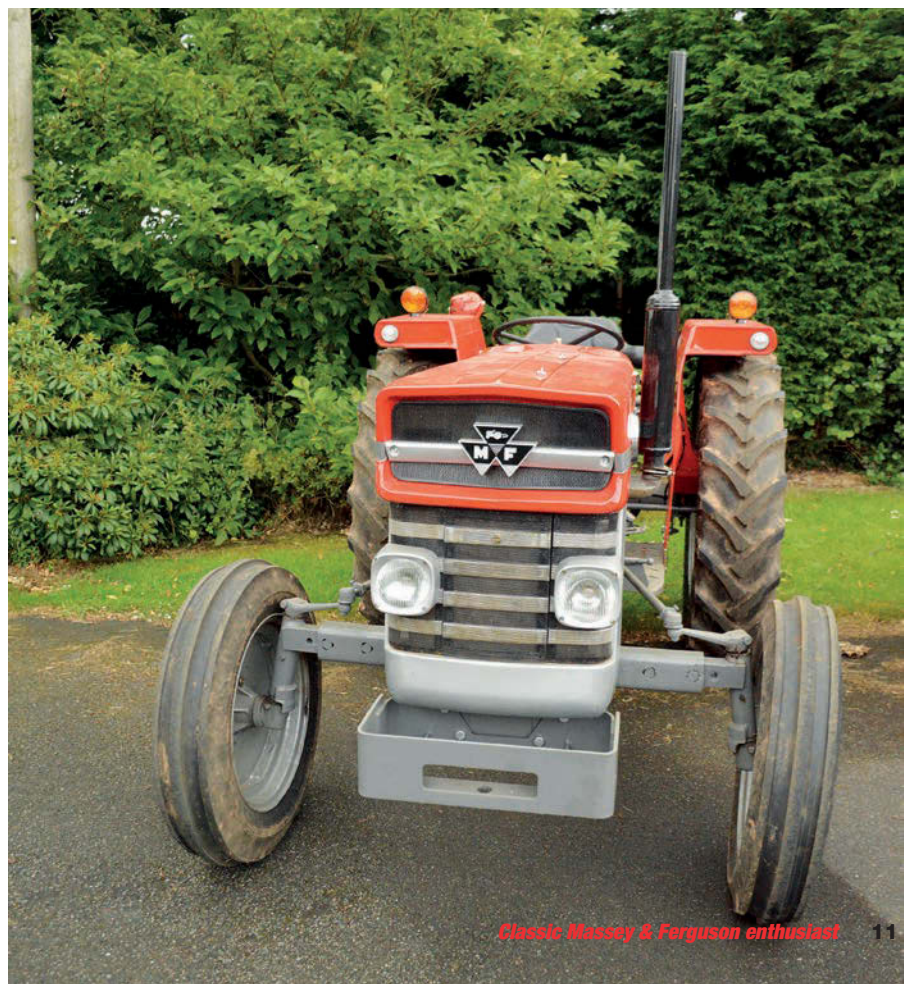
The gearbox configuration on the MF 148 is printed on the gear knob; this particular model is an eight-speed.



▲ A full decal and badge kit is applied to the bonnet, which is finished off in two-pack paint and, in the case of the wings, has mellowed nicely.

► The dealer sticker where Alan bought the tractor from in Co. Galway, in Ireland, is still applied to the bonnet.

▼ The familiar front look of the 100 series Massey; the weight frame comes with the tractor but could easily be removed.



NEWS SCENE

Peter Love reports on all the very latest news from the Classic Massey & Ferguson enthusiast world

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

No-Deal Brexit Does Not Affect Vehicle Import Tariffs

It has come to our editor, Peter Love's, attention that the HMRC (Her Majesty's Revenue & Customs) historic vehicle import duty is to stay the same for anything in this sector (over 30 years old) after Brexit on 1 January 2021.

The BTI (Binding Tariff Information) document no. 9705 states that any historic vehicle (over 30 years) that is original and not carrying substantial modifications, but can be repaired or in restored condition, is acceptable in the no. 9705 criteria. There is a proviso that the tractor is kept in original style and is historically correct and then there is no duty liable. However, there is still VAT to pay on imported historic vehicles and that is still set at five per cent and is not

going to be changed in the foreseeable future from our understanding of things. One area that is contentious, however, is 'hot rods' and retro modernised vehicles (i.e. electric motors fitted and vehicles made to look older than they are), which come under a higher tariff than at present.

There has been a suggestion that spare parts will be higher priced from the EU and America after Brexit, nevertheless we are told the duty and shipping will remain the same. As we know, to some personal cost, imported parts from the USA have risen sharply in 2020 compared to previous years – not helped by Covid-19 of course – so be warned. In fact, shipping from the USA has rather

gone to pieces over the past year and I cannot see any improvement for the foreseeable future, so do always allow more time for the parcels to arrive. So there you have it, things are to stay the same from what we have been told at this stage. If there are to be any changes we will keep you informed.

Do remember when you buy a tractor that has clearly been imported into the country, to make sure the duty has been paid on it before you buy it. There again, if you are at an auction, be prepared to pay the duty when you go to license the tractor. It's certainly best to find out from the auctioneers if there is a duty certificate with the tractor if you know it has been imported into the UK.

Alan Clapp's Latest

Since I have had more time in the workshop this year, having been in lockdown and not attending any shows during the summer, I have built two more 1/8th scale MF models for my collection and a purpose built display table, all scratch built," says Somerset's Alan Clapp.

He goes on to say: "The most difficult model so far has been the 15-row MF 30 combine seed drill, having never worked on one, it made it all the more challenging, but I did



Certainly ready to go to work and completely accurate.

manage to find a parts book, and instruction book, which certainly helped. "

Alan added: "The Massey Ferguson 28 disc



Wow! All together what an amazing model! It's worthy of a Duke of Edinburgh award, the highest accolade for model engineering.

harrows were not quite so hard to make and these both fit in with my theme of working on the land, planting and harvesting with Massey Ferguson.

Alan's own display table certainly makes for a more professional arrangement, "I don't have to struggle with lots of different sized tables at shows, when they are supplied by the organisers."

Sadly Alan was not out at Tractor World in 2020, owing to his daughter expecting her second child at that time, and he was only able to attend one local show. However, as he said, it gave him more time to make his brilliant, engineering standard, Massey Ferguson models.

Congratulations Alan, they look superb. Ed



Looking better than new, the disc shape is excellent as well and hard to obtain. The late Jo Challis, who was a very underrated engineer in so many ways and an acclaimed steam ploughman, would certainly approve.



These are all scratch built and at 1/8th are not little models.

BILL DAVIDSON

Bill's career as a teacher was in agricultural machinery at the West of Scotland College (1960-95) after he had gained a degree in engineering. He was known far and wide and is sorely missed, says Russell McNab.

He was respected not only for his mechanical knowledge, but also as a true gentleman, and one of the real stalwarts of the vintage tractor world.

As a member of the Institute of Agricultural Engineers, Bill was advisor to the National Museum of Rural Life, Killochside, East Kilbride, and was instrumental in facilitating the first travelling FOFH AGM that was held in Scotland. He was secretary and treasurer of the FOFH South West of Scotland area for over 20 years.

Bill organised the annual FOFH Working Day at Collin, arranging the auction, and the clerical work. Not only that, Bill ran the evening winter meetings that took place in Dumfries. In the 1990s he organised the first workshop meeting at Auchincruive, with engineering education using cut-away models. He also started the annual ploughing here as well.

Bill was not only a loyal supporter of FOFH, he was also a huge part of the Ayrshire Vintage Tractor & Machinery Club, his presence having a profound impact on the Club from its infancy in 1982 right to his end. He actually attended the AGM on 2 March 2020 before passing away the following month.

A true gentleman and a 'proper' secretary who kept things on the straight and narrow, while at the same time being a true enthusiast. ➤

With AVTMC, Bill served the committee, to become president and, later, secretary for many years and auditor right to the end. He was one of the leading lights, and a mentor who inspired the Club to go forward as it has so well.

Some eight years ago, he was made an honorary member and three years ago he uniquely became the Club's first ever, honorary committee member. Prior to AVTMC July rally Bill would hand out some 200 flyers, which he took great pleasure in walking miles to deliver.

He was famous for his commentary in the rally parade ring, with that wonderful hint of the Doric, which he retained from his native Aberdeenshire. In the summer season he would be seen attending rallies as far afield as Glenluce in the south, Kelso in the Scottish Borders and Scone Palace in Perthshire. A keen model enthusiast, Bill had a wonderful collection of his own, which was second to none.

Added to that, Bill Davidson loved life to the full; he was very upset indeed when his wife Isobel died, whom he was very close to, as he was to his loving family. He was very enthusiastic in whatever he did – from his garden to his beloved dog Brodie – and was unique. He had a real presence and created his own charisma, yet in such a humble and kindly manner. Bill was a man who was always there for everyone; he passed away on 29 April 2020.



Heritage Show Going Ahead If Allowed

The organisers of the very popular annual Heritage Show and South East Bus Festival have confirmed that plans are still underway for the event to take place at Kent Showground on Saturday 10 April, as part of Kent County Agricultural Society's own Heritage Transport Show. As always all AGCO family machines are very welcome to be part of the show. Do keep in touch on social media to see if it can take place.

Wrotham Classic

The Friends of Wrotham have been in touch to say that their July 2021 Wrotham Classic has been cancelled. They say that, even with the vaccination being rolled out, social distancing measures are likely to be in place for several months to come, so they do not feel that they can plan such a large event.

They go on to say that things will have eased later this year and they can start to plan for their 2022 event. In the meantime they wish all their many exhibitors a safe and healthy 2021 and they look forward to seeing you in 2022.

The Abbey Hill Steam Rally

It's not looking good at the moment for shows and rallies. The Abbey Hill Steam Rally, Somerset, normally held on the first May bank holiday weekend, with lots of tractors, has been called off and the Sedgemoor Vintage Show, held in July, has also been cancelled.

April Release For UH 8S.265 Model

Having won '2021 Tractor of The Year' Universal Hobbies are all set to immortalise it with a 1:32 model no: 35918626203; it is set to be released on 20 April, just after Easter.

The model features 105 parts,



Wow! Talk about keeping up-to-date: the new Universal Hobbies 1:32 scale Massey Ferguson 8S.265 is just that!

including wing mirrors and adjustable front linkage, and from the pictures it looks superb.

Also to be released on 20 April is the 1:32 scale 2020 Massey Ferguson concept tractor, which is made up of some 67 parts.



It's certainly something different, but not CMFE's cup of tea!

2021 Tractor of the Year' MF 8S – 'Best Use of Digital Technology' Gold Medal Award

Massey Ferguson 8S.225 was announced virtually on 18 December by sponsor BKT in Italy to have been voted by European journalists the 'Tractor of the Year 2021' the most prestigious award for any tractor in Europe these days. This was after looking at what this tractor offers compared to other new tractors in 2021.

Earlier in December, the 8S was a gold medal winner for 'Best Use of Digital Technology' and also won the silver medal award for 'Best B2B Digital/Hybrid' at the virtual 'Best Event Award 2020', staged on 4



One can only say the introduction of the 8S in July was nothing but spectacular.

December in Milan, Italy.

In this challenging Covid-19 period, NEXT Group, the awarded agency, worked together with Massey Ferguson on the organisation of the worldwide, 100 per cent digital launch event of the new MF 8S tractor, which took place on the 24 July 2020. Given the Coronavirus pandemic, the entire event's organisation was led remotely, leveraging all digital capabilities and collaborative working tools in the middle of the first lockdown between March and July 2020, between the French based (Beauvais) Massey Ferguson Marketing team and Italian-based NEXT Group team.

On the launch day, 65,000+ guests participated in the live-stream event, broadcast on a dedicated web platform in 10 different languages with real time translation. Amongst the participants, AGCO and Massey Ferguson employees, 900 journalists, the entire global Massey Ferguson distributor and dealer personnel, as well as 25,000 farmers and contractors from 170 countries, experienced the tractor launch from the comfort of their offices or their home on 24 July 2020.

"The Massey Ferguson brand had already



The European journalist's choice of 2021 'Tractor of The Year' went to the 8S.225.

made the decision to move away from traditional shows to more hybrid events before Covid-19. Back in 2018 with the EIMA show in Italy, we first announced our move from traditional shows to offer a more personalised and targeted experience to our customers. Our MF experience Concept was just the start, where MF would engage customers by blending physical presence and digital capabilities and pioneering the use of virtual reality to immerse customers in our product line."

Massey Ferguson 5S Is Proving Popular



The new 5S offers so much for its size and is very adaptable.

With best in class visibility and industry-leading four-metre turning radius, the narrowest steep-nosed bonnet and practical features make the 5S a supreme loader tractor. MF says their greater payload and higher linkage capacity make them powerful performers in the field and on the road.

All models are equipped with four-cylinder engines, offering maximum powers from 105hp up to a new range topping 145hp model. There is a choice



These tractors from 105–145hp are ideal for the livestock farmer and are just what the operator is looking for.

of three levels of specification – Essential, Efficient and Exclusive, plus a range of options, including outstanding control from the latest state-of-the-art, easy to use Smart Farming technology.

The MF 5S Series offers the right choice of power and specifications to suit all applications, building on the success of the MF 5700 S Series, says MF. One has to say the MF 5S further builds on Massey Ferguson's renowned reputation as the leading loader specialist. All models can

be supplied loader ready, or now come equipped with a factory-fitted loader from the Massey Ferguson MF FL Series.

For arable and mixed farming operations MF 5S tractors offer a host of output enhancing features. Rear linkage lift capacity is increased to 5,700kg across the range, and up to 6,000kg in some specific circumstances, while the new, stronger front linkage capacity is increased from 2,500kg to an impressive 3,000kg. Coupled with a higher, 9,500kg GVW, this allows the tractors to safely handle wider implements to improve work rates.

Latest Smart Farming technology further improves output and efficiency, with easy-to-use precision farming features, including: MF Connect telemetry, MF Guide auto-steering, MF Section Control and MF Rate Control. Whether it's working on an arable farm or with a contractor, on a livestock or dairy farm, these straightforward, dependable, comfortable, versatile and well-equipped tractors deliver the performance modern farmers need with low operating costs, says MF.

SUPERB Ferguson TE-F Changes Hands

It was great to hear from Denis Hegarty from Glyn, Republic of Ireland in the New Year. He tells us that he has recently purchased a lovely December 1952 Ferguson TE-F diesel from a County Tipperary collector who has health issues and has sold off five of his collection.

Denis goes on to tell us that the tractor was finished on 24 December 1952 (Christmas Eve) and was restored with a full mechanical and paint restoration and has hardly been used since.

Congratulations on your purchase Denis, it looks great and perhaps when we are all straight again I can look forward to driving it. Ed.



The tractor carries a superb pair of black cased 12-volt batteries and is very detailed.



This rear overhead picture show the effort the former owner put into making this tractor right.



Certainly well spruced: Denis says the TE-F goes as well as it looks.

