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May/June 2021

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AUSTRALIAN

**PETROL
135**

**UPDATED
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MF 65 FULL OVERHAUL



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There is never a better time to get on the land after a hard winter and that is the case here as we go back in time as the Massey Ferguson 185 with a Massey Ferguson spring tines on the back breaking up the soil ready to be planted. Photo: AGCO Archive

In our second picture we see the Massey Ferguson 165 Multi Power and Massey Ferguson planter at work in the West Midlands area with the soil that colour! What an excellent picture of a way of planting that is totally dated in modern farming, those were the days as they say. Photo: AGCO Archive



WANTED!

As we were going to press we had a phone call from a reader who is looking for a good Massey Ferguson 590 cab can you help? Tel: 07971290371

**Classic
Massey**
Ferguson enthusiast

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Seen by owner Jeff Burgess at the late 2019 August Hellingly Festival of Transport, as Emily Burgess gets ready to road home the 1944 Marshall SM threshing drum after being worked in glorious sunshine at the show the previous three days. The tractor has just been in for an extensive transmission rebuild and we tell you the full story next issue.



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100% OF TRACTORS IMPLEMENTS & PARTS FOR SALE IN OUR FREE CLASSIFIED SECTION

May/June 2021

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The Independent Ferguson and Massey Ferguson magazine

Classic Massey & Ferguson enthusiast

Kelsey Media

The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL

EDITORIAL

Editor: Peter Love

E-mail: cmfe.ed@kelsey.co.uk

Sub Editor: Caroline Watson

Art Editor: Philip Silk

ADVERTISEMENT SALES

Tel: Talk Media Sales - 01732 445325

Email: tractor.ads@kelsey.co.uk

PRODUCTION

Production Supervisor: Amy Joy Proud

kelseyspecialist@atgraphicsuk.com Tel: 01733 362317

Team Leader: Melanie Cooper 01733 362701

MANAGEMENT

Chief Operating Officer: Phil Weeden

Chief Executive: Steve Wright

Retail Director: Steve Brown

Audience Development Manager: Andy Cotton

Events Manager: Kat Chappell

Print Production Manager – Georgina Harris

Print Production Controller – Kelly Orriss

Subscription Marketing Director: Gill Lambert

Subscription Marketing Manager: Kate Chamberlain

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Classic Massey & Ferguson enthusiast Customer Service Team

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Editor's welcome

Well here we are, Jayne and I have recently been vaccinated and I expect many CM&FE readers have as well. Let's hope we are turning the corner with this horrific pandemic.

As for events? Well many of the major ones, like the Great Dorset Steam Fair, Tractor Fest, Welland and many more have gone by the wayside this year. Another just announced is Aldham Old Time Rally run by the North East Essex Tractor & Engine Club, with the Earls Cone Scout and Guide Group. This is not a huge rally, but one that's well organised. I probably attend once every ten years and I like it, everyone is very welcoming and it is a good event for AGCO family machines.

On the other side however, some events are to go ahead, like the Jessett Trust Tinkers Park Rally on 5-6 June at Hadlow Down, East Sussex. This traditional rally has been going every year since the mid-sixties and is similar in its way to the one in Essex, and again is a very popular and friendly event. The last weekend in June, the 40th Slaidburn, east Lancashire event is going to take place in a wonderful setting in the middle of the village.

The same weekend, if all goes well, the Sheffield Steam and Transport Show is scheduled to happen, as is the early August Cromford, Derbyshire rally. I feel there will be plenty of smaller to medium size events taking place with any luck, particularly working and some ploughing matches as well.

In light of the Government's recent announcements, organisers of the Evesham Vale Light Railway's Summer Gala and Historic Vehicle Weekend are

hoping to run the event on Saturday and Sunday 10-11 July. This area has lost all its big rallies in July and August, but this could be a good one to attend. The same weekend the superb Wiston Steam and Transport Show was supposed to have happened. But sadly, an agreement to stage the 10th event here with the Goring family, the land owners, could not be arrived at. Again, the same weekend, it is hoped that something will be staged at the Kent County Showground at Detling, Maidstone, Kent. Autojumbles also look to be scheduled to take place, particularly outside.

My thinking is that permanent museums, like Bressingham Steam and Gardens in Diss, Norfolk, who have a tractor weekend planned, will go ahead if all goes well. Owing to the uncertainty of things, we have not been in a position to make up an events diary for this issue, but it could be different for our next issue.

Nevertheless, we must still social distance at all times and wear masks if in the confines of others; we do not want to create a spike, which could wipe out any good progress that's been made so far.

Why major organisers cannot stage their bigger events is basically down to the up front costs involved and, unfortunately, there is no insurance to cover the epidemic. It has also given insurance companies the excuse not to offer wet weather insurance anymore, which is another loss to many rally organisers.

You will have to buy your tickets in advance in most cases now, and this was to the benefit of an organiser in early October last year. It rained heavily on the Saturday and Sunday of the show,



but people still came because they had bought their tickets in advance. If people had realised it was going to rain I am sure they would not have booked the tickets!

Lastly, CM&FE sends its condolences to the family of my good friend of so many decades Ted Goldup: he was a Ben Turner man and much more. He started in Kent, but the house and farm where he lived were taken over by the army during World War Two and he and his late wife Rita and their family had to move to Sussex, ending up at Send. His knowledge of Ferguson and Massey Ferguson was exceptional and it came in so useful to us at CM&FE over the years.

He was a pioneer of tractor preservationist in the 1960s, starting with an 1915 Overtime tractor, which he had to cut a tree down to remove, it having been parked up for decades.

After leaving Ben Turner, he set up on his own and people used his services for many years. He built up an outstanding collection, mostly Ferguson and MFs, but Fordsons and other makes, including a famous N industrial shunter, which had originally worked in the Southampton docks.

He then went on to restore tractors for others, even into his eighties. Fittingly his last rally appearance was his Overtime at the 2018 GDSF special John Deere display, thanks to his son Graham and his sister. We will never forget Ted's lovely Bedford TK transporter and the Morris Minor pick-up – appropriately coloured of course.

It had been my pleasure to be his sales consultant when he sold the collection over two sales. He knew what the tractors were worth and always got good prices for his stock because people knew it had been restored properly.

Peter Love

Peter Love
Editor



The late Ted Goldup was a Massey Ferguson man through and through and was 'ace' on the spanners.
Photo: Peter Love



This was Ted's service vehicle his 1967 Morris Minor 1098cc pick-up.
Photo: Peter Love

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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 membership@fergusonclub.com or by phone 01964 562239

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135 MF ARRIVES!

**PART
ONE**

Ben Phillips has just undertaken the restoration of a Massey Ferguson 135. Here he assesses the work ahead

Finding a tractor with all the features you want fitted is sometimes tricky, so a compromise is often the end result. However, when Alan Braithwaite from the Worcestershire/Shropshire border saw this Massey Ferguson 135 with everything he wanted fitted, he knew he just had to have it.

The main feature that Alan wanted was Multi Power and this ticked the box. The next was a cab to keep him warm and dry on any road runs he might enter; again this had a cab and one of the nicest ones you could get on a 135. Finally, power steering was also desired and this

one had an original Massey Ferguson system fitted. Alan decided quite early on in his ownership of the tractor that he wanted it restored so he contacted me. I had previously restored three other tractors for him, so he knew my work quite well by now.

Overall in good condition

When the tractor arrived I was keen to have a good look around it. From the outset it looked in good original condition but, as I delved deeper, I soon found that this wasn't entirely the case. I don't normally take on tractors with cabs as I

am restricted on height, but this Sirocco flexi cab is easily dismantled and will just fit in one of the buildings I use.

The cab on Alan's tractor was complete, but the covers were badly ripped, which is what you'd expect on a working machine. The side windows were the best, but you'd expect that as they are in a less vulnerable position than some areas; the sun had done its worst by fading the red section orange, but the perspex was still clear and intact.

Opening the doors revealed plenty of rips right through to the foam, sandwiched between the inner and

▼ Alan Braithwaite had owned this 1976 Massey Ferguson 135 for a few years before it came to my workshop for a full cosmetic restoration.



“ As I sat admiring the inside of the cab I couldn't help but notice the rubber window seals ”

outer covers. Once I had climbed into the driver's seat, I could see part of the roof above the windscreen beginning to fall in, and upon closer inspection I could see the bar holding it up had rotted at the end. As I looked down at the dash in front of me I could see it was in perfect condition, which was largely helped by the cab that had protected the gauges.

Water damage

The most common problem that damages gauges is water, it either gets rained on or condensation builds up inside the glass and drips into the gauge mechanism; either way they can soon get ruined. The lower part of the dash featured the Multi Power lever and the Donaldson-made air cleaner indicator, which had a rubber button that you pressed. As this was the later 135, the air cleaner was now a dry-type element in a cylindrical tube.

As I sat admiring the inside of the cab I couldn't help but notice the rubber window seals, these were fairly badly perished and could all do with replacing. These would all need removing in order to sandblast the frame correctly, so it would be a perfect opportunity to renew them.

At the rear of the tractor Alan had fitted a pick-up hitch and a quick inspection revealed that the rest of the linkage was



The side windows were about the best part of the cab condition wise – even if the red part was now a faded orange.



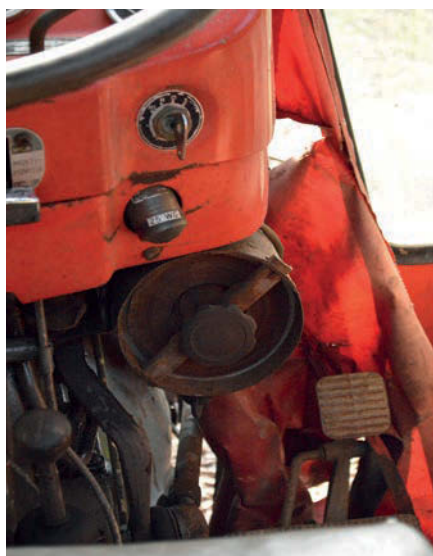
The roof was the same as the door in that it was padded; the front section was falling off because a pole was rotten due to condensation.



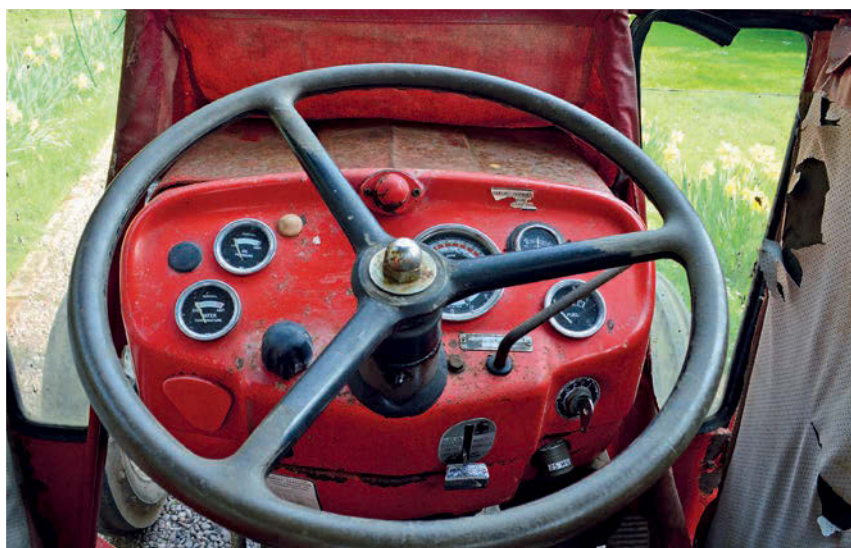
The interior of the cab featured the soundproof cladding, which meant the doors were double lined with foam padding in between.



The other section of the roof was no better, as it was ripped in various sections and held on with cable ties.



Being a later MF 135 it featured a dry air cleaner, as opposed to the oil bath type. Because of this the Donaldson indicator was found above on the lower dash panel.



On the other hand the dash was in excellent condition, all the original gauges worked and could be reused. The cab had protected the gauges well.



The rear of the tractor was pretty standard; Alan had bought the new pick up system, which is in the lighter grey colour.

in relatively good condition – there wasn't much play in the arms or levelling box. Above the hydraulics the original number of PJO 346P was still visible and Alan had a new pressed aluminium plate to be fitted. From the rear I could appreciate the good condition the 12.4/28 tyres were in; these were Goodyear tyres with the famous diamond pattern around the

edge. This style of tyre suited the tractor perfectly, as Goodyear's were probably fitted in the factory.

Rotted wings

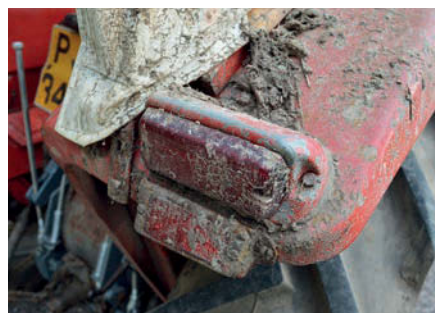
If the cab had protected the gauges, it couldn't stop the wings from rotting; this is a common problem on MF 135s, as the drain holes block up easily. Mud



All of the glass in the cab would need removing to do the best possible restoration; I would probably replace the rubbers, which were perished.

splashes up from the tyres and settles in the vertical channels and rusts to a near perfect square on the inside. I would need to get my welder out as new wings aren't available if you have a flexi cab fitted.

It was quite clear that the bonnet had seen a repair as some point, as I could see remnants of undercoat that wasn't genuine; it looked like the one corner had been damaged lightly. Although the repair was quite good it had left one side slightly raised, so this would need straightening out so that it was a bit more smooth and



The original lights looked good from the outside, but inside the bulb holders and connections were badly corroded.



The tyres were dirty and the wheels featured a lot of surface rust, which made them look worse than they actually were.

“By the time the 1970s arrived MF 135s had been fitted with plastic headlamp surrounds”



There had been damage to the bonnet on the upper left of the picture; the repair hadn't been brilliantly done.



On the side of the bonnet there was just the remains of a dealer badge; Cherwell was what I think it said.

level. On the bonnet side there was still a dealer badge visible that read Cherwell and, other than Agricastrol, nothing else was readable.

Around at the front of the tractor Alan had fitted a weight carrier, which he had purchased from Agriline Products. This item was still the colour it came in, which was light grey; this would be finished in red, which I believe to be the correct colour. Behind this the lower panel was dented, but the grille above it was in good condition, it just had some surface rust, which was nothing.

By the time the 1970s arrived MF 135s had been fitted with plastic headlamp surrounds and these were in need of replacing, along with the light units. Also in the 1970s the straight axle had replaced the swept axle on the 135, and this one had a genuine power steering unit fitted. As it had power steering there were two hydraulic rams behind the axle; the pipes were neatly attached to the sump and axle bolt together, which went up under the battery tray.

Alan had driven the MF 135 the few miles from his house to my workshop and had been on a road run some months previously, so the Perkins AD3-152 engine had been well tested and needed no work. Changing the filters, water pump and the crank pulley would probably be as much as this tractor needed mechanically. ■



Having power steering was one of the features that persuaded Alan to go for this tractor, another was the Multi Power.



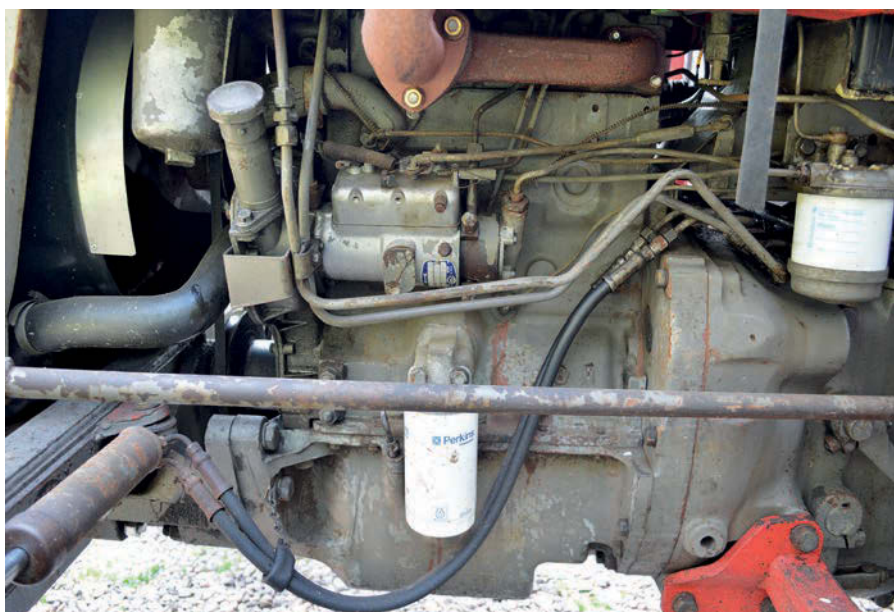
The plastic badge bar was missing most of the three triangle badge and the perspex cover had dropped off. A new one would look fresher.



The front is a typical area that gets damaged on tractors, especially this lower section, as seen here on Alan's 135. The weight frame was bought new.



Seeing the straight axle told me immediately that this was a later 135; some people prefer these to the earlier swept type.



The Perkins A3-152 needed no work as it ran extremely well; four months before it came to my workshop Alan had completed a road run on the tractor.

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

Loyal MF family add new MF 8S

One of the first Massey Ferguson MF 8S series tractors to be delivered in the UK quickly impressed its new owners on a Bedfordshire mixed farm. The farming business is run by Margaret and Iain Rook and their sons Edward, Richard and Alistair. Operating as a partnership between J. Sharp & Son and F.G. Rook & Son, the business consists of two farms near Biggleswade with different cropping and rotations on each. One is predominantly cereals plus potatoes, and grass for a herd of Angus beef cattle and sheep, and the other is mainly vegetables, onions, beetroot, sugar beet and coriander. The sheep are managed by Edward Rook, who is also building up a farm contracting business as a separate enterprise to the family farm.

The MF 8S.205 replaced a Massey Ferguson 6485, and joins eight other tractors of the same brand on the fleet. "We changed from Allis Chalmers to Massey Ferguson in the late 1950s, and still have a Massey Ferguson 35 that was bought new in July 1960," explained Iain Rook. "It joined other Fergusons that were already on the farm, and since then we have owned models from almost every series having remained loyal to the brand and local dealers. We have always enjoyed good reliability, and currently have a 675 displaying 3,500 working hours, but

which has previously been around the clock, and we know the hour meter hasn't worked for the past 20 years.

"We also have two 3085 tractors, both of which have worked more than 16,000 hours without major problems. We have had a number of local dealers over the years but the back-up has always been excellent, including helpful parts teams, which we consider essential."

Before the new tractor was ordered, options considered included other brands. A list of potential candidates was reduced to three, which appeared promising, and these were put through their paces during on-farm demonstrations.

"They all performed well but our favourite was a Massey Ferguson 7700S-series, loaned by our local main dealer Chandlers (Farm Equipment) Ltd. We were going to purchase it, but then started looking into the new MF 8S-series tractors and were very impressed by the new design and specification. So we ordered an MF 8S.205 instead, without seeing or trying it," said Iain.

The new MF 8S-series includes four models from 205hp (max) to 265hp (max), all with an extra 20hp available through Engine Power Management. Gearbox options are Dyna-7 semi-powershift with 28 forward and 28 reverse gears, or Dyna E-Power dual-clutch transmission, which provides almost seamless



The Rook family have been dedicated Massey Ferguson people since the late 1950s and still have a MF 35 on the farm still today.

gear changes. Specification options are Efficient, or Exclusive, which adds features such as active mechanical cab suspension, a MultiPad control lever, and four electric spools with fingertip and joystick operation. It also comes MF Guide-ready and with MF Connect telematics.

The model ordered by the Rook family was the base MF 8S.205 with a Dyna-7 transmission and top Exclusive specification. "We have several tractors already with Dyna-4 and Dyna-6 transmissions and get on very well with them, so expect the Dyna-7 with its extra gear to offer greater flexibility and efficiency," explained Richard Rook. "It's our first tractor with RTX guidance and auto-steer, and we believe this will offer benefits including improved working accuracy and greater productivity."

FBHVC clarifies introduction of E10 petrol for historic vehicle owners

After an extensive consultation process, the Department for Transport has announced that it will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021.

It will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles (including petrol-paraffin tractors). This product will be designated as the 'Protection' grade. The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after five years to ensure they remain appropriate to the needs of the market. In relation to the E5 protection grade, such a review will examine market developments over the period. HM Government has sought to reassure FBHVC

members and historic vehicle owners that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available. Filling stations that stock two grades of petrol and supply at least one million litres of fuel in total each year will need to ensure one product is the Super E5 protection grade.

While not all filling stations meet these criteria, almost all towns across the UK will have a filling station that supplies the 'Super' grade and currently one major retailer, a national supermarket group, has committed to offer the product. The main exception to this is in certain parts of the Highlands, north and west coast of Scotland, which will be covered by an exemption process and allowed to continue to market the 95-octane E5 grade.

The Federation therefore recommends that all vehicles produced before 2000 – and some vehicles from the early 2000s that are considered non-compatible with E10 – should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of five per cent.