A Pair of Classic Pedal Tractors

There is a big following for pedal tractors in North America and, to a lesser extent, in Europe, and most farm kids in North America, particularly from the 1950s, had a few. Today that's still the case, but these tractors are made of a lightweight resin/plastic. In the olden days most of the pedal tractors were all-metal constructions, with the skid section cast as such. There were a number of famous makes in the Aumann Auctions Fisher Pedal Tractor sale that concluded on 10 January 2021. The prices were a little bit low in places, but with all that's going on at the moment over there, it was not unexpected. However the Graphic Reproductions Ford 901 sold for an amazing \$5,830.



This beautiful Scale Model Massey-Harris 44 looks good and so well restored; and it sold for just \$1,320.



Wow! The one we liked best is the rare Magnuson 1958 Massey Ferguson 98 standard that sold for \$1,210.

MASSEY FAMILY RESULTS:

4009 Magnuson Massey Ferguson 98 standard 5.....	£895
4014 Eska Massey Harris 44 5.....	£976
4015 Ertl Massey Ferguson 1100 5.....	£211
4016 Ertl Massey Ferguson 398 5.....	£211
4072 Scale Models Massey Ferguson 5.....	£603
4073 Scale Models Massey-Harris 44 5.....	£382
4064 Scale Model Massey Ferguson 35 5.....	£203.

Stradsett 2021 Cancelled

It is with a very heavy heart, sadness and sheer disappointment I am having to write a cancellation statement for the second year running, says Gordon Carson.

Due to the ever-increasing Covid-19 cases and restrictions, which only seem to be getting worse day by day rather than better, sadly the NVTEC-EA committee have had no choice other than to cancel our 2021 Stradsett Park Vintage Rally, which was due to be held on Sunday 2-3 May 2021.

It would be irresponsible of our club to put on such a well-attended event and risk the health and wellbeing of our volunteers, exhibitors, traders and the paying public. We really do hope we will be able to put on our 2022 rally on Sunday 1 and Monday 2 May. The NVTEC-EA committee thank you all for your support and ask you all to stay safe and prepare your vintage equipment ready for our 2022 rally; this could be our greatest show ever.

Gordon Carson and the NVTEC committee.

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YOUR LETTERS

Memories are made of this



I hope you are keeping safe and well during these difficult and unusual times.

With both auctions and display

events taking a 'hit', I would imagine that you are suffering a reduced supply of material for your publication. With this in mind, I thought my attached photos and related notes would be of interest to you for possible inclusion in a future issue of CMFE.

You will, no doubt, remember my late father Neville, who was for many years, employed by E.O. Culverwell, the well known Sussex MF distributor. Coupled with this, my late mother's side of the family have, for many years, farmed at Plumpton, Sussex. During my childhood and teenage years my parents and I lived on the farm;

HAVE YOUR SAY

Send your letters, e-mails and pictures on whatever tractor related items you like! Please E-mail: cmfe.ed@kelsey.co.uk, tel: 01323833125 or post: Peter Love, Ed CM&FE, Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL



therefore I was never far away from a Ferguson or MF machine.

David French

My fleet banner lane...

Thank you for Classic Massey – a great magazine for someone like me. I served my apprenticeship with Massey Ferguson and lived 1.5 miles from the works in Banner Lane. I enclose two photos of my tractor collection. Happy New Year!

Yours, John Wilkinson

Again thank you John for sending in these pictures, your fleet is superb and we look forward to featuring your memories and fleet in a future magazine. Please do send in your pictures to: peterlove@madasafish.com



Wow! What a fleet and so well restored John; thank you for sending in the picture.



The fleet is finished off by the 148 and 135; again superb tractors and all built in Banner Lane, Coventry.

MF 35X registration

The picture was taken during haymaking in 1969, and I had just drawn the trailer forward to continue loading. The 35X had originally been supplied by Ben Turner; the Surrey issue PJ registration plate is a part giveaway to this fact.

My uncle Joe purchased this tractor from a farm dispersal sale at Rusper, near Horsham, West Sussex and she was driven home to Plumpton. I turned 16 in October 1969 and duly applied for my tractor driving test. The test was taken on this tractor, in the vicinity of East Chiltington Primary School, on a very wet morning during the first months of 1970.

Having successfully passed the test, my real desire was to continue on to my school, Chailey Secondary. Reluctantly, I decided it would be best to return the tractor home and cycle to school in the normal manner!

To return to the photo, two other points, perhaps of interest: the trailer shown was constructed using the turntable, axles and wheels taken from granddad's redundant Tullos of Aberdeen thrashing drum. Bales were loaded eight at a time by a Nu-way bale slave attached to a MF 735 front loader fitted to a 35.

David French



FERGUSON TRACTORS AT LARGE IN SHROPSHIRE



The Goddard family.

The Goddard family are well-known for their Sentinel DG4 steam waggon, a couple of Burrell engines and two steam cars. As well as these machines, Andrew Goddard also owns three tractors bearing the Ferguson name. David Reed met up with him to find out more

The Goddard family have been associated with steam for many years, with a couple of Burrell steam tractors and two Stanley steam cars being seen at various events. Perhaps best known of their steamers though is KF 6482, a Sentinel DG4 steam waggon, numbered 8571 that is resplendent in its Morris's Lubricants green livery. Andrew Goddard is the Chairman of Morris's and also owns a couple of grey Fergusons and a MF 135 that are still occasionally put to work. The family

are based in Shropshire, which is where I caught up with Andrew and his Fergusons.

The MF 135

The first tractor in Andrew's collection was a Massey Ferguson 135 that dated from 1969. "I decided that when we moved to this house, we needed to have a tractor," Andrew said, "I had a Britains 135, so if I was going to have a tractor, then it had to be a 135. Besides it was the right colour, I have always liked red tractors," he added.

The search for a suitable tractor was on, "I said to one of our reps that if he ever came across a 135 for sale at the right price, then he should let him know," Andrew continued. It wasn't that long before a suitable tractor was spotted. "The rep saw one at a customer's premises near Market Drayton," Andrew continued, "It had originally come from a farm near Congleton and was fitted with a loader."

After Andrew went to have a look at the 135, a deal was done and the MF was duly brought back to their Shropshire base, "It was in reasonable working order and looked to be pretty original," Andrew

“Andrew Goddard is the Chairman of Morris's and also owns a couple of grey Fergusons and a MF 135”

“The Ferguson wasn’t actually in a hedgerow, but certainly wasn’t in very good condition”

continued. It wasn’t long before the 135 was put to work, “It did a lot of groundwork when we moved to this house,” Andrew confirmed, “It was a very useful tractor.” But that wasn’t the only work that the MF did, “After a couple of years working in the grounds of the house, we thought about using it for hay work,” Andrew continued, “As we had been employing other people to do that work for us.” The 135 has certainly been a good tractor over the years, “I have never laid a spanner on it mechanically,” Andrew said.

A decision has also been made regarding the condition of the 135, “I will leave the 135 as it is,” he added, “It will not be restored.”

The original MF baler

Complementing the 135 is a Massey Ferguson baler, “We got that via eBay from Wellington in Somerset,” Andrew said. It is also in totally original condition and like the 135, has done its fair share of work at



Andre Goddard on the Massey Ferguson 135, which is well serviced.

its new home, “It has been used regularly during harvest time, apart from this year when its brake adjustment slipped off,”

Andrew continued, “When that problem was resolved, the baler worked perfectly again.”

The 1953 Ferguson TE-A 20

Around the same time, one of Andrew’s work colleagues decided to sell a 1953 Ferguson TE-A 20, “He asked me if I knew anybody who would want it,” Andrew said. The answer was quick, “Yes-me,” came the decisive reply. Again, a deal was soon completed with the TE-A 20 arriving at Andrew’s house around ten years ago.

This tractor certainly had an interesting history. Registered YSV 445, it had come from a crofter’s cottage in Scotland, “Not much work has had to be done to it,” Andrew said, “Although we did change the spark plugs and points.” As for the Ferguson’s condition, it is pretty original, “All that has been fitted are the lights, which came from a Shropshire snow plough,” Andrew said.

The TE-F 20

That was followed by another Ferguson, this time a TE-F 20. “One day my sons William and George came to me and said that they would like to have a tractor that was a hedgerow find to restore,” he said. Eventually one was located, “The owner had died and his son was selling off all of his equipment including the TE-F 20,” Andrew continued. The Ferguson wasn’t actually in a hedgerow, but certainly wasn’t in very good condition, “It had stood uncovered in a field for 20 years,” Andrew added, “And the injector pump had seized



The Massey Ferguson baler, again in good condition.



◀ The Massey Ferguson baler is certainly a straight machine.



1953 Ferguson TE-A20 with eight-year old George Goddard.

up." The tractor carried the registration plate TMA 214, which suggested that it originated in the Chester area. As expected, the Ferguson was in a poor state, "It had no logbook and the hydraulics were the only thing that worked," Andrew continued.

Before too long its restoration began, "It was stripped down last winter," Andrew said, "It has had a full rebuild, with the seized engine and fuel pump being repaired by Phil Powell of Berriew near Welshpool." Further work included all new steering gear being fitted, and when the tractor was

mechanically sound, it worked during last year's harvest.

"The restoration is nearly completed now, "Andrew commented, "The TE-F 20 is just about ready for painting, which will probably be done during the winter. It will be done to concours standard with copper pipes on the wiring," Andrew added, "It will look just as it did when it came out of Banner Lane in Coventry."

The MF 70 mower

And finally, a Massey Ferguson 70 mower



The engine of the 1953 Ferguson TE-A20.



The number plate at the rear of the Ferguson TE-A20.

is also part of the collection, "It is in original condition and was given to me by a good friend," Andrew added.

Although the tractors are a small part of the family's overall collection, they are still interesting all the same, especially as some are still put to work. And with the TE-F20 nearing completion in concours condition, it should be well worth a look at some local shows. ■



The Ferguson TE-F20 in as found condition.



William Goddard sits upon the Ferguson TE-F20.

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WILL A BUDGET BUY FRENCH MF 165 COME GOOD?

I wish everyone a belated Happy New Year, although I am sitting down writing this during the first weekend of 2021, having just taken the Christmas decorations down while watching that most classic of films; *The Italian Job*, says Dan Harris

I am hoping by the time our readers are immersed in this latest issue of *Classic Massey and Ferguson Enthusiast*, mass vaccination is in full swing and the vulnerable members of our society are already protected. I myself have been keeping my social interactions to an absolute minimum since the epidemic began, reducing the risk of transmission and keeping family and friends as safe as possible.

I ended last year with a far different working week to the one I started with, after a management restructure due to the downturn in global sales for agricultural equipment necessitated the move back to design engineering. Fortunately for me,



The 165 was purchased unseen through an online auction site, as a non-running skid unit.

design on a computer can be done at home and at any time of day; great for making some daylight hours available for projects, including the intention to plant a few acres of veg grown to organic principles this year.

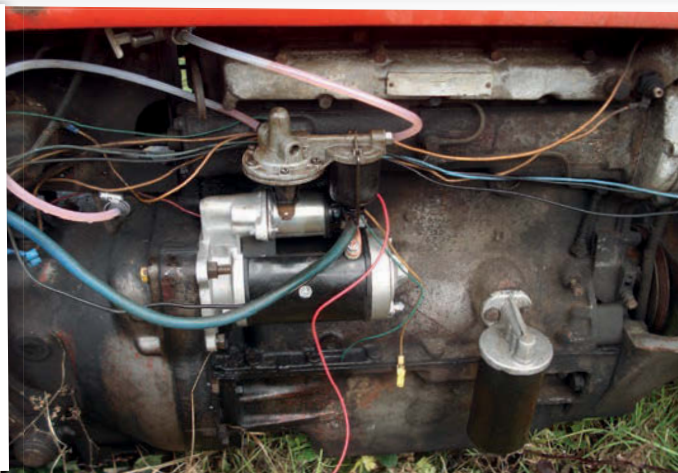
With that in mind I came across an interesting project on that famous online auction site back in November; a French

built, high clearance MF 165 skid unit. Something different and practical at the same time and, as we all know, Continental models do not generally command the same premium as UK built ones. The high clearance being desirable to enable a mid-mounted hoe to be fitted for the intended row crop work.

The French built MF 165 Mk1 departs substantially from that of the UK



Fortunately, the Perkins AD4.203 engine was not seized, although it took some patience to bleed the injection system.



The engine had been stripped of the auxiliary equipment, necessitating a new starter motor to be fitted.

When Massey Ferguson launched their worldwide 100 series tractors in late 1964, the underlying principle of the new range was to manufacture and market a unified range produced at any one of the many factories. A sensible idea in principle, with interchangeable parts being produced at many locations giving flexibility and redundancy in production, however many national variations would ultimately be produced.

A four-model line up

None more so obvious than the products coming from the French Beauvais Factory, which departed from the typical four-model line up with an extended range, including models such as the 122, 133, and 145. All very confusing with engine downgrades, as with the MF 122 and MF 133, while the MF 145 features a MF 135 engine and MF 165 rear axle; a forerunner to the MF 250 in effect.

The French built MF 165 Mk1 departs substantially from that of the UK, or even American produced variants, and can only be described as a MF 65 Mk2 with pressure control and revised tinwork. I know many people will now be saying, 'well yes that is what all MF 165s are'. Just to elaborate, a standard UK built MF 165 as we know it, also has a revised front axle support casting, thereby reducing the wheelbase by 2in (51mm), and a revised steering arrangement with the drag link in a lower position.

Crucially, Massey Ferguson also launched the optional high capacity auxiliary Multi-Power pump with the UK/USA models, although this option was omitted from the French variant, meaning that the Multi-Power pump is of the single gear set MF 65 type instead. Therefore, there is no additional hydraulic flow available to combine with the linkage pump output for external services, making the operation of, say a front-end loader, rather slow.



▲ The tractor came complete with the remnants of a Continental hitch arrangement.

◀ The decision to purchase was based on a number of criteria, including the fitment of pressure control hydraulics.

➤ The hydraulic cover cross shaft arms have also been repaired necessitating replacement.

▼ Upon inspection after delivery, the top cover was found to have been repaired and requires replacement.



France the handbrake was an option, meaning standard models were fitted with this parking latch.





The dashboard on this early French built Mk1 MF 165 is more akin to that of a MF 130 than a UK built 165.

The tinwork variation is obvious and, although MF 175 tinwork would have fitted the model due to the extended wheelbase, the French made MF 165 Mk1 features a straight-sided bonnet (does not taper) to a dashboard, which is very similar to the unit fitted to a MF 130. I have not measured them

both for comparison, but I expect they were manufactured on the same tooling. The nose cone is also a separate piece, as with the USA produced machines.

It seems hard to comprehend that the Beauvais factory would have been left with a surplus of MF 65 parts when the



Strangely, a hinged down medallion is fitted as per much later models, with a dry air cleaner arrangement.

new range was introduced, since a new product introduction would have been planned to use up current stocks. I can only surmise that it was intentional to launch a halfway model to reduce the necessary changes to the production line, thereby reducing disruption. This seems likely, as the Beauvais factory introduced a greater range of models at the same time as the Coventry counterpart.