To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker: <https://www.gov.uk/check-vehicle-e10-petrol> It should be noted that some Super E5 Protection grade products do not contain Ethanol as the E5 designation is for fuels containing up to five per cent Ethanol. Product availability varies by manufacturer and geographical location so enthusiasts should check the situation in their location.

MF & P V DOBSON DONATE TRACTOR SLIDE

A GCO (NYSE:AGCO) has joined forces with its dealer PV Dobson to fund a brand-new MF tractor slide for a playground in a farming village in Cumbria.

The bespoke wooden tractor, standing two metres high, is the centrepiece of the play area in Levens, near Kendal. Importantly, it is dedicated to the memory of Alan Dobson, former partner of PV Dobson, who sadly died 2019 and who played an active part in village life and was a leading figure in local agriculture.

Massey Ferguson's red tractors and equipment are an integral part of the landscape in south Lakeland and PV Dobson is a key agricultural business in the area with headquarters in Levens, where it has been based since the 1930s.

"The MF tractor is the focal point of the new playground," says Alice Sharples, treasurer of the Levens Playing Field Committee, which is masterminding a project to rejuvenate the village's play equipment.

"It celebrates Levens' farming community and connections to the land, and is a wonderful tribute to Alan Dobson who did so much for the village. We wanted a unique piece of outdoor equipment and the tractor certainly adds a real wow factor to the play area. On behalf of the children and the village, a big thank you to Massey Ferguson and PV



Massey Ferguson playground tractor slide celebrates village farming community and memory of Lakeland machinery dealer.

Dobson for their generous donation."

Modelled on the MF 7700 range, the hand-made tractor features crawl-through wheels and engine bay, climbing bars to the cab and a slide to the rear.

Andrew Dobson, Alan's son and partner at PV Dobson comments: "The tractor looks fantastic and the kids love it. It's the perfect way to remember our late father – he would have wanted a memorial that was practical and beneficial to the village, especially something that the children could enjoy."

Alan Dobson was a key member of the Playing Field Committee back in the 1970s and chairman of governors at the neighbouring Levens C of E school. Indeed, four generations of the Dobson family have



This is the plate on the side of the MF slide that is dedicated to MF dealer Alan Dobson 1938-2019.

attended the school since World War One.

The family's agricultural machinery business, PV Dobson was set up by Alan's father, Percy Victor Dobson, in the 1940s. Alan joined the firm in 1958 at the age of 20 and was involved in the running of the operation right up to his death in September 2019. The company has been a Massey Ferguson dealer for over 50 years.

"We were delighted to team up with PV Dobson to support this super new addition to the Levens' playground and to celebrate the memory of Alan Dobson," says Lindsay Haddon, Massey Ferguson Advertising and Sales Promotion Manager. "It's a lasting and fitting tribute to Alan who played such a big part in the local farming community and was always a great ambassador for Massey Ferguson."

Oldest Wallis Cub D Stars at Mecum's Gone Farmin' Spring Classic

The tractor to interest us at the 25-27 March Gone Farmin' sale at Davenport, Iowa was the oldest known circa 1915 Wallis Cub, which 84-year-old Duane Junck of Kingsley, Iowa has owned for over a decade now. He restored it over a five-year period and it was found just six miles from his home.

The tractor is very much part of the first integral unit construction tractor in the world. It was very advanced for

its time and a number came to the UK early on. Junck said he found the tractor partially buried in the dirt floor of a shed-like outbuilding, and, while not much is known about how it ended up abandoned there, it is believed that the tractor was originally purchased by a pair of brothers from the local Kingsley area, the Thompsons, who left the tractor to family upon their passing. Aside from its apparent attempt to burrow into the dirt floor of the shed where it was housed, the tractor was otherwise in surprisingly solid shape for a machine of its age.

Junck says it appeared that the tractor had been used almost exclusively to shell corn and run a sawmill during its working life. It's suggested that 660 of this model were made over a six-year period, although only seven are thought to still exist today, and were fitted with the three-speed transmission. The tractor was a great influence on Henry Ford who went on to create a cast iron unit construction creation known as the Fordson F, which revolutionised mechanised farming, with nearly a million made and manufactured throughout the world, starting in 1917.



Showing the rowcrop design of the Wallis Cub, which was well advanced for the time.

As we know Wallis, based at Racine, Wisconsin struggled on with various models before being taken over by Massey-Harris in 1926, who at last had been able to get a foothold in the tractor market.

Mecum told us it took Junck three years to buy the 1915 Cub from the farm and he has enjoyed showing the rare AGCO family tractor at a number of shows over the years.

Mecum's Gone Farmin' Spring Classic is one of the largest annual vintage and antique tractor auctions in the world.



Wow! Look at the width of those rear wheels, but the power pulley was, again, ahead of its time.

101-Mile Charity Road Run

Alex Terrett says: "The French Ferguson TFF-30DS diesel tractor, affectionately known as Megan Mouse due to the mice making a home in the seat cushion when I first got the tractor, is to be driven on Wednesday 2 June 2021 around the Cotswolds.

"This is a 101-mile road run in aid of raising funds for the MIND charity, which is for people struggling with mental health. The tractor itself has an unknown history up until 2010 when I bought it.



With its transport box on the back, the 1957 Ferguson TFF-30DS is ready for the 2 June road run around the Cotswolds.

"It wasn't an intentional purchase, as my parents and I went to buy some baler twine from Lister Wilders in Thornbury, Gloucestershire when I spotted the old girl parked in the centre of the yard. The tin work and rims have very little rust so we don't believe it worked around livestock, although we have found remnants of concrete splatter in places. It has since been used on the family farm whilst my father and I carried out a rolling restoration on it.

"When my partner and I moved into our own house the tractor came with me. My parents missed it so much that they went out and bought their own, as the tractor was so useful for light errands around the 100 acres. Patience has been key in locating the parts that were required that suited the originality of the tractor and my wallet, for instance the Firestone rear tyres and original front wheel weights, complete with correct square head bolts, washers and nuts.

"Locating a second hand toolbox that was not rusted away in perfect patina condition was not easy, but I found one



Alex is ready for his road run on 2 June. Do go along and support him, perhaps with a tractor and a collection box?

to suit the 1957 St Denis, Sane, Paris made tractor.

"The route will start in Corsham through to Chippenham, Poulton, Cirencester, Stroud, Whitminster, Slimbridge, Thornbury, Wickwar, Acton Turville, Castle Combe and finishing at Corsham.

"Supporters can google Just Giving and search my name and my funding page should show; alternatively they can follow the link below electronically." <https://www.justgiving.com/fundraising/alex-terrett1>

For further information: alexterrett@icloud.com

GREAT PROGRESS

Niall Thorogood has been keeping busy during lockdown with his very late 1946 Ferguson TE-20, TE 190. It was converted during its working life to carry a Perkins P3 engine that needed work, which he has undertaken. The crankshaft has just come back from grinding, along with new bearings all round, new injection system, new liners and pistons and hopefully, by the time you read this, the engine will be nearly all back together. CM&FE says it is certainly looking good!



▲ The early Ferguson TE that's now having an engine rebuild.

◀ Engine out and the flywheel ring gear is like new!

▶ After the rebore the new main bearings fitted.



SHOWS LATEST

Many shows have been cancelled throughout the season, such as the Heritage Transport Show, organised by the Kent County Agricultural Society at Detling, which was set to return on Saturday 10 April 2021 but has now been cancelled until later in the year, possibly July rumours suggest, but only time will tell. James Forknall, chairman of the Kent County Agricultural Society, said: "COVID-19 continues to impact on our day-to-day lives and our ability to run events, but we want to bring some positivity by starting plans for later in the year."

Other shows to be cancelled recently are the June Tractor Fest at Newby Hall, East Yorkshire, July's Welland and Much Marcle rallies, August's early Gloucestershire Vintage & Country Extravaganza; however, the Bath & West Show has been rescheduled for August Bank Holiday. The Great Dorset Steam Fair was also cancelled in mid-February.

However, on the positive side, the Jessett Trust's Tinkers Park Steam and Vehicle Rally at Hadlow Down, Uckfield, East Sussex on 5-6 June is to go ahead. Plans are already in motion to hold the 40th Steam & Vintage Vehicle Display at the Hark to Bounty pub in the picturesque village of Slaidburn, Cumbria, which lies amid the Bowland Fells. The event was started in 1980, when local resident and steam enthusiast David McNamee parked his



The Fylde Vintage are staying positive and are set to stage their show in July, with any luck.

Aveling roller outside the village pub.

The event now attracts several steamers, vintage tractors, classic/vintage cars and is firmly established on the steam rally calendar. The event at Slaidburn is unique and has a fantastic atmosphere and all this would be lost with a larger event. The event takes place behind the pub on the car park and adjacent field, very similar to how rallies started in the early days. Entry is free (donations into the honesty tubs welcome), no committee or entry forms and any money that is raised goes to various village groups and organisations and, since the rally started, over £88,000 has been raised. Further details from Dave McNamee,

telephone: 01200-446605.

Also the same weekend the Sheffield Steam and Vehicle Rally is to go ahead. For further information go to: shefsteamvcl@gmail.com. We have also been told the Cromford Steam and Country Show at the beginning of August is to happen, but the Elvaston Rally near Derby at the beginning of July will not go ahead.

The Fylde Vintage Steam and Farm Show is set to go ahead on the 3-4 July (depending on Covid regulations at the time) and will feature working machinery and static displays at Hall Field Farm, Clifton, Preston. Further details: David Martin (Organiser), Tel. 07778 008715 www.fyldevintageandfarmshow.

Brian Sims

Stephen Watson says: "I have known Brian and Pauline Sims since approximately 1987. Brian passed away on 31 October 2020 after a short illness, aged 78 years.

"Brian John Sims was born at Field House Farm, Borrowash, just outside Derby on 1 September 1942 and soon developed an interest in farm machinery. Harvest was always a special time and Brian started by helping the local threshing contractors, going with them from farm to farm in the school holidays.

"At the age of 16 Brian left school and joined F. H. Burgess, Derby. When he was eight he was allowed out on the road as a machinery salesman. Brian moved to the Burgess, Nottingham branch and then back to

Derby, before moving to the Lichfield depot and finally to Bingham where he was made redundant in 1989.

"Brian had always been interested in stationary engines and joined the National Vintage Tractor and Engine Club in 1974. It was in 1980 that Brian took over the editing of Vaporising the club's magazine. This was a job that he would hold for the next 31 years, before stepping down at the end of 2010.

"Brian was supported in his role as editor by Pauline his wife, who became the club membership secretary, and children Christopher and Alan, along with other family members and friends. Each quarter the family and friends carried out the administration in distributing the magazine to the many members.