With the history of the model briefly discussed, let's take a look at the example I have recently purchased. As previously indicated, I purchased the tractor from an online auction site for £1,355, which later transpired to include VAT, from Quantock Farm Machinery based at Taunton. Graham Burden, the proprietor, was very helpful



Alloy light cowls house larger diameter lights than the Coventry built equivalents.



The battery compartment is fitted with a hinged cover, like an early Coventry made MF 135.

The starter was fitted together with a temporary electrical circuit to get the engine turning over



This was once a comfortable suspension seat, although the cushioning is long gone.

and delivered it 130 miles to Cornwall for a further £150 plus VAT. Graham brings back articulated lorry loads of six to eight Continental tractors at a time with some precise 'Stacking'.

The true condition

With the tractor back at base, the true condition could be assessed and revealed that a number of not so obvious parts were missing, such as the engine oil filler/dipstick, radiator cap, injector leak back banjo bolt, throttle rod and dynamo brackets. This was in addition to the obvious missing starter motor, dynamo, exhaust 'U' bend, clutch pedal and various hydraulic linkage bits identified from the auction listing photos.

What was not originally obvious from the photos was the fact that the hydraulic lift cover and cross shaft arms have been welded. I'm not a fan of seeing welded castings as, in my opinion, they are rarely up to the task and I would always have to ask the question as to when and if it was going to let go. Unfortunately, Ron Greet was unable to provide a direct replacement hydraulic lift cover with the same part number, but a suitable tractor has been found in the UK, which is currently being broken for parts.

I can only describe it as a disappointing start, especially the engine oil filler and dipstick, as water ingress to the crankcase was likely to have occurred. One benefit of having an absent starting motor was being able to check whether then engine was free by levering the flywheel ring-gear with a screwdriver against the engine backplate. There was some relief that when the engine did indeed turn, the absent exhaust 'U' bend had helped to keep water out of the cylinders.

Spare parts

Next steps were to gather enough new/secondhand parts to enable an attempt at starting the engine: namely a starting motor and new oil/diesel filters. Fortunately, I had the necessary filters already in stock, a consequence of having a large range of classic Massey Ferguson machines on the farm. The fuel filters being the same as a three-cylinder MF 35 and the oil filter the same as a four-cylinder FE 35.

Luckily for me, my brother always likes to get stuck into a new project and set about getting the engine running, both of us a little disheartened to find a substantial amount of water in the crankcase upon removal of the sump plug. The immediate decision was whether to push on and try and get it running, or drop the sump to see if the crank/big end had suffered any corrosion. The former course of action was taken, pushing on with filter and oil replacement.

A new starter motor was purchased from



Although the suspension adjustment mechanism is not quite complete, I believe it is similar to items used on MF combines.



I initially bought row-crop wheels with David Brown centres thinking they would fit, but the stud hole size is different.

Ron Greet Tractors at Totnes, together with a number of secondhand parts, such as a clutch pedal, wheel nuts and battery terminals. The starter was fitted together with a temporary electrical circuit to get the engine turning over, only to find further frustration in getting the diesel injection



Once again, the weight frame looks like a standard item, but note the lugs to the rear.



Finally the tractor is on wheels allowing the transmission, and in particular the Multi-Power, to be assessed.

circuit bled correctly. Even if the tractor had wheels at this point, a Multi-Power tractor cannot be tow started, thereby saving potential intervals of charging the battery.

I was under the impression the DPA injector pump stop valve had stuck internally, which is a common problem when



Purchased for work rather than exhibition, I am hoping the high clearance will meet my needs.



Plenty of work still to do and, unfortunately, money to be spent, to get the tractor in presentable working condition.

an engine has been lying idle for some time. In preparation for having to partially strip the injection pump, I purchased a replacement seal kit only to be pleasantly surprised that my brother had, indeed, managed to get the system bled and the injectors and engine running while waiting for it to arrive. It now starts on the first turn and does at least run on all four cylinders.

Getting the engine running was obviously a big step and, to a certain extent, provided some comfort that I had not wasted the money completely by purchasing the tractor in the first place. There is, however, plenty of work to be completed on the engine before any true assessment of performance can be made. The correct dynamo brackets and a replacement radiator, together with a number of other parts, are coming from the donor tractor in the UK.

Replacement wheels

One of the more expensive items to replace are the wheels; a running skid unit is all well and good but it doesn't actually move. I knew from the outset that the correct 12-38 wheel rims were going to prove a challenge to obtain and my first thoughts were to fit the tractor with PAVT 13.6/12-38 wheels, thinking that they would be more readily available. A pair with useable tyres did come up for sale online and I was very tempted, however some rails were corroded and transport was expensive.

I am glad I did not go for them ultimately, as PAVT wheels are incredibly heavy; great for ploughing but not so good for soil compaction and why carry all that extra

weight when it is not required? A couple of weeks after turning down the PAVT wheels, I saw a pair of what I believed to be the correct rims, advertised as FORD rims, being sold by Neills Vintage Tractor Parts of Carlisle. I had the lug centres measured and they were correct. It was a no brainer and a quick call to Ron Greet Tractors sourced the MF 65 centres to fit in them.

Only one small problem remained, the rear wheels had been sourced, but I did not



Here you can see the kingpin posts are substantially longer than a standard clearance model.



For comparison, the top of the kingpin post on a standard model is far below the level of the tyre.

want to spend out on tyres yet when the tractor was not up and running. A solution in my eyes was a pair of row crop wheels off a David Brown 1390, which I had seen advertised cheap locally. I never considered that the stud size of a David Brown wheel was different to an MF! Ultimately, I ended



I have been fortunate to have found a pair of the correct 12-38 rims in very good condition.



Ron Greet Breakers came up trumps with a pair of MF 65 wheel centres for the 12-38 rims.



A replacement grill has been purchased from a donor tractor that was imported and broken for parts.

up making yet another call to Ron Greet Tractors for MF 575 centres to the row crop wheels. Not such a cheap solution, but at least I had a pair of spare 6.00-16 front wheels in stock to get the tractor off the ground.

There is much left to do before even thinking about cosmetic work. The clutch pedal assembly has to be adjusted and the top cover removed and replaced while, at the same time, cleaning the Multi-Power pump suction filter. Only then will I attempt to drive the tractor and assess whether the Multi-Power is working correctly. Hopefully, no big mechanical surprises are left in store, as I'm already not sure the tractor is going to be the budget worker I initially had visions of.

Cosmetic items

As far as the cosmetic attention goes, a replacement steering wheel and grill is set to arrive very shortly after writing this, leaving the mudguards as the largest cosmetic item yet to be purchased. Attempts to secure the correct secondhand replacements with alloy grab handles have already failed twice, due to budget necessitating aftermarket new items to be purchased. I have, however, secured a roll bar as is legally required on a working classic tractor.

In the next part I intend to have the tractor fully up and running ready for work, to assess acceptable mechanical operation prior to the cosmetic refurbishment. ■

MF 165 MK1 SPECIFICATIONS (FRANCE)

ENGINE	PERKINS AD4.203 DIRECT INJECTION DIESEL
BORE AND STROKE	3.6X5IN (91 X 127MM)
RATED ENGINE SPEED	2000RPM
MAX POWER	58.3 BHP (44KW)
MAX TORQUE (AT 1300RPM)	169 LB. FT (229NM)
PTO POWER (1684 ENGINE RPM)	48 BS (36KW) AT 540RPM
CLUTCH (DUAL)	11/9IN (305/254MM) PRIMARY/SECONDARY
GEARBOX	6 X 2 STANDARD OR 12 X 4 MULTI-POWER
HYDRAULIC LINKAGE FUNCTIONS	DRAFT, POSITION AND PRESSURE CONTROL
MAXIMUM STATIC LIFT	2850 LBS (1292KG)
LINKAGE PUMP OUTPUT	3.1 GAL/M (14.1 LITRES/M)
BRAKES (MECHANICALLY ACTUATED)	7 X 4IN (178 X 102MM) DRY DISC
FRONT TRACK ADJUSTMENT	48-72IN (1.22-1.83M)
REAR TRACK ADJUSTMENT	52-88IN (1.32-2.24M)
WHEELS STANDARD	FRONT 6.00-16, REAR 12-38
MINIMUM GROUND CLEARANCE	19IN (0.48M)
FUEL TANK CAPACITY	11GAL (50 LITRES)
WEIGHT (INC. FUEL, OIL AND WATER)	4400LBS (1995KG)
LENGTH	11FT 4IN (3.54M)
WHEELBASE	7FT (2.13M)



◀ The broken tractor has also provided a good replacement steering wheel.



A roll frame has been purchased to fulfill the legal requirements for a working classic tractor.

THE TRANSPLANT SPECIALIST

John Fleming's experience with Perkins diesel engines has combined with his interest in tractors to produce a very interesting collection of modified grey Fergusons, says William Carson

Have you ever met John Fleming? He left school when he was 15 years old and started work as an apprentice at T. Allen & Sons in High St., Ballymena, Co. Antrim. They were commercial vehicle specialists but more notably, they were agents for Perkins engines and John served his time over the next five years servicing all classes of vehicles from family cars to delivery lorries. After some years spent developing his mechanical knowledge

and skill he went to Wrights Coachworks in Ballymena, where he worked until his retirement.

He spent much of his youth helping neighbouring farmer, Andy McCullough, on his mixed farm where one of his first jobs, as a ten-year-old boy, was to row up hay with a Clydesdale horse and rake. A TVO engined TE-D20 replaced the horse and John joined the growing band of young lads who were experiencing the excitement offered by the internal



John can often be seen at shows and road runs with either of these two converted Fergusons.

combustion engine. Later, with some experience of servicing gained during his apprenticeship, John took on his first tractor repair when the cylinder head needed a de-coke. The next job on the Ferguson was an engine upgrade offering more power and better fuel economy so, with John's knowledge of the Perkins

This was the tractor that introduced the Ferguson System to almost 300,000 farmers around the world.



range of diesel power units, the P3 was the obvious choice and soon the humble TE-D20 could boast 32hp under its raised bonnet line.

The Ferguson bug

The Ferguson bug had bitten and it wasn't long before John bought himself a TE-D20, primarily to cart turf home from the moss. The TVO engine was worn out but that wasn't a problem for John and soon there was another Perkins P3 conversion under way. "A few years later, I bought an FE-35 for carrying turf out of the moss in the link box. The live clutch made that job a bit easier," explained John, "The grey and gold can be hard to start so I looked closely at that problem and did some experimentation of my own. I decided that even a four-cylinder 35 engine in good condition needed a bit more compression so I machined another groove for the top ring to bring it closer to the top of the piston. I fitted the oil scraper ring in its normal place and then moved each of the compression rings up a groove and fitted a used ring into the bottom compression ring groove to stop the land filling up with soot. This, along with a slight skim on the head to reduce the valve recess, means that it starts first time without using the heater plugs."

Before long John's reputation as a diesel fitter had grown and there was a steady stream of local farmers calling for the magic touch of the Fleming spanners. During his working life he had amassed an extensive knowledge of diesel engines and gained the confidence in solving engineering problems that only experience can give, so it's no surprise that when he had some spare time, he turned his attention to Perkins conversions once more.

Early conversions

"One of my early conversions was on a local 1947 Continental Z120 engined TE-20," John recalls, "I bought another Ferguson which was rough but it had a P3 fitted and that went into the '47 tractor in place of the petrol engine." The original front axle support bracket didn't suit the cast sump of the P3 and wasn't strong enough to carry its weight but Perkins supplied a heavy duty part so that made John's task more straightforward.

"KZ 5535, a very local tractor, was

“The Ferguson bug had bitten and it wasn't long before John bought himself a TE-D20”



Wartime austerity meant that DZ 8478 left Dearborn with a magneto, a starting handle and no lighting kit.



◀ This tractor was sold by Stuarts Garage in Hanover Place, Coleraine during WW2.



The Perkins emblem has been on this grille for over 60 years.



The fixing straps on the starter motor mark this out as an early Perkins P3 engine.



John restored this hard working tractor to show condition over 10 years ago.

another of my conversions. It was a TE-D20 that started off life just a few miles away. After its working life it was sold to a scrap merchant and that's when I found it; rough but complete. I had heard about a P3, which was for sale. It had been an official Ferguson approved engine conversion and was complete with all the brackets and adapters. This was the P3/144 version of the engine, which had the same bore and stroke as the original design but the timing was by gears instead of the previous chain set-up. It's very similar to the Perkins F3 engine, which was used in the Fordson Dexta, except that where the Dexta used a Simms injection system, the Ferguson was fitted with CAV equipment," John explains.

"KZ 5535 needed a lot of work. There was a lot of water in the back end so the hydraulic pump needed a rebuild, but the gearbox and the final drive were still in good order. I had to fit new half



From this end you would not know what John has done to the Ford 2N.

shaft oil seals and new brake linings and I replaced the clutch plate. When it was all back together and painted I fitted a Lucas 'Cyclops' lighting kit and then put a transport box on the lower links."

The 1949 TE-A20

As NASA prepared to send men to the moon, President John F. Kennedy famously said that they were 'doing these things, not because they are easy but because they are hard'. Maybe that's why John Fleming decided to refit a grey



Frank Perkins engines kept the Massey Ferguson tractor range at the forefront of agriculture.

Ferguson with a BMC diesel engine.

"I found a 2.5 litre BMC diesel engine with a blown head gasket in an old Post Office van. I went with my mate, Robert Finlay, we took the engine out and brought it home in a link box. We fixed the head gasket problem, started it up and found that it had good oil pressure and from there it was a case of making adapters to fit. The tractor was a 1949 TE-A20 which had been converted to run on TVO at some point. When I bought it the man selling it wanted to keep the rear wheels for use as duals so I had to find replacements. That's why it has 12in rims off an International 414.

"One of the biggest problems was making the adapter plate for the bell housing because of the limited clearance. I decided to use a BMC pressure plate and a Ferguson clutch plate, so making sure that there would be room for everything inside the clutch housing was the problem. I took an old damaged TE-20 clutch housing and cut holes in



The distinctive raised bonnet line creates space for the Perkins diesel conversion.