"In 1989 Brian decided to turn his hobby into a full time business. He travelled with Pauline all around the rally

scene with his literature, ephemera and parts relating to tractors and engines."

All at *CM&FE* send our condolences to Pauline, Alan, Christopher and their respective families.

100 Years of Britains

The year 2021 marks the 100-year anniversary of the launch of Britains, Europe's oldest specialist in agricultural toys, collectibles and first farming toys. It is set to be a very exciting year for the brand, and to kick start the celebrations Britains has announced the re-launch of its original tractor from July. There is also a 100-year of Britains book due out any day now.

EARLY BIRD

When renowned Ferguson collector, Raymond Browne, went looking for parts for his 1946 TE-20 in his local breaker's yard he didn't expect to stumble upon another 1946 tractor says William Carson

To say that Raymond likes his Fergusons would be an understatement. If it's old and grey he loves it. (Fortunately for Raymond, the same thing can be said about Mrs Browne). Over the years he has amassed a collection of tractors, implements, original spares, new old stock parts, signs, literature and even a genuine Austin A60 Ferguson dealer's service van. He has an eye for the unusual and he can often be seen at shows displaying his West Riding County Council TE-P 20 with its full industrial mudguard kit, or his ex-military TE-T 20 with its dual wheels and industrial tyres. (Go to YouTube, type in "Ferguson

TE-T 20 pulling out a 14-and-half-tonne Buccaneer jet" and you'll find a video of Raymond and his tractor working at the Ulster Aviation Society hangers). Nothing, however, catches the collector's eye quite like a 1946 model.

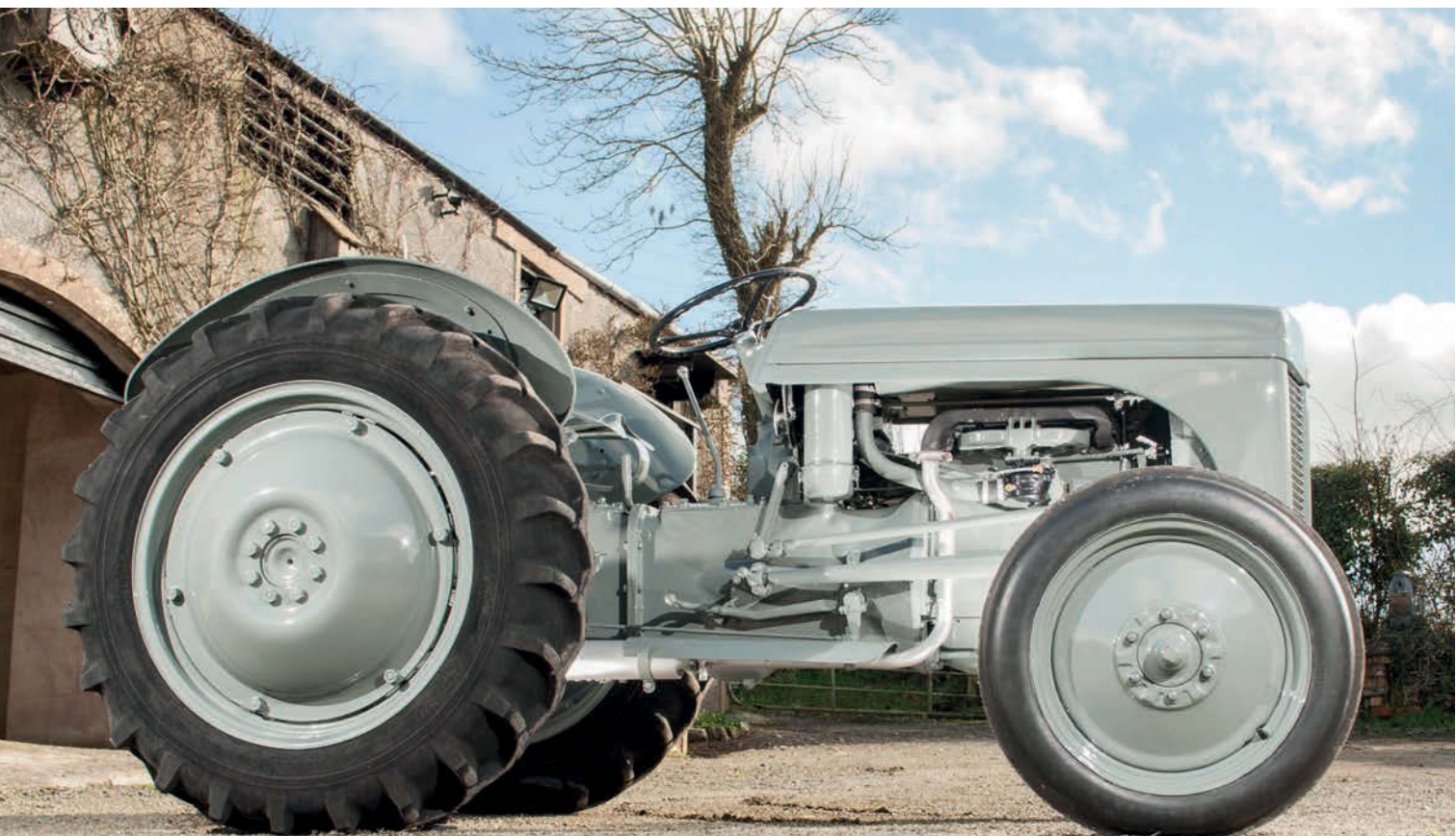
Harry Ferguson's 'handshake agreement' with Henry Ford was coming to an acrimonious end and with it, production of the Ford-Ferguson at Ford's Rouge River plant in Michigan. Ferguson had long wished to build his tractor in the UK and, shortly after the end of WW2, found that Sir John Black and his Standard Motor Company had spare manufacturing capacity in Coventry, at their wartime aircraft engine



As the nation went into lockdown, Raymond went into his shed and reappeared with this gem.

factory in Banner Lane. That Standard Motors were developing a four-cylinder, two-litre engine for their new Vanguard car was an added benefit, which made this opportunity even more appealing. As Ferguson's design team set about developing the new tractor, incorporating many of the patents that made the Ford-Ferguson such a success, talks progressed between Ferguson and Sir John Black and by mid-1946 they had signed an agreement to develop and manufacture the new tractor

▼ You never know what you'll find hidden in plain sight.



together over the next ten years.

Since the launch of the Standard Vanguard wasn't due until July 1947, the early TE 20 (Tractor England 20hp) models would have to be powered by an off-the-shelf engine until the Standard engine became available. The Continental Motors Company of Muskegon, Michigan had been in existence since 1905, building engines for third party applications. Their tried and tested Z120 (120 cu in) engine would provide the TE 20 with a power unit for the first few months of production. Due to problems with materials availability in the period immediately after WW2, manufacturing in Britain was beset by supply issues and this, along with the issue of fitting out the Banner Lane facility, slowed early production to the extent that in 1946, only 315 tractors were built. All this puts the attraction of the early TE 20s into context.

A trip to the breaker's yard

On the rare occasions when Raymond has an afternoon to spare he might decide to take a trip to a local breaker's yard, where there is sure to be a grey Fergie or two. In June 2019 he was with friends in County Cork when he was offered a TE-20 near Bandon with the serial number 23, a collector's dream. He bought it, brought it home and it was very much in his mind as he paid a visit to the breaker.

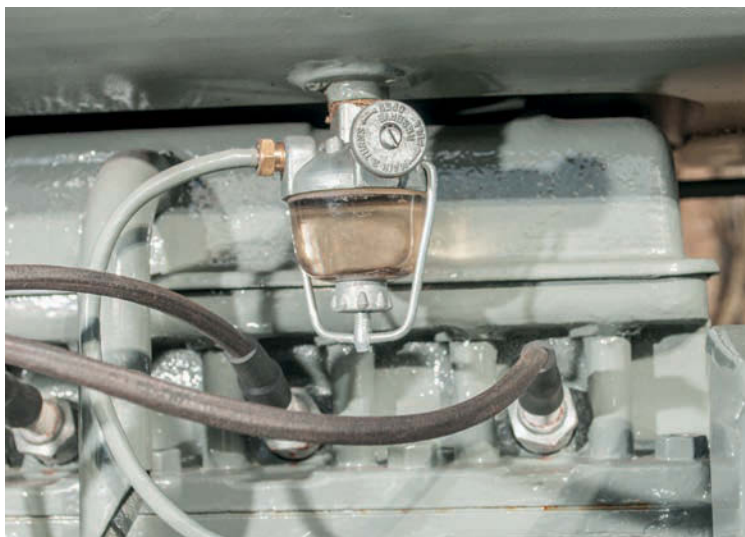
"I was keeping an eye out for Ferguson Continental parts when I came across a tractor which was almost completely overgrown by briars and blackthorn. I worked my way in and when I saw the long air cleaner and the adjustable stay at the top of the radiator I knew I was onto something. I bought the tractor and went back to collect it armed with a bow saw and a slasher to clear the hedge from around it. It was lifted onto my trailer with a loader and I brought it home, but I had no idea of the tractor's identity until I pressure washed it and I saw the number '6' cast into the top of the bell housing. I investigated a bit more and, sure enough, it has the engine block identification, the correct cast iron gearbox, the year '46' is stamped into the dynamo body and the rims with the tyre valves on the inside, which are correct for an early tractor."

Having lived in the bottom of a hedge for so long, it's obvious that Raymond's

“I came across a tractor which was almost completely overgrown by briars and blackthorn”



The Continental Z120 engine had an 81mm bore, very similar to the Standard engine in the TEA 20.



◀ Some new parts were incorporated into the restoration.



The tool box fits the tractor well and provides a place for Raymond's sandwiches!



It was the long air filter housing that drew Raymond's attention to his hedgerow find.



Raymond has set the wheel track to 48in, as it would have been when it left the factory.

new find was in poor condition. "I stripped it completely to see what condition it was in. The gear lever had obviously been missing for a while because the gearbox had a lot of water in it. I had to replace four bearings, but I was surprised to see that the selectors were still in good shape. It didn't appear that the tractor had been worked into the ground so I wasn't surprised to see that the crank, the pistons and the oil pump were still serviceable. The sump was full of gunge and I had to replace the pins in the governor but really, I've seen a lot worse. I had to replace the seals in the steering box. I lifted it off

“When it came to the dynamo and the starter motor I left themto be reconditioned”



The engine has a healthy oil pressure, as shown on the original 40 psi gauge.

the top of the gearbox but the bottom cover didn't come up with it so there was oil pouring out everywhere. On later tractors they redesigned it so that the plate was screwed to the steering box. Then I started into the front axle. The pivot pin was replaced, as well as the king pin bushes and bearings. I replaced the wheel hub bearings too. On the early tractors they are the same as the Ford-Ferguson part.