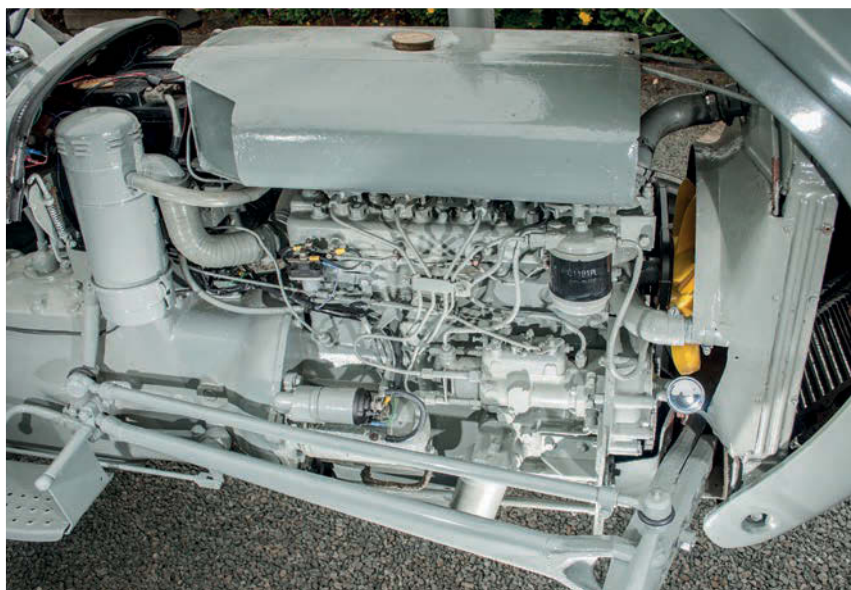


Original strengthening rods from a Z120 add support to the BMC pressed sump.

it to allow me to see what was going on inside. When I offered up the BMC engine and clutch I could see where it was going to foul on the inside of the casting. That was how I knew where to remove the 'high' places to allow it all to turn freely. I had other problems to solve after that.

I had to have an Oilite bushing machined in place of the normal pilot bearing and, since the BMC engine had been designed to fit in the Post Office van horizontally, I needed a sump and oil pump to suit. The sump came from a FX4 black taxi engine, but I couldn't find an oil pump with a vertical pick-up pipe anywhere. I started one Saturday morning to adapt the original oil pump and before bedtime I had it fitted and tested. I also had to alter the length of the radius rods

▼ The 2.5L BMC diesel is a neat fit under the Ferguson bonnet.



This conversion shows John's skill and determination to achieve his goals.

and adjust the track rods to compensate for the different length of the BMC block. When I was finished the job there were a lot of people who thought they would do the same conversion, but they soon found that it wasn't as straightforward as it looks.

The fifties Perkins conversion

John had built up a collection of converted Ferguson tractors but there was space in his shed for one more. "I always wanted to have a Ferguson with a

period Perkins conversion from the fifties. In 2002 I found a one owner, 1943 Ford Ferguson 2N, which had been converted to diesel in 1957." DZ 8478 was the first tractor on Tommy Carson's farm near Ballymoney, arriving on steel rims with a two-furrow plough on the three-point linkage and a hessian bag full of spade lugs tied on top. It was dinner time as Tommy's son, Robert drove into the yard so he stopped by the back door of the house. After the family had examined their new investment Robert swung on the





The bonnet riser was an essential component in the conversion kit.

starting handle to drive up the sloping yard, only to find that the bare steel rims would do nothing but spin on the cobbles. (The horses probably had a good giggle at the sight.) The Ford Ferguson was put to work ploughing, preparing ground for corn and potatoes, making hay, spinning out the spuds and even some local contract work with the Albion 5ft binder, which had formerly been pulled by the horses.

By the mid-fifties it was time to upgrade the ageing tractor and the Carsons chose to replace the old side valve engine with a modern Perkins P3 diesel. As well as offering considerably more power and torque, this conversion provided the luxury of electric starting. (That would have wiped the grin off the horses' faces if they'd still been about.) With this new



Ferguson dealer approved P3 conversion gave many petrol and TVO models a new lease of life in the 1950s.

lease of life the wee grey tractor soldiered on until the early 1970s when it developed a water leak and was parked in the corner of the barn... for 30 years.

When John bought the Ford Ferguson it was tired. It needed new mudguard skins, the fuel tank brackets were broken, the brakes needed a complete overhaul and there was hardly a spline left on the PTO shaft, but his experience made

light work of these problems and soon the tractor was to be seen at shows and working days.

Many years ago a man began a collection, his own tribute to Perkins engines and their place in agriculture. His determination and 'never say never' attitude have solved any problems that have come his way and he is content with his achievements. That's John Fleming. ■

▼ **The Standard Motor Company engine may be gone, but it is still instantly recognisable as a Ferguson.**



MASSEY FERGUSON 65 RESTORATION

**PART
NINE**

Ben Phillips gets down to more work on the Massey Ferguson 65 Mk2 and dealing with its Perkins rope seals – not the nicest of jobs to undertake

One of the most important jobs when doing an engine rebuild is getting the oil seals right. As oil is a liquid that gets thinner as it gets warmer it will leak at every opportunity, so getting it right is worth the extra effort. The worst oil seal to fix is the one on the rear of the crank, as you only get one chance to get it right. It's also one of the most common seals to fail: if you visit any road run and look under the tractors, chances are you'll see oil on the floor. Annoying as this is, the odd few drops aren't a problem, but trying to eliminate it altogether is achievable.

On this Perkins 4-203, the rear crank oil seal was in two sections made of aluminum,



The rear crank oil seal was in two sections, with two lengths of white rope pressed into the aluminium housings.

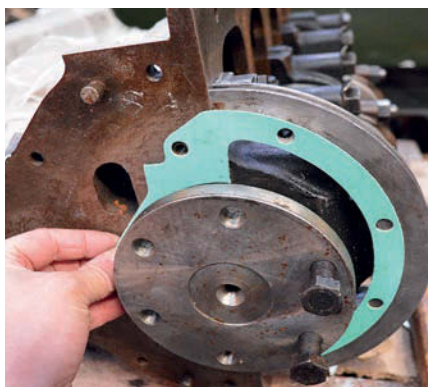


On the smaller upper section the centre bolt needed fitting in the housing first, as it wouldn't locate once it was in place.



The 165 was purchased unseen via an online auction site, as a non-running skid unit.

and had a couple of lengths of rope forming the seal itself. This needed to be rolled into the groove first; to do this I always use a



This gasket is sandwiched between the seal housing and the engine block; it will fit over the end of the crank if angled correctly.

socket extension with the housing gripped in the vice. When I was happy it was mostly located into the groove I began to fit the bottom section, not forgetting to put a gasket on first, which easily slips over the back of the crank.



I fitted the bottom section first, which on the Perkins 4-203 was the bigger of the two sections.



With the upper section now in place the whole lot could be clamped together with the two vertical bolts.



Here you can see the rear crank oil seal completed and the backplate has been bolted onto the engine block.



Now it was time to get the flywheel ready to fit; here I've just installed the new spigot bearing.



The flywheel on this Perkins 4-203 isn't light so, with the help of some wood and an old stud, I managed to get it located on the back of the crank.



New and old: if you're planning on doing a similar job, I would recommend getting a set of new flywheel tab washers in.



I carefully wedged the engine, so that I could torque the bolts up to the required tightness.



Before I could fit the clutch assembly I needed to degrease the surface, as these always come packaged in oiled paper.



Fitting the assembly you'll needed a clutch lining tool like this section of plastic, which is the exact copy of the tractor's input shaft.

Fitting the top section

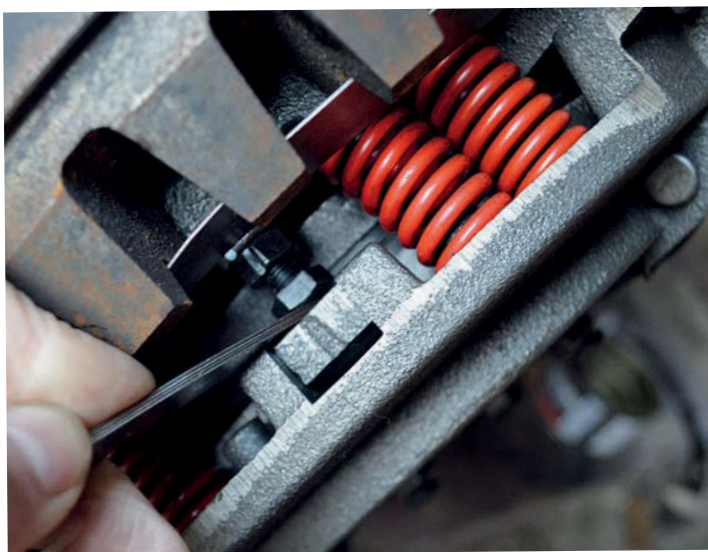
Now the top section can be fitted; before that though the bolt in the middle needs putting in

the hole first, as it won't fit when the housing is in place. Now the two sections can be clamped together and into the block, being

careful not to damage the gasket behind, of course. I could now fit the back plate, which had been cleaned, as it was fairly oily when it was removed. There are two lugs on which it locates, and then six 9/16th bolts tighten it to the engine block.

The next logical step was to get the flywheel ready to bolt into place. This heavy chunk of metal was tricky to move about, so it was washed off and the spigot bearing fitted. Getting it in place took a fair bit of strength – I have an old cylinder head stud that I placed in the back of the crank then, with the help of some wood, I manoeuvred it into place and could then quickly screw a couple of bolts in to secure it while I got the rest of them ready to fit.

I had bought a set of new tab washers, as the old ones had been bent back and forth too much and the ends had broken off. Now with the new tab washers I could fit the bolts correctly. These bolts have to be torqued up to a certain strength so, to stop the engine turning, I wedged a section of wood against the crankshaft; the wood wouldn't break and



◀ Using some feeler gauges I set the PTO plate gap; a couple of spanners were also required to do this.



Lastly, using MF special tool 220 I could set the toggles on the clutch fingers.



With the clutch side done it was time for me to sort out the clutch bell housing, as it was plastered in oil; firstly I removed the thrust bearing.



I used the vice to press the new thrust bearing onto the carrier; it doesn't need much pressure to locate it.

neither would it damage the crankshaft. I always double and triple check the tightness of these bolts before I finally bend over the tab washers with a pair of pliers.

The clutch assembly

When I buy new clutch assemblies there are a few things I need to do, especially on the Massey Ferguson ones. Firstly, the face on the clutch needs a good degreasing, as these are often transported in oiled paper to prevent rust from forming in transit. I use either paint thinners or brake and clutch cleaner, applied with a fresh clean section of kitchen paper; it's amazing how much oil you can wipe off something that looks clean. There are six bolts that hold the clutch on and I was extremely careful when tightening them as, on these Perkins engine MF models, they can easily shear off. Before I tightened them up I inserted a clutch lining up tool: this simple bit of plastic mimicked the double input shafts found on these tractors. It's an important part of the job as, if they're not lined up correctly, the engine won't slide back on the tractor.



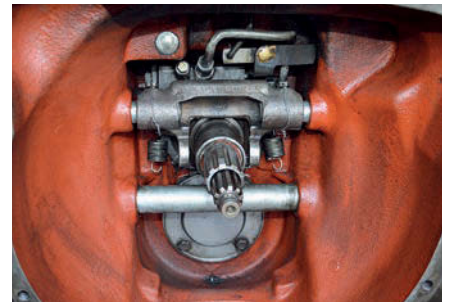
New v old: you can clearly see why a new thrust bearing was needed; there was also a slight noise from the old one when it was spun round.



On the rear where the carrier meets the fingers, to move it forward I dabbed on a smear of copper grease to help it move freely.

As it was a double clutch I now needed to set the PTO clutch clearance with a set of feeler gauges; this could be done when it was back on the tractor but you need to be underneath and it's very fiddly. Lastly, with MF special tool 220 the toggle fingers were set; this metal tool took a measurement from the shim on the flywheel to the end of the bolts on the toggle fingers.

As the assembly was fitted and all set up, I could now look inside the clutch bell housing; this was sprayed with oil and old clutch plate dust. Along with giving everything a good clean, I was also replacing the clutch release bearing; to do this I had to remove a couple of springs. Using a pair of pliers, the springs were unclipped and the bearing and its carrier were removed, this was then put on the open vice so the carrier could be tapped off, leaving the bearing to be thrown away. I had a new one waiting and the vice was used again, this time to press the new bearing onto the carrier. It doesn't need a lot of force to get the bearing located; if it goes on without the need for a vice or a press then



The whole housing looked so much better once it was cleaned; the original red oxide was in almost perfect condition.

a new carrier is needed.

Two forks push the back of the carrier forwards so, where they made contact on the rear, I dabbed some copper grease to lubricate the metal-to-metal contact. When I fitted the carrier and bearing back in, the degreased clutch housing things looked much better and a slight smear of copper grease on the clutch release bearing face completed this side of the job. ■



A smear of copper grease on the thrust bearing completed the job; now the engine and clutch could be reattached to the rest of the tractor.

SALES UPDATE

Peter Love takes a look at the latest sales, casting his expert eye for detail over many of the tractors featured here

BANGERS & CASH

A company that is on the 'up and up' is Bangers and Cash TV stars, Mathewson's of Thornton Le Dale, at their new larger premises on the edge of Pickering, Yorkshire.

Their on-line sales have been two-

day affairs since the summer and have been going well. These sales are very much for the affordable classic owner. They have also been selling a fair number of commercials and tractors. Most of their sales have a Ferguson or Massey Ferguson in them, so you need to keep your eyes on these sales in the future.

Massey Ferguson 148 4WD Stars



This 1998 Massey Ferguson 660 four-wheel drive looked to be in good shape overall, although there was a fair amount of rust evident on its MF front loader. It sold for £8,250.

The Massey Ferguson name was certainly prominent at the 2 December 2020 Euro Auctions sale in Leeds. There were around 15 machines carrying the famous red and grey livery that came under the hammer.

As ever, the condition of the tractors varied considerably, ranging from those



This Massey Ferguson 354F four-wheel drive was fitted with a canopy and looked to be in good working order, managing to sell for £5,250.

that had a number of working years left in them, to those that looked to be in rather rough condition. Others looked if they had already seen some restoration and were in good condition, prices obviously reflecting that fact. Regardless of condition though, everything sold: here are some of the highlights of the sale from a Massey

LIKE 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

CODING SYSTEM

Tractor Grading System: Veteran, Vintage & Classic:

- 1 - Non Runner Rough,
- 2 - Running Needs Work,
- 3 - Original & Perfect,
- 4 - Older Restored,
- 5 - Restored,
- 6 - Concours.

Modern:

- 7 - Rough,
- 8 - Tatty & Running,
- 9 - Running Needs Some Work,
- 10 - Average Condition,
- 11 - Very Good,
- 12 - Like New.

Ferguson perspective.

After a very tidy MF 4345 had been sold for £13,500, it was time for the older Massey Fergusons to come under the hammer. Although there was some rust evident on the wheels, a 2001 Massey Ferguson 8220 looked to be in good shape and managed to sell for £9,250. It was a similar story for a 1994 390 that sold for £8,750, while not that far behind was a 1998 Massey Ferguson 660, which was fitted with an MF front loader. There was more rust on the loader than there was on the tractor itself, but the combination still sold for £8,250.

The hard-to-find, original 148 four-wheel drive had some issues, but will still make a good restoration project. It sold for £9,250, and was followed by a 1975 165, which again was a little rusty in places, but looked well used. Despite being fitted with narrow rear wheels, the 165 was still a good bet for restoration and sold for £3,000.

One tractor that looked as if it had been restored at some time was a 135 that, again, was showing signs of early rust and moved on at £4,000. The cheapest Massey Ferguson in the sale though was a 1975 MF 20, which certainly looked a little rough around the edges but drove well with a front loader and bucket, and managed £1,250.