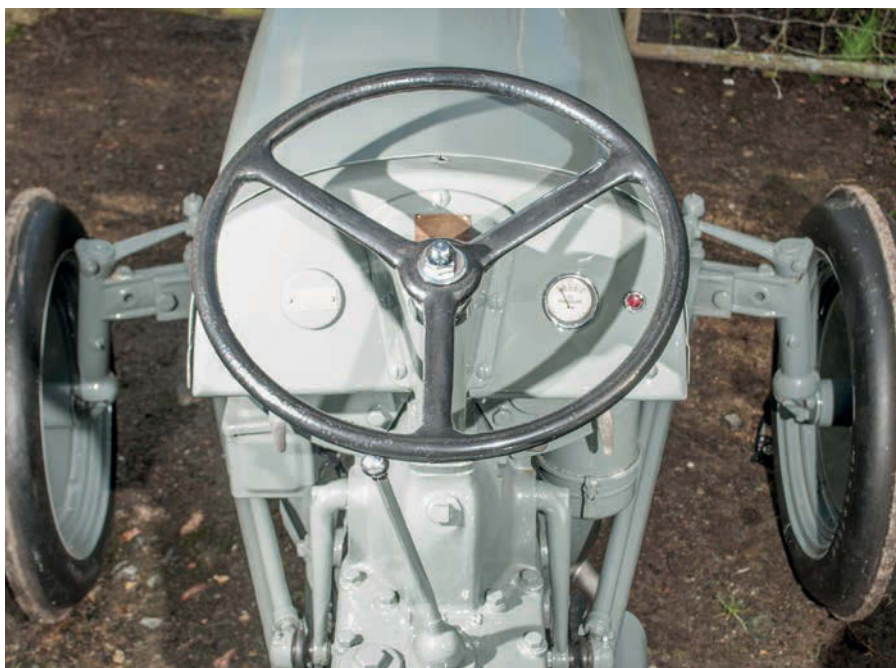
"I dropped the hydraulic pump out, checked it over and replaced the control



Brass grille badges were fitted to TE 20s during the early period of production.

valve. While I was working at the back end, I replaced the cork washer on the quadrant shaft and the lift cover came off for a look at the cylinder, but everything was in good order so I freed up the Tee piece at the top link and greased it, like it says in the service book. I put new seals at the ends of the half shafts and on the PTO shaft. The check chains and shackles were worn so I replaced them with NOS parts that I had bought years ago. I don't like using reproduction parts if I don't have to. The brake drums were worn out of true, but I have a lathe here so I was able to sort that out.

"When it came to the dynamo and the starter motor I left them in with Sean Corr in Ardboe to be reconditioned. I had bought a regulator at Malvern a few years ago so he checked that over to make sure it was working as it should. Later TE 20s had a 100psi gauge so I'm pleased to have the original 40 psi oil pressure gauge on the tractor. Obviously after lying out in the breakers for so long



The driver of the Continental engined TE 20 had a very uncluttered view.



This early style drawbar is an alternative to the nine-hole drawbar.



On later models the steering box was held down by studs and nuts.

the tinwork was all rotten, but I had most of what I needed in my stock of parts. The grille Tee piece was fabricated by Phil at Fergie Trailer Shop and I have to



No 1 is in the Fergusson Museum in France, No 2 was presented to Sir John Black. Raymond owns No 6.

say it was a very good fit but the rest is original." When all the mechanical and electrical jobs were done, No 6 received its new coat of paint before those beautifully period correct tyres went on to complete the finishing touches.

There is a legend in Ireland that tells of a pot of gold that is to be found at the

end of a rainbow. You could go looking for the gold but you won't find it because the wee folk are tricky and they'll hide it where you'll never look. When Raymond thinks about how many times he walked passed that hedge in the breaker's yard before he spotted this gem he realises just how clever the wee folk can be. ■

▼ Those solid wheel centres and early tyre tread patterns add a certain charm to the early Fergusson tractors.



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A QUIET REVOLUTION

Having recently featured David Taylor's collection, which encompasses Banner Lane history from the TE 20 era until the age of the 'Red Giants', we now take a close look at the next generation, says William Carson

How often have we been advised to buy wisely when choosing a tractor for restoration? David threw caution to the wind and turned this former dairy farm scraper tractor into a stunner, but why? David sets the scene, "My father would take the TEF 20 or the 35X to local shows or road runs but without any weather protection, his enjoyment of classic tractor events was often spoiled by the wind and rain. I decided to restore a tractor for him so he could take part in a bit more comfort."

John McCracken, a local dairy farmer who milks about 150 cows, was selling this MF 550 in 2009 for just £200. Even a decade ago that would have been considered a

cheap tractor; there had to be a reason. There was! David describes his purchase, "It was really in poor condition. The middle bore and its liner were both cracked. It started and ran okay (scraper tractors, despite years of neglect, always seem to start) but it was belching out plenty of white smoke. The mudguards were rough, the cab was dented, the door was hanging in there; it was rotten."

Noisy cabs

Comfort and safety for the driver had been low on the list of priorities since the dawn of the tractor age, as designers concentrated on improving power and performance.

Early cabs may have kept out the worst of the weather but they had one major failing: they were noisy, very noisy. In fact, such was the racket inside an early seventies cab that many were supplied with a pair of ear defenders as standard equipment. In order to keep the sounds of the seventies at bay the government introduced into legislation, The Agriculture (Tractor Cabs) Regulations 1974. After much preamble, interpretation and legal jargon, part 1 of The Schedule stated that, "the noise levels inside safety cabs ... would not be more than 90dBA if tested in accordance with B.S. ..." and having satisfied the officials, such a cab would be, "marked with a symbol 'Q', reserved for safety cabs

The new hard nose provided easy access to the air cleaner, battery and filters for aux hydraulics and IPTO.



whose internal noise levels are not more than 90 dBA". These regulations would apply to all tractors fitted with a cab and sold after 1 June 1976.

The practical outcome of all this was that the tractor cab would have to be a self-contained structure, isolated from the vibrations of the skid unit and providing roll-over protection. This would take tractor design to a new level, presenting the design and production engineering departments with something to think about while, at the same time, giving them an opportunity to push Massey Ferguson tractors ahead of the competition. The absence of 'B' pillars gave the driver unrivalled access into the cab and once in his new adjustable, sprung seat, he had excellent all-round vision. Proper sealing around the door and the opening windows to the rear and the offside, in conjunction with sound absorbing vinyl trim and a fully fitted rubber floor covering, ensured that noise levels fell well below the specified 90dBA. The rubber door and window seals also meant that the operator was able to control his working environment by adjusting



This was to be the recognisable face of Massey Ferguson tractors for the next two decades.



David's attention to detail is evident throughout.

◀ First seen on the MF 120, the 'Hard Nose' styling was used across the conventional tractor range.



Kenneth enjoys local tractor runs in comfort, no matter what the Irish weather might bring.



Neat, compact and nimble: the MF 550 suited livestock farmers who wanted a modern tractor in the seventies.



The angular lines emphasised that this was a tractor for a new era, based on respected mechanical underpinnings.

the two-speed blower unit, which introduced filtered air, either hot or cold. Accessories including a radio and an ashtray, and an interior light added luxuries that would have seemed unthinkable only a few years previously.

The design engineers had drafted a revolutionary operator platform, but it was up to the production engineers to work out how to build it and fit it to the new range of tractors. Cab construction was carried out by Sankey GKN and brought to Banner Lane for assembly before being transferred to the main tractor assembly line, via an overhead monorail system. As the tractors passed below, the cab was lowered carefully into place bringing the two parts of the new MF 500 tractor together.

Bringing David's MF 550 back to its



Hydrostatic power steering was standard equipment, even on the smallest tractor in the range.

former glory wasn't going to be an easy task. He began by sending the tractor to Raymond McMullen, himself a Massey Ferguson enthusiast, who stripped and examined the engine. For a start it was obvious that a new block was required. The crank was reground before it was fitted along with new pistons, rings and liners, and it made sense to replace the oil pump and the radiator at the same time, so that David could be confident in the long-term lifespan

“Bringing David's MF 550 back to its former glory wasn't going to be an easy task”



Extra-large, rear hinging cab doors were very modern at the time of the MF 500 series launch.



The MF 500 series introduced elementary climate control to Massey Ferguson's mainstream tractor range.

of his latest purchase. Since it had spent years scraping out cowsheds (no doubt with the tractor and the rear wheels often going in opposite directions) the clutch had been worked hard, so this was the ideal time to fit a replacement. The head was reconditioned with new guides and valves and refitted before the fuel system was serviced, completing the engine rebuild.

The serious business of restoration

David then brought his tractor back home so that the serious business of the restoration could continue. "The first job was to strip it down to a skid unit. The cab was set aside and the rear axle trumpet housings came off, so that the bearings at either end of the half shaft could be replaced. While there may be some who think that poor old Daisy the cow is responsible for the demise of the planet, there is little doubt that she has a detrimental



Inheriting the Perkins AD 152S engine from the MF 148, the MF 550 produced 47 DIN hp.



The improved hydraulic system gave a maximum lift capacity of 3120lb (1415kg).

effect on the nuts, bolts and the three-point linkage of a scraper tractor, so the lower link pins were replaced before new oil seals went into the axle ends and the whole assembly was reshimmed and the trumpet housings tightened up with a new set of bolts." David could cross another job off his list.

Daisy's deposits definitely hadn't helped the front axle either. "Everything about the steering was worn. I took the front axle off and put it into a 100 tons fly press, but even that wasn't able to shift the pivot pin so I had to resort to more destructive methods. I rebuilt it with a new pin, and new stub axles. It has new king pin bushes and track rod ends and the power steering pump was rebuilt, so everything at the front is now as it should be. Next I set about preparing the skid unit for paint. I tackled the job with brushes and the wire wheel in the drill and eventually it and the cab were ready to go to yet another MF fan, Colin Baillie of Agri Restore.

"Colin sprayed the skid unit and then set about repairing the tinwork around the cab. It doesn't help that the mudguards are double skinned so, of course, they were rotten, especially down the front and around the wee vents. The door had to be replaced and the roof needed new curved sections at the sides. It turns out that the curve is the same as the one on the bonnet, so I bought a second hand bonnet and cut out the curves as repair sections. The floor of the cab wasn't good either so that, along with the panel under the seat, was repaired.



The rear view highlights the easy access to the fuel filler.

Sorting out the cab was the most difficult part of the whole restoration. Colin has done a superb job with the spraygun applying an etch coat, two pack primer in two coats and then three coats of colour, with each coat rubbed down before the next application."

Stand out details

Once the tractor was back in David's shed he was able to trim it out with all the details that make this such a 'stand out' restoration. In went the new cladding, the heater unit, the re-plated lift control quadrant, a new moulded floor covering and his old steering wheel, which had been treated to a respray. Because the rear view mirror adds extra

weight to an already unwieldy door, David bolted both mirrors onto the cab frame, but other than that it's all pretty much as it would have been when it left the factory.

Even the entry model of the MF 500 range had that aesthetic balance and proportion, which was so evident in the larger offerings, such as the 575 and the 590. It did its job right, it looked right, it felt right, in the case of David's recently restored example with its beautifully finished cab, it even smells right. David has put a lot of time and effort into his restoration and his father, Kenneth, can now take the wheel in comfort in his own piece of seventies Massey Ferguson history. ■



The opening rear window was a big improvement over the roll-up flexible arrangement on the 100 series cabs.

MOWING MASSEY

Massey Ferguson, like many tractor manufacturers, liked to evolve their tractor models gradually as the years and decades passed. This means that many machines built in the 1980s, for example, have features that can be traced right back to several decades before says Jonathan Whitlam

There are, of course, exceptions to this rule and in 1986 Massey Ferguson introduced two new ranges of tractors, one of which owed virtually nothing to what had gone before, while the other was based fairly and squarely on the previous range. These two new line-ups were the 300 and 3000 Series tractors, the latter being something very new while the former was, perhaps, rather more familiar!

So, if you were a farmer in 1986, in the market for a 68 to 110hp tractor and a fan of Massey Ferguson tractors, you could choose from the high tech 3000 Series, with its electronic control of most functions and a leader in new tractor technology, or opt for the cheaper and all analogue 300 Series. When it came

to larger machines in the MF range, then the advanced 3600 Series was the new offering.

The 3000 and 300 Series

The 3000 Series effectively replaced the mid-sized and larger 200 Series and 600 Series, as well as the smaller 2005 Series models and was aimed at large scale arable farming more than anything else, with its new cabs, electronic engine management, 32-speed transmission and advanced Datatronic optional monitoring system. In contrast, the 300 Series were much more down to earth machines, with fully mechanical control of all functions and a much simpler cab – in fact they were literally an evolution of the 200 Series that went before.

The earlier 200 Series tractors had

earned a formidable reputation as easy-to-use and maintain machines and had become very important export products for the Banner Lane factory in Coventry; many developing countries embracing their simple and robust design. Indeed, the 200 Series models were very much an evolution of the earlier 100 Series first seen in 1964, which in turn were based on the earlier 35 and 65 models, so, as you can see, they had a very fine pedigree. The smaller 200 Series models were often chosen by British livestock farmers, as were the larger models, and some also found their way onto arable and mixed farms, due to their simple and robust nature; the larger machines seen as a viable alternative to the MF 600 Series, coming in slightly cheaper to purchase as well.

▼ Tall oak trees dwarf the little Massey Ferguson 362, as it knocks down grass for hay in Suffolk.



So, the 200 Series was going to be a formidable act to follow and, in fact, the new 300 Series only replaced the five largest models in the 200 Series on their initial introduction in 1986. Still built at Banner Lane, the original 300 Series line-up consisted of seven models across the power bracket of between 47 and 97hp. Now, although compared to the 3000 Series introduced at the same time, the 300 Series were basic machines, this did not mean that they were not well equipped. In fact, there were actually five gearbox options for the prospective purchaser to choose from, as well as two- or four-wheel drive. The improvements over the old range included better hydraulics, steering and new cabs.

Improved cabs

In 1988 new improved and updated cabs were introduced painted silver, and these included a much improved Hi-Line version with a flat floor giving much better driver comfort; a low-profile alternative still being offered, except on the flagship 399 model, which was the largest and only six-cylinder model in the range.

A 'modern' MF 362

All this brings us to the year 1990 when the subject of our story first appeared – the



The tractor sits low to the ground, with adequate ground clearance for most jobs. This makes it very easy to gain access to the cab, with only the need for a single step.



◀ The four-wheel drive version of the 362 is still very manoeuvrable, but the two-wheel drive example is an even handier machine in a confined space. Tight turns while mowing are easily accomplished.

▼ The classic lines of the 362 echo the rest of the Massey Ferguson 300 Series, particularly after its first update in the late 1980s.





Being low to the ground means that the operator has a very good view of the work in hand; in this case while mowing with a Unifarm machine.

Massey Ferguson 362. Chris Spalding's lovely, totally original example of this model was used for various light tasks around his Suffolk home, including on neighbours' farms, before he moved to Essex in recent times. As a fan of classic and vintage Massey Ferguson tractors, Chris was an enthusiastic owner of his 'modern' 362 and would relish any chance he got to use it, as when I saw it working with his Unifarm mower, cutting grass for hay for a neighbour. The Perkins four-cylinder engine provided plenty of power for this sort of work and he also used it for grain carting duties with tipping trailers up to eight-ton in capacity, as well as lifting work with a front-end loader. All these tasks were well within the remit of this small, but gutsy little tractor.

The 362, as we mentioned earlier, was launched by Massey Ferguson in 1990 and was powered by a Perkins four-cylinder engine of 59hp. An eight forward and two reverse speed gearbox came as standard, while a shuttle transmission was optional and other fitments included hydrostatic power steering and hydraulically engaged power take-off.

Looking at Chris' 362 at work it is easy to see how this tractor has evolved from the 200 and 100 Series before it, although its lower stance makes it look more reminiscent of the MF 65 than perhaps the later 165, although this is

all very subjective, of course. However, when comparing the statistics of the MkII 65 and the 362 there are amazing similarities, the comparison also showing how tractors generally had changed from 1960 to 1990. The 65 was a large tractor, often the largest British farmers would run at the time, while the 362 was only ever seen as a small tractor, ideal for work on livestock farms for example, whereas the 65 was very much an arable prime mover when introduced. What a difference thirty years makes!

The 362 gained, from the outset, the later and much improved silver painted cab, which provided superb access into

and out of the cab through fairly wide opening doors, the centrally mounted gearstick's being the only main hindrance to gaining the driver's seat. The driving position itself was positioned slightly more forward than earlier designs to provide a slightly better ride quality, instead of being positioned directly over the rear axle itself, and all the main controls for the hydraulics, power take-off and other items were within easy reach of the driving position.

Chris's tractor is of the two-wheel drive format, although the 362 was also offered with four-wheel drive; the two-wheel drive version gave a much tighter turning circle and this little tractor is certainly very manoeuvrable and able to spin around on the headland, virtually within its own length. It must also be a very handy loader tractor, with its short wheelbase and tight turning circle.

The owner of this 362, Chris Spalding, sums his tractor up very succinctly: "The 362 is a really good, fuel efficient and economical to run tractor. Massey really got it right – pity they aren't still made now!"

Sought after machines

The 300 Series reigned supreme in the smaller tractor segment right up to 1997, when the replacement 4200 Series began to roll out of Banner Lane. These were another step up the evolutionary ladder, but the replacement of the 300 Series led to the situation that we have today: 300 Series tractors are now very sought-after machines, especially by those who still require a powerful, lightweight and no-frills machine. Because of their desirability the



Plenty of glass in the cab: thin cab pillars and an exhaust stack mounted to the side of the engine provide excellent all-round visibility from the driver's seat.

“The 300 Series reigned supreme in the smaller tractor segment right up to 1997”



Chris Spalding putting his MF 362 through its paces with a Unifarm mower. This is a 1992 tractor, built two years after the model was first introduced in 1990.

prices of used 300 Series tractors have increased enormously over recent years, and you now need fairly deep pockets to get your hands on really nice examples of the larger models in the range, such as the 390T, 398 and 399, while smaller machines, such as the 362, have also seen their value rise steadily.

Without a doubt Massey Ferguson were on the right track with the 300 Series, and the concept has proved itself over time. Basing them on what had gone before and was tried and tested was, no doubt, a cornerstone of their success, but also the many improvements introduced played their part too. Models such as the 362 are not that often part of the preservation movement these days, but they certainly deserve a place in posterity and, luckily, there are many still to be found in niche jobs around the country today, often doing their jobs just as well as any modern machine could. Not a bad testament to a tractor whose heyday was nearly four decades ago! ■



The Unifarm mower is not small but is well matched to the 362 and is an American-built product.

SPECIFICATIONS COMPARED

	MF65	MF362
ENGINE MAKE	PERKINS 4A-203	PERKINS AD4.236
CYLINDERS	4	4
LITRES	3.3	3.9
HORSEPOWER	56.8	59
TRANSMISSION		
STANDARD	6 X 2	8 X 2
MULTI-POWER	12 X 4	12 X 4
POWER TAKE-OFF	540RPM LIVE	540RPM INDEPENDENT
DIMENSIONS		
LENGTH	337CM	343CM
WIDTH	182CM	189CM
WEIGHT	2046KG	2419KG



The rear of the 362 is very uncluttered and provides ample clearance for rear mounted implements, as well as a good view of them at work.

PRIDE AND PASSION

The MF 20 was one of the new breed of Massey Ferguson industrial tractors, and was based on the best-selling MF 135. Bob Weir went to Scotland's Central Belt to meet contractor Dave McCulloch, and his superb example.

David was born in the area around Crieff in Perth and Kinross, and comes from a farming background.

He said: "My grandfather had a farm, so I was used to being around tractors and machinery from a young age. My first experience of driving a tractor was when I was about six years old. It was lifting stones in a field behind the wheel of a grey Fergie. My father and uncle were doing the lifting, and all I had to do was steer the Fergie in a straight line. My father would stop the tractor every time we came to the end of a row.

"I didn't get the opportunity to do much ploughing, before I went to agricultural college. That came later, once I had got a job. I have worked with a number of different tractors over the years, including Masseyes and Fords. I suppose if I had a particular favourite, it would be David Brown.

A plant hire business

"Because there was more money in plant hire during the early 1970s, I left farming and switched over to driving diggers and other machinery. One thing led to another, and I eventually started my own business. The first machine I owned was a Hymac 370 backhoe loader. This worked out well, and I've never looked back."

David has been involved in plant contracting since 1976. He specialises in groundwork jobs, and covers a full range of projects from house building infrastructure, driveways and access roads, to small civil engineering works across the Central Belt. His son David Jnr has recently joined the business, and the firm also employs three full-time operators.

"We currently run a fleet of Volvo compact diggers along with Case and New Holland," he explained. "Our current range of machinery



Dave McCulloch.

starts from 1.5 tonnes, and goes all the way up to 13 tonnes. We do hire out to the local councils and farmers in the area, but we spend most of our time on groundwork jobs for private companies. We prefer dealing with smaller firms to working with the big boys."