It is always worth looking among the plant equipment for machinery carrying

RESULTS (ABRIDGED)

M597 2008 Massey Ferguson 6480 Dyna 6 4wd c/w Chilton MX U310 loader AU08 BGY 10...**£20,000**
 M598 2007 Massey Ferguson 5465 4wd c/w Quicke Q50 loader SJ07 GVT 10.....**£16,500**
 M599 2007 Massey Ferguson 5455 4wd c/w Quicke Q21 front loader PN57 UVT 10**£17,000**
 M600 Massey Ferguson 4345 4wd 11...**£13,500**
 M632 2001 Massey Ferguson 8220 4wd c/w front linkage & pto Y416 PSN 10**£9,250**
 M633 2007 Massey Ferguson 3060 4wd 10.....**£4,000**
 M634 1998 Massey Ferguson 660 4wd c/w MF front loader R632 YOS 10**£8,250**
 M635 1994 Massey Ferguson 390 4wd c/w 2 spool valves M237 CFW 10**£8,750**

M636 1985 Massey Ferguson 290 4wd C483 KNT 10**£6,750**
 M637 Massey Ferguson 354F 4wd c/w canopy 10.....**£5,250**
 M638 Massey Ferguson 148 4WD c/w cab 3**£9,250**
 M639 1991 Massey Ferguson 350 2wd H862 XTU 10**£5,000**
 M640 Massey Ferguson 165 2wd WZT 466 9**£3,000**
 M641 Massey Ferguson 135 2wd 4.....**£4,000**
 M642 1975 Massey Ferguson MF 20 2wd c/w front loader bucket JJK 627N 9**£1,250**
 M1590 1977 Massey Ferguson 50B backhoe loader UPY 688S 9.....**£2,250**

the Massey Ferguson name. This sale saw a 1977 50B backhoe loader, which was actually making its second appearance at a Euro Auction's sale. It looked good and sold for £2,250 – £1,750 on its first appearance, which increased to £2,250 on its second.

As usual, the Euro Auctions sale produced some interesting tractors for the Massey Ferguson enthusiast, with a couple of rarer tractors thrown in for good measure.



◀ This 1975 Massey Ferguson MF 20 two-wheel drive, which was fitted with a front loader looked to have been well-used during its life. It sold for a modest £1,250.

Strong Prices At Festive Sale



Some £2,300 was raised for this 1962 Massey Ferguson 35 with diff lock.



The straight looking Ferguson TE-A raised £1,300 here.



This original Lambourn cabbied 135 raised £3,700.

A good crowd was seen at H. J. Pugh's last vehicle sale of the year at its Ledbury base, on Saturday 12 December. In the interesting and comprehensive tractor



A 2018 created 1955 Ferguson TE-D Perkins V-8 540 conversion in good order, changed hands at £11,200.



1956 Ferguson TE-F older restored with spotlight in grade 4 £3,400.

section were a number from the late James Henman collection, however, there were also other good machines offered.

Keeping with original style was the 1976 Massey Ferguson 168 with 6,000 hours on the clock that had worked on the Overbury estate for 15 years and was classed as an original tractor, but with new seat and canvas. At some stage it acquired oversize wheels and tyres. Mechanically sound with a service and a duplicate Irish log book, it went on to sell

here, for £12,400.

Again Ferguson and MFs did well here, especially the 2018 completed TE-F Perkins V-8 540 restored conversion, selling for a very good £11,200.

All in all, for what was offered here it went well for H. J. Pugh, a company who have set more records in 2020 than any other agricultural auctioneering company in this sector. Let's hope it all carries on in 2021.

RESULTS (ABRIDGED)

133-Massey Ferguson 135 Lambourn cab	2018 5.....	£11,200
8,615h clean but panels bashed 2/3.....	153-1948 Ferguson TE-D runs ok, so so,	
£3,700	4.4.....	£1,400
134-Massey Ferguson 165 4WD front	154-1955 Ferguson TE-F runs well,	
loader and safety frame 2/9.....	looks good, 4.7	£3,200
£9,200	155-1956 Ferguson TE-F barn stored	
138-1962 Massey Ferguson 35 with diff	spotlight 600 x 16 front tyres 2/4.5.....	£3,400
lock 2/3	156-1962 Massey Ferguson 35 diesel	
£2,300	with roll bar replacement r/tyres 2/3	£3,400
139-1949 Ferguson TE-D straight 2/3	157-1976 Massey Ferguson 168 oversize	
£1,300	tyres, 2 owners from new 6,000h 2/3...	£12,400
140-Massey Ferguson 35 industrial,	158-1960 Massey Ferguson 35 well restored	
good runner 5	new starter 4.5.....	£5,400
£6,000	159-1954 Ferguson TE-F diesel genuine	
142-1957 Ferguson 35 g/g diesel, not bad,	barn find 2/3	£3,500
been offered before 5	160-1960 Ferguson TE-L semi restored	
£3,600	straight 2	£1,700
145-1969 Massey Ferguson 135 no cab 2		
£3,300		
147-1961 Massey Ferguson 35 new		
clutch 2/3		
£2,600		
147A-1962 Massey Ferguson 35 with 135		
wings 2.....		
£2,000		
150A-Massey Harris Pony with mower 2/4		
£1,400		
151-1955 Ferguson Perkins V-8 540 restored		

The W & A Plant and Commercial Sale

Lots of interest was shown in the on-line only W & A Plant and Commercial Sale on Saturday 28 November 2020. It was staged from the Watts' premises at Barnsley, South Yorkshire.

We have nothing but good to report about this sale, the auctioneer knew what he was selling and certainly had an understanding of the price pitch and the market he was selling into and had

RESULTS (ABRIDGED)

3143 1984 Massey Ferguson 698 4WD 9	£4,600
3144 1984 Massey Ferguson 168 4WD Multi-Power, not bad 3/9	£6,000
3145 1966 Massey Ferguson 165 with loader DTL568D 9	£3,500
3146 1956 Ferguson 35 g/g diesel restored 5	£3,200
3148 1958 Massey Ferguson 35, Ferguson front wheels 2/3	£1,700
3162 Massey Ferguson 20 industrial scraper 9	£1,300



◀ The Massey Ferguson 168 four-wheel drive looked a clean tractor and went on to make £6,000 here.

definitely done some research before taking the rostrum, which makes such a change. The website was good and operated well and that certainly also helped the event along.

There were a number of Ferguson and Massey Fergusons offered here. Considering the stock the sale came out well, and when they have another tractor and classic sale it will be well worth tuning in.

The Late Bill Davidson Model Sale

Besides everything Bill did for so many people in Scotland, he was also a big agricultural model collector. He travelled far and wide to model events all over the UK and Europe at one time, and his knowledge on them was second to none. The culmination of his collection was its dispersal through an on-line Pentland Auction called the 'Bill Davidson Model Collection Sale' that finished at midday on Monday 7 December.

As for the best MF model price, well that went to the Universal Hobbies 1:16 Massey Ferguson 65 Mk1 at £170. With over 75 + pages it was difficult to keep up with it all, remembering that there was a selection of commercial vehicles, horse drawn and tractor implements. Here is just a selection of the better prices that we came across with this interesting sale, and possibly the largest Scottish tractor model collection to be offered on record, mostly boxed and in mint condition.



Ertl 1:16 Massey Ferguson 3070 four-wheel drive made £25.



Certainly the hot number UH 1:16 scale Massey Ferguson 65 Mk1 that very late on sold for £170.

RESULTS (ABRIDGED)

90 Britains 1:32 MF 135 Duple cab and loader	£40	204 Universal Hobbies 1:32 Ferguson FE 35 Set	£30
110 Britains 1:32 Massey Ferguson 135	£45	211 Universal Hobbies 1:16 Massey Ferguson 35X	£70
129 Ertl 1:16 Massey Ferguson 3070 4WD	£25	217 Universal Hobbies 1:16 Massey Ferguson 65 Mk1	£170
139 Britains 1:32 Massey Ferguson 3050 Utility	£25	230 Universal Hobbies 1:32 Tractor World Silver Plated MF 135	£54
176 County Classics 1:16 Massey Ferguson 8120 Dynashift	£28	231 Universal Hobbies 1:32 Massey Ferguson 8690	£34
184 Universal Hobbies 1:16 Massey Ferguson 35 Working Bull Indust.	£35	239 Universal Hobbies 1:32 Massey Ferguson 1200 with MF 94 implement	£50
185 Universal Hobbies 1:16 Ferguson TE-20	£62	257 Universal Hobbies 1:32 1980 Massey Ferguson 590	£56
188 Universal Hobbies 1:16 Fordson E27N ..	£34	360 Britains 1:32 Massey Ferguson 2680	£35
190 Universal Hobbies 1:16 Massey Ferguson 35X industrial	£50		

BIG BUCKS IN SCOTLAND

Pentland Auctions were at it again when they held a 994 lot collective sale. There were some 28 restored tractors offered, besides a number of just-off-farm types. The results were very good and, as usual, it was a last minute affair that finished at lunchtime on Monday 23 November.

Included in the sale was the RSABI Massey Ferguson 135, which was presented by Harold McKeever to be restored by the Ayrshire Vintage Tractor & Machinery Club led by John McNee and Russell McNab. The conclusion for this 1977 Massey Ferguson 135 EIJ431S was an average £11,800 for a tractor in 5.5 condition. The other highlight was the restored 1971 Massey Ferguson 135 four-wheel drive AES69L with Sekura cab that just went up and up, finally finishing off at £17,800, in grade 5 condition.

At the end of the sale the only main item not sold was the original style Massey Ferguson 135 VES226S four-wheel drive (without cab) at £8,900, which was bang on its value really. All in all Graham and his Pentland team were very pleased with the results.



◀ Another that did really well here was this 1971 MF 165 at £9,400.

RESULTS (ABRIDGED)

121 1948 Ferguson TE-A BGSp27 5	£3,000	129 1959 Massey Ferguson 35	
122 1947 Ferguson TE-20 4.7	£2,500	MST976 V5c nice 5.....	£6,400
123 1955 Ferguson TE-F conversion		130 1964 Massey Ferguson 35X	
with LR Discovery TD1 eng 5	£4,300	YSR179B V5c 5.....	£7,600
124 1967 Massey Ferguson 175		131 1966 Massey Ferguson 135	
LBT481F V5c 5	£9,100	ANS796D V5c 5.....	£6,100
125 1971 Massey Ferguson 165		132 1971 Massey Ferguson 135 4WD	
OSI452K V5c 5	£9,400	Sekura cab AES69L 5	£17,800
126 1959 Massey Ferguson 35 V5c		133 1976 Massey Ferguson 135 4WD	
4.1	£2,150	VES226S no cab V5c 2/3	£8,900 n/s
127 1962 Massey Ferguson 35 no		134 1976 Massey Ferguson 135	
V5c 4	£2,150	PS EIJ431S V5c 5.5	£11,800
128 1963 Massey Ferguson 35X		137 Massey Ferguson 31 dung spreader,	
BPR971A 4.1	£4,600	original 3.....	£840



◀ Looking good the 1964 MF 35X sold for £7,600 here.

The highest price at the 23 November Pentland Auctions sale was this Sekura cabbed 135 4WD at £17,800. ▶



There was a selection of MF 35s in the sale, including this example that sold for £4,600.



The 135 four-wheel drive features new front wheels and tyres, and the bidding stopped at £8,900.



Selling well with full wheel weights was the 1967 Massey Ferguson 175 at £9,100.

PRICE GUIDE

Our bi-monthly price guide reflects what prices have most recently been paid for veteran, vintage and classic tractors. The prices are based on tractors sold at sales, privately and in some overseas markets as well. Naturally things change as the months progress, but you will get a good feel as to what has been going on.

We have laid out the guide in six bands and, to expand on the key (right), band one is a tractor that normally isn't running, but can be restored; band two is a tractor that is running and needs some work; band three is the critical one as it is for original type tractors - vehicles that are essentially straight, have good tin work, have not been resprayed, run well and normally have very low hours. Now there can be exceptions to the rule, but these tractors in most cases command higher prices and in some cases raise more than a good restored tractor.

Band four represents an older restored tractor that normally runs, but has not been looked at for a while perhaps; band five is for a

PRICE GUIDE BANDS EXPLAINED

BAND ONE:	Possibly not running, but in very complete condition. Known at times as ex-farm condition.
BAND TWO:	Will run but needs work done to it.
BAND THREE:	In original condition (see notes left)
BAND FOUR:	Older restoration, but complete and should run.
BAND FIVE:	Average restored condition and ready to go.
BAND SIX:	Concours. Restored tractors in exceptional condition.

restored tractor that does everything it should and looks great. However, the ultimate is band six - these are concours tractors that have been gone right through and don't come up very often.