Over the years David has also been involved in appraising new plant and machinery for various manufacturers.

"I've been across to France a couple of times with Volvo as part of an assessment

Dave's MF 20 in its distinctive yellow livery. KLS 211N is a local machine, and used to belong to one of his friends.



SPECIFICATION

Year	1975
Registration	KLS 211N
Engine	Perkins AD3.152 3cyl diesel
Bore/stroke	3.6in x 5in (91 x 127mm)
Torque	120lb-ft (162.7 Nm)
Horsepower	42hp (31.3 kW)
Rated RPM	2000
Displacement	152.7cu in (2.5L)
Transmission	Six forward and two reverse; manual shuttle Eight forward and two reverse
Hydraulics	open centre
Wheelbase	75in (190cm)
Length	114in (289cm)
Width	77.5in (196cm)
Height	55.5in (140cm)
Weight	3,200lbs
Tyres	Front: 6.00x16; 7.50x10; 7.50x16 Rear: 14.9x24; 18.4x16A

group on the latest compacts, prior to them going into production,” he recalls. “Our job was to test the machinery, and highlight the good and bad points. I’ve used various types over the years from old Whitlock backhoes to newer machinery from the likes of Hitachi.”

A collection of old tractors and machinery

David is also partial to collecting old tractors and machinery. Apart from the MF 20 (no: 807282) he also owns several other old tractors in various stages of restoration. In addition he admits to owning a 1946 Fordson model 8 5cwt van, a 1957 Thames 10cwt E83W pickup, and a Daimler Mk2 saloon.

He said: “I started my tractor collection



▲ Dave’s machine is fitted with one of the much sought-after Duncan cabs.

◀ The ever-reliable Perkins three-cylinder diesel: arguably the best engine in its class.



When Dave acquired the Massey it was still wearing its old digger.



As one might expect from an industrial tractor, there was plenty of wear and tear.



First things first: the strip down begins.



The MF 20’s mechanics turned out to be in surprisingly good condition.



Every part was given a thorough overhaul by specialist Tam Dall.



Primer is added in preparation for the main coat.



The main coat is now applied at Scotlandwell.



The tractor is reassembled.



Unlike the MF 135 the MF 20 was equipped with full instrumentation, as many were used on the open road.

in the 1990s, with a grey Fergie. I've been at it ever since, and the current head count is about ten. My son has a standing joke that at the present rate if I manage to do up one every year, at my age I will probably run out of time!

"Although I'm happy to work with old machinery, I don't have a lot of spare time to do my own servicing and restoration work. Fortunately I am able to rely on the services of a number of local specialists, including Massey Ferguson specialist Tam Dall from Scotlandwell in Fife, who restores my Massey tractors. He refurbished the MF 20, and is also in the process of finishing off a MF 35X that I intend to use regularly for ploughing matches. I am a member of the DMR (Doncaster, Meltham & Racine), Fife Tractor and Saline ploughing clubs, so the autumn months can get quite busy. I'm using a Fordson Major at the moment, until the 35X is finished. The machine is a bit heavy for transporting around, but does the job just fine."

Putting the machinery to work

Like a lot of enthusiasts, Dave is not interested in restoring old machinery just for show.

"I suppose like any plant hire contractor I like to see my machinery hard at work," he explained. "The MF 20 is a case in point. The tractor was first registered on the 1 April 1975. I acquired it from my friend John Logan over in Stirling. John used to be a working farmer, but has since moved on to other things. In 2009 the MF 20 became surplus to requirements, and I took it off his hands. It then sat in my shed for many years, until I decided to restore the machine in 2014.

"I know a little about the tractor's history,

DAVE'S SUPPLIERS

- 1) Dunlop Tractor Spares: 67 Crankill Road, Ballymena, Co. Antrim, Northern Ireland, BT 43 5NN
Tel: 028 2565 2560.
- 2) Geyer Plant Services Ltd: Shiresmill, Dunfermline, KY12 8ER
Tel: 01383 889132.

THE HISTORY OF DUNCAN CABS

Alexander Duncan (Aberdeen) Ltd was set up in the 1950s. Its primary aim was to provide a safe and comfortable work environment for tractor operators. Prior to this period scant attention was paid to the wellbeing of drivers, who were forced to endure harsh working conditions and the vagaries of the weather.

Industry safety standards were also improving and the cabs were built to conform to OECD, ISO and SAE standards. Duncan designed and produced cabs for many well-known manufacturers, including Ford, New Holland, John Deere, Universal, Kawasaki, Fermecc, Kubota, and Zetor. The cab is particularly associated with Massey Ferguson tractors; in particular the company's ground-breaking MF 135.

The company ceased making cabs in 1999, but is still trading. Spare parts are available to the original specification and fit. Current address is: Alexander Duncan (Aberdeen) Ltd, Inchbroom, Nigg, Aberdeen, AB12 3GF. Tel: 01224 897278.

but the early days are a bit of a grey area. I believe it has always been used for farm work, and the second owner was a Mr Sneddon. He lived at a farm just up the road in Dollar. It was then acquired by John."

The MF 20 harks back to the time when Massey Ferguson was looking to expand its industrial line of machinery, and created ICM (Industrial & Construction Machinery). The tractor was marketed as a high performance machine with proven dependability, a comprehensive standard specification and a wide range of optional attachments.

The industrial was also designed to comply with all regulations on or off the highway. Standard equipment included a foot and hand throttle, engine and ground speed power take-off, dual brakes, deluxe seat, differential lock, comprehensive instrumentation, cigarette lighter and a thermostart starting aid. The tractor was also given full lighting equipment, including road lamps and a rear working light.

Optional extras included: multi-power transmission, power steering and an in-house, Ministry approved safety cab. The quick-attach front loader with hydraulic crowd and dump was particularly popular, as it could be fitted in minutes. Suitable for use with or

without the safety cab, the loader had a fast working cycle combined with excellent lift capacity and forward reach. Low mounted pivot posts offered good visibility and access to the cab was unobstructed. Double-acting hydraulic control also ensured a full load every time, with excellent tear-out force for digging in harder materials.

Dave said: "The tractor is still all original, including the Duncan cab. The bodywork was in good condition when I first got it, and the machine came with a loader that John had been using for baling. Because he was working the Massey mainly during the summer months, the doors and cab roof had been removed to let the air in. This meant I had to find another roof. The only other missing parts were the wings. These were hard to track down, but we got there in the end."

The MF 20 was finally finished in June 2015, and the tractor's first outing was on the Friends of Ferguson Heritage Club rally from John O'Groats to Land's End.

"It completed the section from the Gleneagles Hotel to the dockyards at Rosyth, a distance of 30 miles," said Dave. "The tractor performed well, and I am planning to use it on next year's road runs. I intend hanging on to it for the foreseeable future." ■



MASSEY FERGUSON 65 RESTORATION

**PART
TEN**

Ben Phillips gets down to more work on the Massey Ferguson 65 Mk2 and deals with the Perkins engine cylinder head

With the engine block refitted to the rest of the tractor it meant that my attention could now move to another area; firstly the timing case in which five gears needed to be lined up. This was simple as, if you remember, I had dabbed different coloured dots of paint on the corresponding gears, although even without the different colours it was still fairly straightforward.

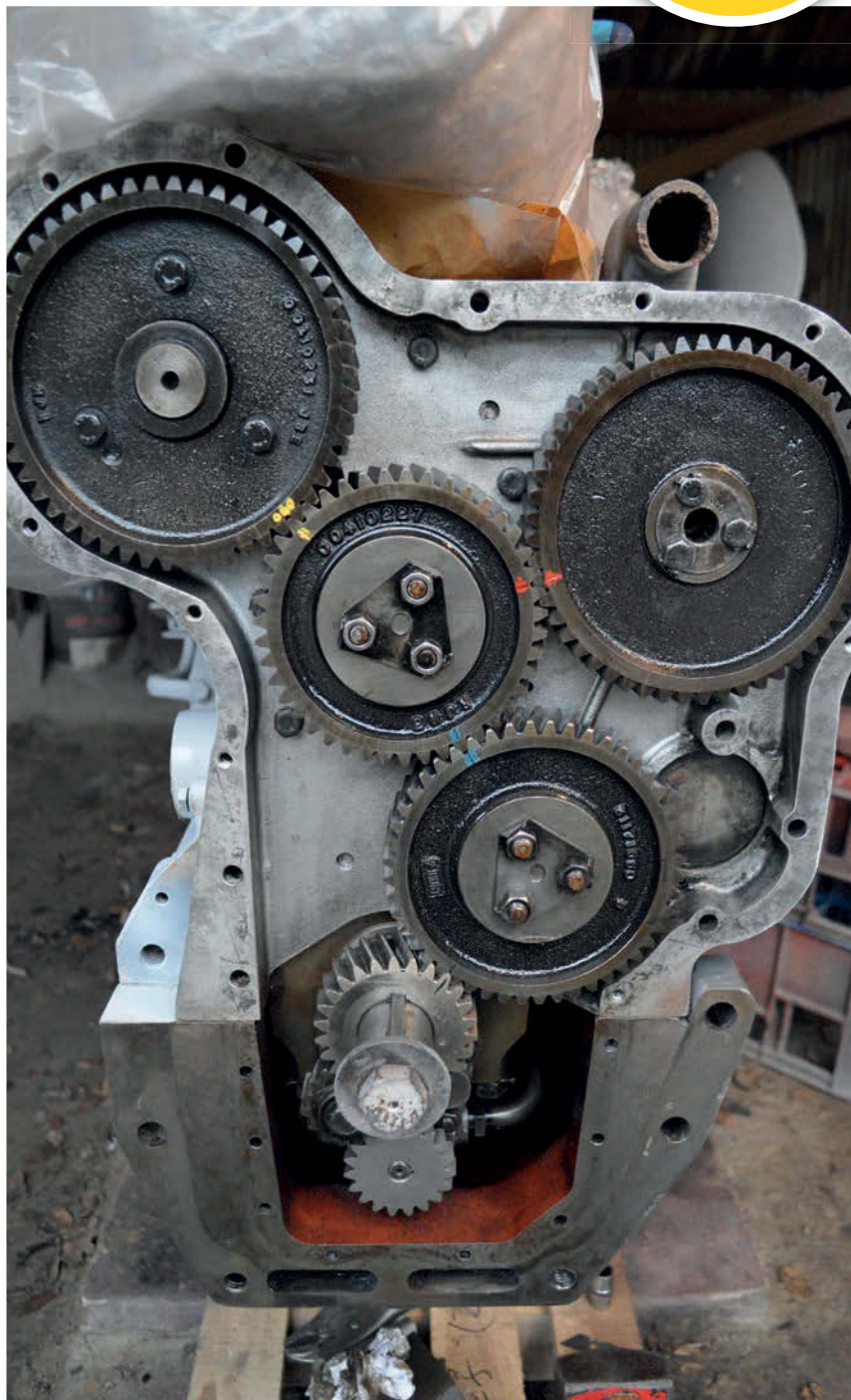
The cylinder head had been to Bromsgrove Engine Services and Keith had returned it in great condition. It had been pressure tested and the face had been skimmed, the valve seats had been recut and it was now ready for me to install the valves. I had bought a new valve train kit, which had everything I needed to overhaul the cylinder head; the kit included the eight valves, 16 springs and eight pairs of collets. To fit valves a tub of grinding paste is required and these normally have both fine and coarse paste departments; the coarse is used first, followed by the fine, however, as the valve seats had been recut I only needed to use the fine.