All the prices quoted are what we call hammer prices and do not include UK VAT, commission or value added tax in the USA. If you cannot find your make or model, or need any advice, call our compiler, telephone: 01323 833125.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
JI CASE PLOW WORKS							
Wallis Cub	1914-17	£12,450	£18,000	£30,000	£20,000	£26,000	NA
Wallis Cub Junior	1917-19	£14,500	£18,000	£32,000	£20,500	£26,900	NA
Model K	1919-23	£1,500	£6,900	£10,000	£8,200	£9,900	NA
Model OK 15-27	1923-27	£2,900	£3,800	£9,000	£7,800	£9,800	NA
Model 12-20	1929-32	£2,900	£3,600	£8,100	£12,200	£14,200	NA
Model 20-30	1927-32	£2,800	£4,400	£8,900	£7,900	£8,700	NA
FERGUSON							
Ferguson-Brown	1936-37	£9,500	£12,500	£28,000	£17,000	£24,200	£27,200
Ferguson-Brown	1938-39	£9,800	£16,400	£27,000	£18,200	£23,500	£31,000
Ferguson-Brown Industrial	1936-39	NA	NA	NA	NA	£16,900	NA
TE-20 Continental	1946-48	£950	£1,350	£9,000	£4,700	£6,600	£7,100
TE-20 Narrow Perkins P3 Conversion	1946-48	NA	£2,100	NA	£2,700	£2,900	NA
TEA-20	1947-56	£950	£1,200	£4,900	£2,900	£5,400	£5,800
TEA-20 half-track	1947-56	NA	£4,500	£24,000	£7,000	£16,400	NA
TO-20	1948-51	£800	£1,200	£3,500	£2,600	£3,700	NA
TED-20	1949-56	£950	£1,200	£6,200	£1,900	£4,250	£6,750
TED-20 full-track	1949-56	NA	NA	NA	£7,500	NA	NA
TED-20 Twose roller	1953-56	£4,750	£6,300	£21,500	£9,800	£24,000	NA
TEF-20	1951-56	£1,300	£2,400	£9,200	£3,800	£5,900	£7,600
TEFT-20 Industrial diesel	1951-56	NA	£1,950	£4,300	£3,000	£5,900	NA
TEE-20 narrow p/p	1949-56	£850	£1,500	£3,600	£2,700	£3,900	£4,100
Perkins P3 Conversion	1946-56	£1,200	£3,100	£4,900	£3,200	£4,100	£6,400
Reekie narrow/fruit tractor	1948-54	£1,200	£2,580	£4,500	£5,000	£5,250	£6,900
Lenfield conversion	1948-56	£1,300	£1,650	£4,200	£2,400	£4,400	NA
TEL-20 vineyard p/p	1952-56	£1,100	£1,900	£5,300	£5,800	£6,600	£7,100
TEK-20 vineyard petrol	1952-56	£920	£1,100	£4,300	£2,900	NA	£4,350
TEP-20 petrol industrial	1952-56	NA	£2,100	£4,100	£13,200	£6,200	NA
TEE-20 narrow	1951-56	£950	£1,400	£3,900	£6,600	£7,200	NA
TO-30 USA built	1951-54	NA	NA	£3,600	£3,000	£4,100	NA
TO-35 USA built	1954-57	NA	£2,800	£3,400	NA	£5,250	NA
FE-35 Grey & gold (diesel)	1956-57	£1,200	£2,300	£5,200	£4,100	£6,400	£7,400
FE-35 Grey & gold (p/p)	1956-57	£1,100	£2,000	£3,900	£3,400	£5,900	£7,000
FE-35 Grey & gold vineyard	1956-57	NA	£3,900	NA	NA	NA	NA
FE-35 Grey & gold Petrol	1956-57	NA	£3,100	NA	NA	NA	NA
FE-40 USA built	1956-57	£1,400	£1,500	£4,600	£2,900	£3,900	£6,200
FE-40 Hi with implement	1956-57	NA	£2,400	NA	NA	£6,200	NA
MASSEY FERGUSON							
50 gas USA made	1958-59	£1,200	£1,450	£3,400	£2,900	£4,800	NA
95 & Super 95 (MM)	1958-62	£2,200	£3,400	£4,900	£4,100	£6,800	£7,400

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
97	1962-65	£3,100	£4,200	£6,700	£5,800	£7,700	NA
97 4 x 4 (MM)	1962-65	£3,900	£3,600	£6,100	£5,900	£7,700	NA
98 GM-371 (Oliver built)	1959-60	£3,300	£4,200	£5,100	£5,800	£7,600	NA
35 Standard 23C4-cylinder	1957-59	£1,400	£2,700	£6,900	£3,900	£6,900	£9,900
35 Standard Industrial	1957-59	£1,300	£2,250	£4,600	£4,200	£6,800	8,200
35 Standard petrol-paraffin	1959-64	£1,200	£2,450	£5,900	£12,100	£4,600	£5,200
35 High "C" Petro	1959-64	NA	NA	£6,200	NA	£7,400	NA
35 Standard petrol/paraffin no hydraulics	1958-64	NA	£1,600	£4,700	£5,400	£3,200	NA
35 Perkins 3.152 eng	1959-62	£1,900	£3,800	£9,600	£4,900	£10,000	£11,700
35 industrial (not X)	£1,800	£2,900	£4,900	£6,400	£5,700	£7,700	
85 Continental eng	1958-62	£1,900	£2,100	£5,900	£3,100	£7,500	NA
88 Continental eng	1959-62	£2,600	£3,400	£5,400	£3,900	£6,800	£7,900
90 Super	1961-65	£2,200	£3,600	£5,900	£4,200	£7,800	£10,250
35 Perkins 3.152A	1962-64	£1,950	£4,100	£10,600	£5,900	£11,100	£11,900
35X	1962-64	£1,200	£3,600	£12,400	£6,600	£10,400	£12,900
35x with Multi-Power	1962-64	£1,850	£3,900	£12,800	£6,800	£11,400	£13,400
35 Hi-Clear	1959-64	NA	£3,600	NA	NA	£9,200	NA
35x Industrial	1962-64	£2,600	£3,100	£9,000	£6,200	£6,000	£9,100
35x Vineyard/Narrow	1962-64	£1,950	£2,400	£6,500	£4,100	£7,250	NA
35x Golf course (grass tyres)	1962-64	NA	NA	£6,100	NA	NA	NA
65 Mk1	1958-60	£1,600	£3,300	£6,800	£4,400	£6,900	£8,600
821 French Hanomag diesel	1959-61	£950	£1,300	£2,900	£2,800	£3,100	£5,200
21 French Peugeot Petrol	1959-61	£900	£1,250	£2,950	£3,800	£4,600	NA
DT7000 (Landini MF) 4 x4	1960-64	£1,200	£2,850	£5,200	£4,200	£6,600	NA
25/825 French Perkins diesel	1960-64	£1,700	£1,800	£3,600	£2,900	£4,500	NA
37 French	1962-64	£1,700	£1,900	£3,400	£3,100	£4,200	NA
42 French	1962-64	£1,800	£2,600	£3,300	NA	£3,700	NA
65 Mk2	1960-64	£1,850	£2,900	£7,100	£4,800	£6,900	£8,100
65 Mk2 with winch	1960-64	£950	NA	£5,900	NA	NA	NA
65 Mk2 Vineyard	1962-64	NA	£3,000	£3,700	NA	NA	NA
MF 65/765 Industrial	1958-64	NA	NA	£3,800	NA	NA	NA
65 MK2 Multi-Power	1961-64	£1,800	£3,800	£7,900	£5,300	£8,200	£8,600
130 French	1965-72	£1,900	£1,200	£4,500	£2,900	£5,400	£6,000
135	1965-71	£2,400	£3,800	£11,100	£5,900	£10,100	£12,200
135	1971-79	£2,500	£7,800	£11,700	£6,450	£11,100	£14,200
135 Multi-Power	1965-79	£2,600	£4,900	£14,200	£7,900	£12,200	£12,000
135 Vineyard	1965-79	£2,900	£4,500	£6,200	£5,200	NA	NA
135 Industrial	1965-79	£2,600	£3,100	£4,300	NA	£7,700	£8,300
135 petrol (Standard eng)	1965-79	£2,800	£4,100	£7,200	NA	£8,200	NA
130 Vigneron (Vineyard)	1965-72	£1,500	£2,300	£2,900	£3,200	NA	NA



MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
2130 (Industrial)	1965-72	£1,700	£1,950	NA	NA	£6,100	NA
135 petrol (Perkins gas eng)	1972-79	NA	NA	£7,400	NA	NA	NA
135 4 x 4	1965-79	NA	£7,000	£16,750	£12,100	£17,200	NA
2135 (French made)	1966-72	£1,200	NA	NA	NA	£5,900	NA
140 Super French	1965-75	£1,700	£2,400	£5,200	£3,100	NA	NA
145 French	1965-75	£1,850	£2,600	£5,300	NA	NA	NA
155 French	1965-75	£1,900	£2,900	£3,800	NA	£5,900	NA
152 Vineyard	1971-79	£2,800	£3,400	£5,400	£4,200	£4,900	£5,300
165	1965-71	£3,100	£3,900	£9,400	£4,700	£8,750	£9,250
165	1971-79	£3,200	£4,100	£10,000	£5,300	£10,400	£11,500
165 Multi-Power	1965-71	£3,450	£5,200	£17,250	£6,450	£11,900	£18,000
165 Multi-Power	1971-79	£3,100	£5,400	£18,000	£8,800	£12,000	£20,000
175	1965-68	£3,600	£4,900	£12,400	£6,950	£14,250	£11,100
178S	1968-71	£3,900	£4,400	£8,000	£5,900	£7,900	NA
178 Multi-Power	1968-72	£3,890	£4,900	£19,600	£7,250	£14,425	£13,500
158	1968-74	£2,300	£3,100	£5,200	£4,200	£7,500	£9,200
148 French	1972-78	£1,850	£2,600	£6,300	£3,900	£6,100	NA
158 4x4	1968-74	N/A	N/A	N/A	N/A	£22,000	N/A
148 (eight-speed)	1972-78	£2,200	£3,100	£8,900	£5,100	£8,400	£12,650
148 Multi-Power	1972-78	£2,700	£3,900	£14,200	£6,900	£11,700	£14,100
168 Multi-Power	1971-78	£3,700	£4,500	£17,800	£9,600	£15,100	£12,500
185	1971-78	£3,900	£4,300	£12,000	£9,900	£12,800	NA
188 Multi-Power	1971-78	£4,900	£8,575	£17,300	£9,800	£15,700	£12,500
188 4WD	1971-78	£5,600	£9,400	£18,500	£11,100	£17,400	£22,500
1100	1964-67	£3,400	£5,400	£8,000	£5,900	£6,700	£10,200
1080	1968-72	£2,400	£3,900	£5,700	£5,800	£7,800	£12,300
1130	1964-72	£3,700	£4,200	£6,900	£6,950	£7,100	£11,000
1105-1135-1150	1973-78	£3,400	£5,950	£10,100	£7,800	£8,900	NA
1200	1975-79	£4,700	£8,900	£18,500	£12,100	£17,600	£21,600
1250	1979-80	£4,900	£8,100	£22,900	£14,900	£19,800	£24,300
1505	1974-76	NA	£7,200	£25,000	£4,100	£21,700	NA
4840	1980-82	£6,900	£7,300	£15,100	£12,900	£25,400	NA
2745	1978-83	£3,900	£4,500	£10,500	£7,600	£11,200	NA
2805 V-8	1976-83	NA	£12,700	£16,800	NA	NA	NA
550	1976-79	£3,900	£6,500	£11,900	£8,900	£10,900	NA
565	1976-82	£3,900	£4,800	£9,100	£6,800	£9,200	£10,900
575	1976-83	£3,700	£4,750	£9,100	£6,200	£8,900	£12,000
590	1976-83	£3,750	£4,700	£6,200	£5,200	£8,300	£13,100
592 French	1979-84	NA	NA	£8,500	NA	NA	NA
595	1979-83	£3,750	£4,700	£14,200	£6,900	£14,900	NA
1102S (Eicher German built)	1980-83	NA	£5,600	NA	NA	NA	NA
230	1979-83	£4,600	£8,000	£10,900	£6,000	£8,650	NA
240	1983-99	£3,800	£4,600	£15,000	£6,600	£8,300	£9,400
245	1976-83	£3,400	£3,600	£9,700	£5,600	£7,100	NA
250	1983-86	NA	£4,400	£10,800	£6,100	£7,300	NA
250 4WD	1983-86	NA	£9,600	£10,800	£10,200	£12,900	NA
254 4WD	1982-87	£3,900	£4,750	£9,200	£5,500	£7,400	NA
265	1974-83	£3,500	£4,600	£9,200	£6,200	£9,000	NA
275	1974-83	£3,400	£5,900	£12,800	£7,900	£10,200	NA
275C Crawler	1975-84	£3,700	£5,300	£9,600	NA	£9,100	NA
290 1983-86	£4,100	£6,400	£10,760	£7,950	£10,950	NA	
298 1985-86	£3,900	£4,700	£10,000	£7,400	£9,700	NA	

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
362C Crawler	1980-89	£3,600	£5,900	£9,400	£7,600	£8,600	NA
675	1980-86	£4,200	£5,600	£12,500	£7,870	£9,950	NA
690	1983-86	£4,500	£5,700	£14,200	£8,900	£13,750	NA
698	1983-86	£3,900	£5,800	£10,800	£7,100	£10,900	NA
698T	1985-87	£5,400	£6,950	£6,300	£7,400	£11,500	NA
699	1984-87	£3,700	£4,100	£12,600	£7,200	£11,400	NA
2620	1981-84	£3,700	£4,300	£9,800	£6,100	£10,900	NA
2640	1981-84	£3,900	£4,440	£9,400	£5,900	£11,200	NA
2645	1984-87	£3,950	£4,450	£10,750	£6,240	£10,300	NA
2680	1981-84	£3,200	£3,900	£6,500	£9,750	£10,200	NA
2680 4WD	1981-84	NA	£4,400	£14,300	£6,700	£12,500	NA
2685	1984-87	£3,900	£5,100	£10,300	£6,400	£9,200	NA
2720	1981-84	£3,950	£4,800	£10,700	£7,600	£9,600	NA
2725	1984-87	£4,450	£4,800	£10,960	£7,500	£9,700	NA
350 2WD	1986-95	£3,600	£6,900	£12,800	£10,600	£16,500	NA
360 2WD	1986-95	£3,100	£6,400	£20,800	£10,700	£18,700	NA
390 2WD	1986-97	£5,100	£7,400	£27,000	£14,200	£12,700	£14,950
390 4WD	1986-97	£6,200	£8,900	£24,800	£10,300	£16,900	£16,450
MASSEY-HARRIS							
No 2	1920-23	£11,850	NA	NA	£30,000	NA	NA
No 3	1920-23	£40,000	£45,000	£62,000	£50,000	£55,000	NA
12-20 (also as Wallis)	1926-35	£2,400	£2,700	£5,200	£4,700	£7,300	NA
General Purpose 4x4 SV & OHV	1930-36	£5,800	£6,800	£11,200	£7,000	£12,000	£14,500
Type 25	1933-38	£2,250	£3,400	£7,800	£5,200	£6,400	NA
Pacemaker 12-20	1936-37	£3,400	£4,100	£6,200	£4,900	£5,200	NA
Challenger V	1936-37	£3,900	£5,100	£7,400	£5,400	£7,600	NA
Challenger V front styled	1938-39	NA	£4,100	£7,500	£5,800	£7,700	NA
Challenger standard axle	1938-39	£1,950	NA	£4,200	£5,200	£5,200	NA
Pacemaker styled	1937-39	£2,200	£3,800	£7,700	£5,200	£6,600	NA
25 styled	1938-40	£1,900	£2,500	£6,200	£3,900	£6,800	NA
101 Standard	1938-42	£1,600	£2,300	£4,700	£3,600	£5,100	NA
101 Super standard	1938-42	£1,150	£2,600	£4,000	£3,900	£4,200	£5,100
101 Super Twin Power row crop	1938-42	NA	NA	NA	£3,700	NA	NA
102 Junior standard	1939-46	£950	£1,800	£2,400	£4,600	£3,100	£5,000
102 Senior standard	1941-45	£1,300	£2,100	£4,600	£3,300	£4,200	NA
201 245 cu in Chrysler engine	1940-42	NA	£3,600	£6,900	£7,900	£6,100	NA
203 303 cu in Continental	1940-47	£3,200	£3,800	£6,100	£5,900	£6,300	£8,400
203 Perkins P6	1940-47	NA	NA	£5,250	NA	NA	NA
44	1946-53	£1,800	£2,300	£3,000	£3,100	£4,200	NA
55D	1949-55	£2,000	£2,400	£4,900	£2,900	£4,800	NA
55K	1947-55	£1,800	£2,800	£5,900	£4,200	£5,100	NA
22	1948-53	£1,900	£3,800	£3,000	£3,100	£3,500	NA
744 PD	1948-53	£3,400	£3,800	£4,800	£4,500	£5,700	£7,500
744 PD Hi-Arch	1948-53	£3,800	£3,600	£4,500	£4,400	£5,200	NA
745 (inc Sunshine model 1)	1954-57	£3,800	£3,700	£4,900	£3,900	£4,900	£5,750
745S	1957-58	£2,600	£3,700	£9,000	£4,400	£8,900	£6,200
333 V row crop	1954-57	NA	£1,000	NA	NA	£3,600	NA
555 1954-57	NA	£3,700	NA	£4,100	£4,600	NA	NA
444	1954-57	£900	£1,900	£4,800	£3,800	£5,100	NA
Pony 11 & 14 Woodstock CN made	1947-57	£950	£1,900	£2,000	£2,100	£2,900	NA
Pacer 16	1953-56	£1,600	£1,600	£3,300	£2,000	£3,700	NA
Pony 811-812-814-820 French	1951-58	£1,000	£1,200	£2,600	£1,290	£2,900	£5,700

SALES DIARY

Please send your sales and events for 2021 to
E-mail: cmfe.ed@kelsey.co.uk

Compiled by Jayne Love

FEBRUARY

15 - Cambridge Machinery Sale.

Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

18 - On-line Sale of Tractors, Machinery, Plant & Commercial Vehicles.

Harrison & Hetherington - www.harrisonandhetherington.co.uk

18 - Farm Dispersal Sale.

Bromakin Grange, Bedale, Northallerton, North Yorkshire DL8 2EX. Northallerton Auctions Ltd, tel: 01609 772034.

18 to 23 - Online Timed Auction of Modern Farm Machinery & Specialist Potato Equipment.

Brown & Co, www.brown-co.com

19 - Wessex Machinery Sale.

Southern Counties Auctioneers, tel: Simon Whaley 07971 571612.

19 & 20 - Auction. 72-74 Omagh Road, Dromore, Co. Tyrone BT78 3AJ. Euro Auctions, tel: 02882 898262.

25 to 7 March - Online Timed Auction - South West Collective Sale of Tractors, Vehicles, Agricultural, Horticultural & Building Related Machinery, Implements & Equipment.

www.stags.co.uk/pages/online-auctions Tel 01769 572042

MARCH

5 - York Machinery Sale - Times Online Auction.

York Auction Centre - www.ylc.co.uk

6 - Annual Collective Machinery Sale.

Spalding, Lincs. Longstaff Auctions, tel: 01775 766766.

6 - Monthly Machinery & Smallholders Sale.

Holsworthy Livestock Market, New Market Road, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253275.

11 - Implement Sale.

Muirglen, Hyndford Road, Lanark ML11 9AX. Lawrie & Symington, tel: 01555 662281.

15 - Cambridge Machinery Sale.

Machinery Showground, Sutton, Ely,

Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

16 & 17 - Online Auction of Kips Garage Museum Collection.

Aumann Auctions USA, www.aumannvintagepower.com

18 - On-line Sale of Tractors, Machinery, Plant & Commercial Vehicles.

Harrison & Hetherington - www.harrisonandhetherington.co.uk

20 - In association with Mark Woodward 4x4 Land Rover & Vintage Spares Day - Auction of Vintage & Classic Tractors,

Vehicles, Engines, Implements & Other Collectables. Hazle Meadows Auction Centre, Ledbury, Herefordshire HR8 2LP. H J Pugh & Co, tel: 01531 631122.

23 - Dispersal Sale of Vehicles, farm Machinery, Implements, Livestock & General Equipment.

Pithayes Farm, Church Road, Whimble EX5 2TG. Stags, tel: 01769 572042.

25 - Online sale of Implements, Plant, Machinery.

Dingwall & Highland Marts, www.dingwallhighlandmarts.com

25 to 27 - Spring Classic Auction USA.

Mecum Auctions, www.mecum.com

27 - East Devon Spring Collective Sale of Tractors, Vehicles, Farm Machinery, Livestock & General Equipment.

Honiton Showground, Stockers Farm, Gittisham, Honiton EX14 3AW. Stags, tel: 01769 572042.

29 - International Reading Contractors Plant Auction.

31 Great Knollys Street, Reading, Berkshire RG1 7HU. Thimbleby & Shorland, tel: 01189 508611.

29 - International Reading Contractors Plant Auction.

31 Great Knollys Street, Reading, Berkshire RG1 7HU. Thimbleby & Shorland, tel: 01189 508611.

29 - International Reading Contractors Plant Auction.

31 Great Knollys Street, Reading, Berkshire RG1 7HU. Thimbleby & Shorland, tel: 01189 508611.

APRIL

1 to 3 - Annual 3-Day Spring Collector Tractor, Toy, Literature & Memorabilia Auction.

72435 State Road 15 New Paris, Indiana 46553, USA. Polk Auctions, www.polkauktionn.com

2 - York Machinery Sale - Times

York Auction Centre - www.ylc.co.uk

Online Auction.

York Auction Centre - www.ylc.co.uk

3 - Dispersal Sale of Tractors, Crawlers, Implements, Tools.

Buckinghamshire. H J Pugh & Co, tel: 01531 631122.

3 - Monthly Machinery & Smallholders Sale.

Holsworthy Livestock Market, New Market Road, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253275.

8 - Timpner Tractor Collection Auction USA.

Online Only. Aumann Auctions USA, www.aumannvintagepower.com

8 - Implement Sale.

Muirglen, Hyndford Road, Lanark ML11 9AX. Lawrie & Symington, tel: 01555 662281.

10 - Dispersal Sale of Tractors & Farm Machinery.

Bodmin Area. Kivells, tel: 01409 253275.

12 - Cambridge Machinery Sale.

Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

13 - Mid Devon Spring Collective Sale of Tractors, Vehicles, Farm Machinery, Livestock & General Equipment.

Online Bidding. Aumann Auctions USA. www.aumannvintagepower.com

14 - Auction of Pease Minneapolis Moline Collection.

Online Bidding. Aumann Auctions USA. www.aumannvintagepower.com

15 - Annual Walford Cross Machinery Sale of Tractors, Vehicles, Agricultural Machinery & Miscellaneous Items.

Walford Cross Sale Field, Taunton, Somerset TA2 8QW. Greenslade Taylor Hunt, tel: 01278 410278.

15 - On-line Sale of Tractors, Machinery, Plant & Commercial Vehicles.

Harrison & Hetherington - www.harrisonandhetherington.co.uk

22 - Toy & Transport Auction.

York Auction Centre - www.ylc.co.uk

Burwash Road, Heathfield, East Sussex TN21 8RA. Watsons Auctioneers, tel: 01435 862132.

24 - Cambridge Vintage Sale.

Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

24 - Wes Stratman Collector Auction.

285 28th Lane, 81001 Pueblo, CO, USA. Polk Auctions, www.polkauktionn.com

30 - Wessex Machinery Sale.

Southern Counties Auctioneers, tel: Simon Whaley 07971 571612.

MAY

1 - Monthly Machinery & Smallholders Sale.

Holsworthy Livestock Market, New Market Road, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253275.

6 - Implement Sale.

Muirglen, Hyndford Road, Lanark ML11 9AX. Lawrie & Symington, tel: 01555 662281.

15 & 16 - Goodwood Members Meeting.

Tel: 01243 755055.

17 - Cambridge Machinery Sale.

Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

19 - Onsite Auction of Agricultural Tractors, Farm Machinery & Equipment.

Scaldwell, Northampton NN6 9JY. Cheffins, tel: 01353 777767.

19 - Machinery Sale.

Exeter Livestock Centre, Matford Park Road, Matford Business Park, Marsh Barton Trading Estate, Exeter, Devon EX2 8FD. Kivells, tel: 01392 251261.

20 - On-line Sale of Tractors, Machinery, Plant & Commercial Vehicles.

Harrison & Hetherington - www.harrisonandhetherington.co.uk

20 & 21 - Oliver "Ollie" Schaeffer Trust Auction.

1006 Ridge Avenue, 62246 Greenville, IL, USA. Polk Auctions, www.polkauktionn.com

28 - York Machinery Sale - Times Online Auction.

York Auction Centre - www.ylc.co.uk

COVID-19: At the time of going to press there is uncertainty about outdoor sales taking place over the next few months, due to the coronavirus, but some online sales are still planned, so do please check details.



CLASSIFIED COUPON - Free Ads!

Tel: 0906 802 0279

Calls cost 65p per minute, plus your telephone companies access charge. For complaints or any queries about the premium rate number, please call 01959 543723, available 9-5pm, Mon-Fri.

Fax: 01959 541400

We advise not to send photographs via fax

Email: tractors@kelseyclassifieds.co.uk



CLASSIC MASSEY & FERGUSON CLASSIFIED COUPON

Post this coupon to: Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL.

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☐ LITERATURE FOR SALE ☐ LITERATURE WANTED ☐ MISCELLANEOUS FOR SALE ☐ MISCELLANEOUS WANTED

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COUNTRY:

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- Traders please call Talk Media Sales 01732 445325.
- Each advert can be no more than 30 words. Kelsey Media reserves the right to edit down adverts that exceed this word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- 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.
- By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you all 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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FERGUSON

FE35



Petrol/TVO. Very good condition. Live drive. Mechanically good. Please call 07527066700, Wales.

102546

FERGUSON TED 20 TVO



POA. Petrol, GWO. Please call 07885517143, Yorkshire and the Humber.

104311

FERGUSON TEF 20 DIESEL



1953, £2,500. same farm 25 years easy starter good hydraulics etc tax book nice to drive cash on collection. Please call 07984 884429, South East.

104179

FERGUSON TEF 20 DIESEL



POA. GWO. Please call 07885517143, Yorkshire and the Humber.

104309

FERGUSON TE20

1951, £700. Diesel. Complete restoration required. Please call 07899886884, West Midlands.

103796

FERGUSON TEF DIESEL



£2,500. TEF T20. Please call 07885517143, Yorkshire and the Humber.

102496

FERGUSON TEF DIESEL



1953, £2,750. FERGUSON TEF DIESEL 1953 Well maintained and serviced regularly. Please call 02380 268806, South East.

104178

FERGUSON TEF DIESEL



£4,000. TEF T20. Please call 07885517143, Yorkshire and the Humber.

102497

FERGUSON TEF DIESEL



£2,200. T20. Please call 07885517143, Yorkshire and the Humber.

102498

FERGUSON TEF 20



£2750. A genuine little tractor supplied by MST, Starts instantly Drives Well with good oil pressure, Complete with V5 and Hand Book. Please call 07966 881985, South West.

FERGUSON TEE NARROW

1954, £2,000. Petrol TVO. Good starter on gear shift, good around tin work, good around little tractor. Please call 07709 686981, South West.

104597

MASSEY-FERGUSON

MASSEY FERGUSON 20



£6,500. c/w pickup hitch, recently restored, brand new rims + tyres, thousands spent, comes with irish log book. Please call 07936 457534, Ireland.

104335

MASSEY FERGUSON 20



£3,995. Long PTO DL engine and runs well. Please call 01249 740377, South West.

104742

MASSEY FERGUSON 30-15



1990, £1,100. Styled lawn tractor. 15hp engine and 30 inch cut. Engine serviced. new oil, spark plugs and all filters replaced. Cutting deck overhauled, blades sharpened and new drive belts all round. Please call 01427 717774, East Midlands.

104100

MASSEY FERGUSON 35



1959, £3,950. petrol / TVO , single clutch, restored 2018, tin work and mechanicals in good order, swinging drawbar, dry stored, v5. Please call 07875 838 812, South West.

102337

MASSEY FERGUSON FE 35



£2,500. Original cond. 4 cylinder engine, with no mod. Starts un aided , very little use, runs well. Please call 07971 230709, North West.

105326

MASSEY FERGUSON 35



£6,750. Superb restoration, Firestone rear tyres, perfect working order. Please call 07966881985, South West. (T)

MASSEY FERGUSON 35X



1964, £6,000. Restored to show condition 2018, stored undercover. Please call 01483 894496 , South East.

103009

MASSEY FERGUSON 35X

£3,500. 3-cylinder. One smallholding family owned from new. Including Ferguson Transport box, PTO, air compressor, APH swinging drawbar, trailer pipe linkage, draw bar, V5 and Sirroco roll frame. Retirement causes sale. Please call 01492 544866, Wales.

103636

MASSEY FERGUSON 35X



1963, £5,250. 3 cylinder, new tyres, all round good running condition. Ready to show or work, not concours. Please call 01968 661198, Scotland.

102714

MASSEY FERGUSON 35X

1964, POA. Very good original condition. Good tyres all round. Starts and runs well. Please call 07527066700, Wales.

102618

MASSEY FERGUSON 44



POA. ELECTRIC START RUNS VERY WELL VERY ORIGINAL. Please call 07855399487, South West.

104900

MASSEY FERGUSON 65 MK1



£5,750. Good working order. Used for ploughing matches and local shows. Ransomes TS 59 included in good order. Please call 07525 416892, South East.

104216

MASSEY FERGUSON 65 MK2



£6,500. completely restored, new tyres and rims, engine reconditioned. Please call 00353 872216589, Ireland.

104049

MASSEY FERGUSON 65 MK2

POA. Nut and bolt refurb or very original with low hours. Please call 07821184799, South West. (T)

102499

MASSEY FERGUSON 97



POA. Engine rebuilt, starts easily, very sound. Please call 07821184799, South West. (T)

103044

MASSEY FERGUSON 135



£3,176. Absolutely perfect mechanical condition. The cosmetics could do with a small tidy up . Tractor is in off farm condition the tires are about 70%. Please call 00353 89 440 2237, Ireland.

102672

MASSEY FERGUSON 135



POA. This tractor had a full nut and bolt restoration 3 years ago new tyres new rims full engine rebuild from top to bottom 2-pack paint and a tax book this is a fantastic factor no time wasters. Please call 00353 89 440 2237, Ireland.

102983

MASSEY FERGUSON 135



1975, £7,900. Thoroughly overhauled and restored to exceptional standard. New pistons, liners, clutch, all electrics and wiring, battery, brakes, radiator, water pump, wheels, tyres, mudguards, footplates, and much more. V5C. Delivery possible. Please call 07970 918811, South East.

104317

MASSEY FERGUSON 135



£5,500. with Mill Loader Full Service Good condition. Please call 07846 487522, South East.

105694

MASSEY FERGUSON 135



1974, £5,500. Completed with V5 certificate. Stored for 20 years. Pick-up hitch, good tyres. Lots of new parts, including tin work. Please call 07798886233, South East. (T)

102436

MASSEY FERGUSON FE 135



6000 hours, £6500.00. 80% original paintwork, foot throttle, all original parts, as new tyres, hydraulics, pto, lights all work, starts instantly, has v5. Please call 07759918265, Lincolnshire.

MASSEY FERGUSON 135



£3850. Early french built 135. Very straight and clean, just had new clutch and crank seal fitted and ready to work! Please call 07966 881985, South West.

MASSEY FERGUSON 135



£3,995. Multi power, long PTO and runs well. Please call 01249 740377, South West.

104743

MASSEY FERGUSON 135



£6,155. Exceptionally clean Massey Ferguson 135 call for further details 6750 euros. Please call 00353894402237, Ireland.

MASSEY FERGUSON MF 165



POA. Diesel, GWO. Please call 07885517143, Yorkshire and the Humber.

104312

MASSEY FERGUSON 165



1966, £3,750. Mark 1. Good working tractor, used on daily basis, instant starter, ideal to go to work or restore. Please call 07967 844636, Yorkshire and the Humber.

102851

MASSEY FERGUSON 165



£8,500. With pick-up hitch, all new tyres. Good clean condition, restored 2 years ago. Please call 01686050344, Wales.

102857

MASSEY FERGUSON 168 MULTI-POWER



£4,000. Tractor is running. Needs Total refurbishment. Tractor is located in Kerry Ireland. Band 1. Price €4000 I have attached a photo below. If there is a charge for placing the advert in your magazine I may be contacted with the following details. Please call 353879197057, Ireland.

105774

MASSEY FERGUSON 265 4WD LOADER TRACTOR



1984, £7,999. 2 stick gear box perkin engine showing. Please call 01249 740377, South West.

105461

MASSEY FERGUSON 290



1986, £9,990. totally original condition original good year tyres, pick up hitch twin spools, 5000 hours everything works where it should new seat. Please call 07875 233070, North West.

104505

MASSEY FERGUSON 420



£18,000. has dismantled roll bar with Kverneland match plough with lots of extras 3double spool valves plough has many extras £18000 as a unit. Please call 07547451314, South East.

105553

MASSEY FERGUSON 550



POA. ex barn find, std gearbox. Please call 07821 184799, South West.

105455

MASSEY FERGUSON 1200



1978, £9,500. Complete and working in tidy condition. New front tyres and batteries. Please call 07967 123201, South West.

102779

MASSEY FERGUSON MF 2620



POA. GW0. Please call 07885517143, Yorkshire and the Humber.

104313

MASSEY FERGUSON 4255



£21,500. V reg, MF 4255, power shuttle, new Trima power loader recently fitted from local farm. Please call 01539620636, North West. (T)

103055

MASSEY-HARRIS

MASSEY-HARRIS 22



£3,350. Petrol, electric start, very smooth drive. Recently restored to a high standard. Please call 07966881985, South West. (T)

103020

MASSEY HARRIS 25



£6750 . 1938 'styled' tractor very rare, starts easily and runs exceptionally well, manifold and engine block crack free, option of 'french and hect' wheels Please call 07966 881985, South West.

SALE Highlight
FERGUSON 717
3 TON TIPPING
TRAILER



If you want a really well restored concours 1949 Ferguson 717 3 ton tipping trailer with the early 12-stud wheels and hubs this is it!

It features mostly original metal (not a replica) and has been sandblasted etch primed and finished to a grade 6 concours standard. As can be seen it's fitted with hay gormers and a bale extension. The hand brake works perfectly as does the hydraulic lifting mechanism and the ram is in perfect condition. There is new Keroin hardwood stained T and G floor boards and side boards. The brake and tyres are in exceptional condition. This is a rare chance to buy a restored Ferguson 717 trailer in perfect condition with all the work done for you at a fair price.

PRICE: £3,250
TEL: 01751431358



MASSEY-HARRIS 55



POA. Electric start , runs and drives. Please call 07855399487, South West.

102867

MASSEY-HARRIS 102 SS



£2,800. Serial No 362309. Complete with continental 6 cylinder engine. All new tyres. Body panels sand blasted and primed. Engine needs attention. Part finished project, needs finishing and re-assembling. Please call 07963346887, South East.

103629

MASSEY-HARRIS 102



1943, POA. Electric start , runs and drives. Please call 07855399487, South West.

104148

MASSEY-HARRIS 744PD



£7,495. 2wd tractor with perkins p6 diesel engine runs and drives well pto and draw bar. Please call 01249 740377, West Midlands.

102464

MASSEY-HARRIS PONY



POA. Starts and runs. Please call 07855399487, South West.

102615

TRACTORS WANTED

FERGUSON GREY FERGIE

Wanted. I am trying to trace a tractor that I grew up with and later owned. I sold on to a friend on the condition I brought it back once I got myself sorted financially. He sold it on now I'm trying to locate it. It's a Little grey Fergie 1948 continental registration FLY 244. Please call 07702 626280, South West.

104188

MASSEY FERGUSON MASSEY FERGUSON 35X MULTI POWER

Wanted. Must be in excellent restored condition. Preferably with lighting kit and v5. Please call 01267 211430, Wales.

104050

MASSEY FERGUSON TE 20

Wanted. Does anyone know the we're about's of MF TE 20 Diesel, Reg No. SUM 878 please contact me. Please call 07885517143, Yorkshire and the Humber.

104316

MASSEY FERGUSON 130

Wanted. Massey Ferguson 130 in reasonably good condition. Tel: 01733 844203 , East of England.

105214

MASSEY FERGUSON 135/148

Wanted. With a Herefordshire registration tidy condition NO yard scraper tractor please No vat would be Good private collector. Please call 07974345088 , West Midlands.

105776

PARTS

FERGUSON REAR TYRES

POA. Avon 10-28. I like new, 1 worn but good + 2 front tyres 400-19 original tyres some minor age cracking + 2 front and 1 rear tube. Please call 07792 393510 , North West.

103161

FERGUSON MUCK FORKS



POA. Complete from Banana loader. Please call 01985840260, South West.

104207

FERGUSON TYRES AND WHEELS



£200. Ferguson Row Crop wheels rims in very good condition tyres are very poor and need replacing. Collection only. Please call 07874 696213 , North West.

103415

FERGUSON T20 REAR WHEELS



£150. Recently re sprayed 60% Tread, minor cracks. Please call 07775 792421, West Midlands.

105783

4255 3075 INJECTION PUMP



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

MASSEY FERGUSON TRACTOR PARTS



£30. link arm ends category 1. Please call 07971 412497 , South West.

105549

MASSEY FERGUSON 35 INJECTION PUMP



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

MASSEY FERGUSON 35 INJECTORS



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

MASSEY FERGUSON OPERATORS MANUAL

£15. For MF 300 and 400 Crawler Loader/ Dozer. Please call 07774 773350, East of England.

102907

MASSEY FERGUSON 35 INJECTORS



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

MASSEY FERGUSON SEAT COVER KITS



£POA. To fit MF 100 series spring suspension seats, these are an excellent replica of the original and are made from high quality leatherette material. Please call 01939 290371.

MF 100 SERIES CAB PARTS

£POA. For Scirocco Flexi-Cab MK2. Windscreen frames, wiper motor mounting, lower bulkhead panels, brackets, door tops/bottoms and roof frames. Parts are newly made and lightly oiled. Pictures on website: www.axe-atv.co.uk. Please call 01460 220731/ 07722 117805 or email axeengatvs@gmail.com, Devon.

TE-F 20 INJECTION PUMP



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

TE-F 20 INJECTORS



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

MASSEY-HARRIS TIN SEAT



£25. In good condition. Please call 01480 472315, East of England.

103418

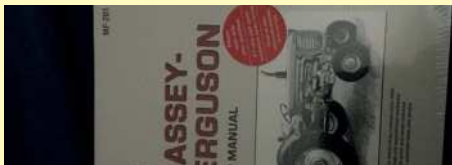
WEATHERPROOF COVERS FOR CAV SWITCHES



£POA. Visit www.vintagetractorelectrics.co.uk. Please call 07624 496516.

MISCELLANEOUS

MASSEY FERGUSON WORKSHOP MANUAL



£16.75. MF201. BRAND NEW, STILL WRAPPED. COVERS PETROL and DIESEL MODELS MF65 to MF1155. Please call 07399 359072, South East.

104571

INSTRUCTION BOOKS



£30. Massey ferguson Book 1st print. Please call 01994232893, Wales.

104845

MASSEY FERGUSON WORKSHOP SERVICE MANUAL



£50. Massey Ferguson 400-7 and 500-7 combines workshop service manual excellent condition. Please call 01823 480378, South West.

105717

MASSEY FERGUSON 200 TRACKED 4 IN 1 FRONT BUCKET

POA. Good winner project. 2 cylinder petter engines, 2 lister starters/ clutches. Please call 01263837569, East of England.

103884

PRODUCTS AND SERVICES

DAVE ALLEN TRANSPORT



£POA. Ring for details. Collection or delivery to and from shows and sales tractors, agricultural machinery, plant, commercial and military vehicles, etc. Winch for non-runners. Large or small equipment moved. Short notice, evenings and weekends are not a problem. Fully insured. www.daveallentransport.co.uk (T). Dorset. 01308 868741 or 07798 845112 (HP)

TRANSPORT AVAILABLE

£POA. Based in south east England and 40 years in the business and a vintage tractor owner myself. Please call 07836 575198.

MF100 SERIES CAB PARTS

For Scirocco flexi-cab mk 2. Windscreen frames, wiper motor mounting, lower bulkhead panels, brackets, door tops/bottoms and roof frames. Parts are newly made and lightly oiled. Pictures on website: www.axe-atv.co.uk made in Devon.

Email: axeengatvs@gmail.com

Call: 01460 220731 or 07722 117805

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Next issue

MAY/JUNE 2021 ON SALE FRIDAY 9 APRIL
Everything we have planned for
the next issue here.

PAUL REEVE COLLECTION

We travel to northern England to meet Paul Reeve, who got in touch to tell us about his collection. We feature his three Massey Fergusons in the magazine.



100 SERIES LOOK BACK

We take a look at the highs and lows of the 100 series and talk to a number of people involved with them over the years.



MF PARTS MANUALS

Dan Harris looks at AGCO family manuals related to combines, tractors, engines and generic catalogues.



MULTI-POWER

Back in 1962 Massey Ferguson introduced Multi-Power; their 'New concept in tractor transmission' design was complex, difficult to drive and often misunderstood. Jane Brooks takes a look at the company's first shift-on-the-go transmission.



STILL WORKING! MF1155

The Massey Ferguson 1155 V8 was one of the company's biggest tractors in the 1970s. Bob Weir went to Blyth Bridge on the Scottish Borders, to meet Stan Weir and YTL 653S.

MASSEY FERGUSON 550

The Solway Firth on the Scotland/England border has a good record for Massey fans. Bob Weir went to Gretna to meet Peter Hornby, and his MF 550.

MAURICE HOUGHTON

Just as Classic Massey & Ferguson Enthusiast was going to press, we received the very sad news that Maurice Houghton passed away from Covid-19 in the early hours of Saturday 23 January, he was 83. Maurice was a great champion of Ferguson and Massey Ferguson and John Deere equipment and worked for FA Standen for over 50 years as a mechanic/technician, like his father who had worked on sand and gravel lorries. He was very popular throughout Cambridgeshire and further afield, a tremendous asset to his employers all those years in more ways than one.

In retirement he took up tractor restorations, which he undertook with his son Gary also a motor technician and former stock car racer, together they created some award



Maurice and Gary together at the 2019 Haddenham Steam and Vintage Rally with their winnings for the Ferguson trailer they had just restored.

winning tractors from a Ferguson 35 grey and gold moving on to the 35 series and the 100 series. Each one was meticulously restored and every detail had to be right to satisfy Maurice. In September 2019 the Houghtons were to take a first prize at the

Haddenham Steam and Vehicle Rally for their 12-stud wheeled Ferguson F-JE-A30 trailer restoration, which certainly looked the part. Nothing that Maurice and Gary did together was ever over the top, it was always spot on. Maurice was also willing to help many Ferguson and Massey Ferguson restorers through his articles in Classic Massey & Ferguson Enthusiast and others.

Along with his family, his many friends will miss the much respected Maurice so very much. He was still kindly keeping Linda Burgess' fleet of vintage, classic and modern John Deere's serviced, remembering that FA Standen were John Deere agents in World War Two. Our sincere and deepest condolences go to Maurice's widow Janet, son Gary and all the family at this time. It will certainly take us all some time to come to terms with the loss of the truly amazing Maurice Houghton.

Contributors: If you would like to become a regular correspondent then we could be looking for you! Tell us about your tractors, restorations, news and so much more. Telephone: 01323 833125 or email: peterlove@madasafish.com

ORDER YOUR COPY NOW!
TEL: 01959 541444

Note: Planned features in *Classic Massey & Ferguson enthusiast* may be subject to alteration, due to circumstances beyond our control.

Anti-corrosion wax proven no. 1 in university test

See how dynax S-50 compares to the competition after 2048 hours in hot salt spray chamber

(All panels right hand sides were solvent cleaned after testing to remove coating and reveal the condition of the steel.)

The most destructive and corrosive conditions threatening the long-term survival of your vehicle occur deep within its cavities, voids and hidden panels. For example; sills, chassis rails and door bottoms are always the first areas to succumb to the ravages of rust, and slowly but surely any steel bodied vehicle left untreated will literally disintegrate.

The conditions inside vehicle cavities are extremely hostile – normal paints and coatings applied to their interiors are quickly destroyed and they also fail to penetrate the vulnerable seams and spot-weld joints used to fix the steel sections together.

Wax injected into cavities after construction provides increased protection, but it must be designed for the purpose. Key features to be provided in any good cavity waxes are; high penetration, flexibility, resistance to temperature extremes, moisture displacement and high anti-corrosion protection.

Not all cavity waxes are equal...

You can see in the pictures to the right from Hertfordshire University's properly conducted trial, how dynax S-50 dramatically outperforms well-known brands in aggressive salt spray trials.

For the full copy of this test, email us at sales@bilthamber.com and we'll be happy to email it to you.

Highly polar corrosion inhibitors increase dynax S-50's performance. They'll happily attach themselves to pre-corroded steel, killing the corrosion and providing long-term protection to your car for many years to come.



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Buy 4 or more **dynax-S50** 750ml Aerosol cans for **£13.25 each**, saving 12% You will also receive two free 60cm injection lances.

Buy 6 and receive 3 free injection lances, plus a shipping discount of £5.95. Available now on our website or by phone.

To order online, go to bilthamber.com, select 'anti-corrosion' from the top bar, select 'view options' below dynax S-50 and input quantity.

Carriage £5.95 on orders of less than £60 to most UK mainland locations.

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01277 658899

So whether you want to protect the new panels, repair sections on your classic or preserve the original structure of your old or modern car, you will not beat the superior performance of dynax S-50.

Easy DIY application

Previously the DIY method of wax injection was at best hit or miss. It used to be extremely messy and a job to dread.

Supplied in a giant high pressure 750ml aerosol, complete with a 2 foot long injection lance, dynax S-50 turns wax injection into a quick and easy, no hassle job, with results that will match professional injection equipment at a fraction of the cost. dynax S-50 can be purchased in 5ltr containers too, for those with existing injection equipment.

dynax S-50 is completely compatible with other cavity waxes and will form its highly anti-corrosive film when applied to other wax coatings.



*"The relative performance of each product in this test, is as follows;
1. Bilt Hamber dynax-S50"...*

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dynax S-50



Competitor - 1



Competitor - 2



Competitor - 3



Competitor - 4



Competitor - 5



Uncoated