Grinding in valves

Mention grinding in valves to any old mechanic and they'll imagine a tube with suction cup on the end, however,

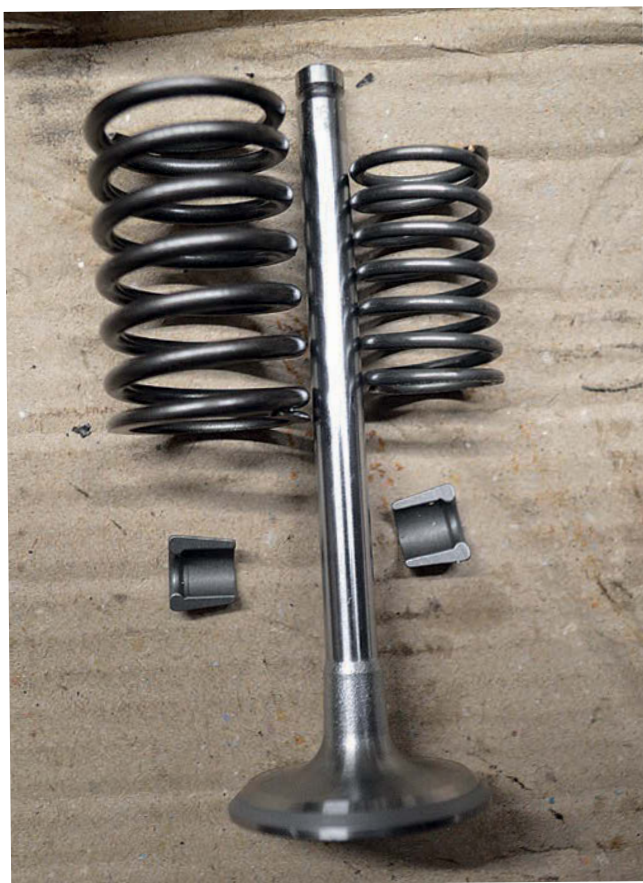


Keith at Bromsgrove Engine Services had done a great job of skimming the cylinder head.



Here in the front of the engine I have fitted the timing gears. As you can see, it's easy to line the timing marks up with the different coloured dots.

The valve seats had been recut and it was now ready for me to install the valves



A new valve kit was bought to install in the cylinder head; the kit included valves, springs and collets.

these days using a cordless drill that is reversible is a much better solution. I have a 14-volt cordless drill that I keep purely for grinding in valves; the drill itself lost its drilling power years ago but it's been ideal for this kind of work.

As the parts I was dealing with were new, getting the correct result wasn't hard. When I am grinding valves in, I am after a light grey band that is even and matches the valve seat perfectly. Once I was happy it was time to

get my valve spring compressor out, to compress the valves and caps sufficiently in order to tease the two collet halves into the groove. It is always advisable to make sure they are seated correctly before releasing



I keep this 14-volt cordless drill purely to grind in valves; the motor isn't powerful enough to drill a hole but is perfect for doing this job.



If you're overhauling a cylinder head then you'll need a tub of grinding paste like this; it has coarse at one end and fine at the other.



The drill gets the valves into perfect condition; it didn't have to work hard as they were new.



Keith had recut the valve seats, so I only needed to use the fine section of grinding paste to get the perfect finish.

the compressor latch, as they can sometimes fling out with quite some speed. A gentle tap with a hammer on the top of the valve just settles the collet nicely.

Installation of the studs

As work on the cylinder head was now complete there were jobs to do on the block; first of all was the installation of the 23 studs. I always run these over the brush on my bench grinder to make sure the stems are completely clean; carbon tends to build up and it makes the cylinder head not only hard to lift on, but there is always a risk of a tiny bit of grot falling off that may prevent the gasket sealing correctly. To get the studs in I used a stud extractor, the opposite way round to loosening them, and this tool made sure they went in tightly. While I was doing this I could see a problem I hadn't noticed before, one piston wasn't sat quite true in its bore. There was a visible gap on the one side so I got my feeler gauges out, which confirmed what I was seeing; this wasn't good and needed further investigation.

After a bit of thought, and talking to Keith at Bromsgrove Engine Services, I decided all four pistons needed to be taken out. Once they were out, there was nothing wrong visible to the naked eye, so Keith came up to collect them. Once they were back at his workshop he confirmed that they were in fact bent slightly. Luckily you can buy conrods new, so I ordered a set and, sure enough, once they were fitted the pistons sat true in the bores. This was another lesson learnt – even though things look ok, it doesn't necessarily mean that they are. ■

NEXT ISSUE

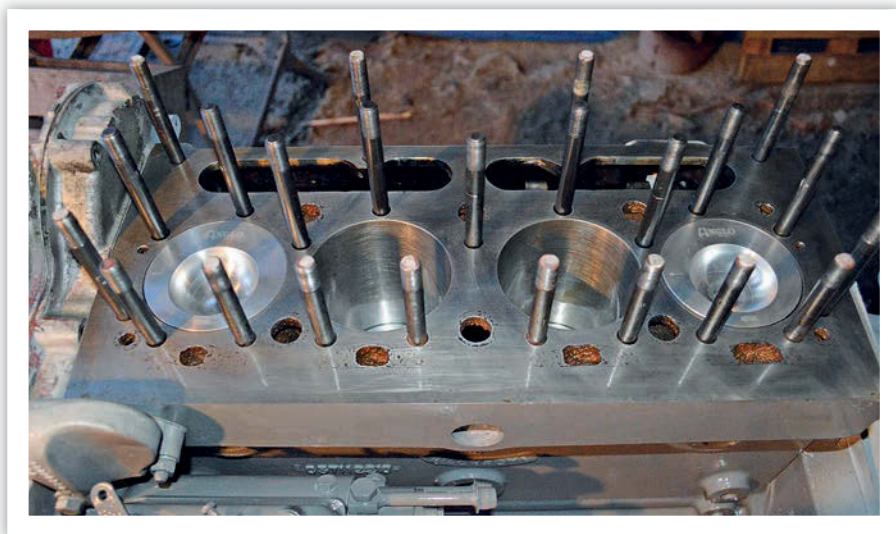
Ben Phillips continues dealing with his Perkins engine cylinder head.



To fit the valves, springs, caps and collets, I used this valve spring compressor; make sure the collets are in correctly before you release the compressor.



Before I could fit the cylinder head back on the block, I needed to put the studs back in; this stud extractor did the job perfectly.



There are 23 studs fitted in this block of varying lengths; it was a time consuming job but a very important one.

YOUR LETTERS

Rare Petrol Australian MF 135 MP

I have a question for you, I am sure a reader will know the answer. We have just bought a MF 135 petrol; not that rare but the different bit is it is a Multi-Power example. I have never seen another one over here, and can't say I have seen one in the UK either.

We had some photos out the other day of when you were at the farm with your tour group, a few years ago now. It would be impossible to have such a visit now as Victoria has been in lockdown.

I will have a look at the other 135 tomorrow, at the lights and the build plate; I will also do a bit of background on what dealer it came through in Tasmania. Thanks for the information so far.

There are a few little differences: I can see the taco is in the middle of the dash, which the early ones had. Also the battery cover hinges, and the draft control is normally a round knob. This is the only MF tractor in the 100 series that I have seen like this.

Ian Smith Ballerat, Victoria, Australia

Chris Clack Replies (MF Guru)
Without too much information I would suggest this is a Perkins petrol engine. For any Coventry made tractor (likely in Australia) MF changed from the Standard Motor Co 87mm four-cylinder petrol (or petrol/two) engine at the end of MF 35 tractor production in 1964. The engine fuel type did not affect the transmission so a standard six-speed or 12-speed Multi-Power could be specified for any market.

The serial number (which begins with



With the wheels and tyres all sorted out the Perkins petrol engine Multi-Power tractor is certainly a find.

letters & finishes with numbers) is the key to finding the build configuration (i.e. standard width tractor, diff lock, multi-power etc). The Multi-Power being a change on the move clutchless 'overdrive' giving 12 forward speeds (six- speed with low and high ratios and a fast road speed) using a built in



The Depth control knob is different to the normal one.

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



What a 'dinky' little carburettor on the engine.

multi-plate hydraulic clutch pack at the front of the gearbox, powered by a low capacity gear pump, but not requiring any special transmission oil.

The Perkins engine is an AG3.152 – agricultural spec with cast sump, gasoline, three- cylinder, 152 cu inch (2489 cc) displacement.

If the tractor is a Detroit USA build, it may have either a Perkins or a Continental Z 145 petrol engine of 2376 cc (145 cu inch).

Up to 1971 build, the MF 135 had a 'swept back' front axle as per a Ferguson TE 20 tractor, after that date it had a 'square' straight front axle (and optional power steering), together with a longer six-spline pto shaft to accommodate pto driven machines with a built-in slip/overrun clutch at the tractor end of the implement's pto drive shaft; the lower links were slightly longer too, to match.

We now know the tractor carries serial number no. DF61476 what year is this? Ed.

Oscar's MF

Please find attached a drawing created by my son, Oscar, aged 7. It's a Massey Ferguson in a field of fresh crops. He is very keen on Massey Ferguson tractors. **Rebecca Gamblen**



John Sweeney's MF 35X!

This is my picture of my Gogga's (grandad) Massey Ferguson 35X. We are bringing rocks to the farm. This tractor has a Duncan cab. **Paula Ward**



What's My MF 178 MP Worth?

I have just bought your magazine for the first time and, after looking at your price guide, I thought you might be able to value our tractor.

It is a 1971 178 Multi-Power, first used in a wood yard and then sold to a marina, where my husband was the manager and we then purchased it in 2002. As you can see it's fitted with pallet forks and we don't think the pto has ever been used. On the front it's fitted with weights. For the last 19 years it has probably only worked for half an hour a week.

I would be very grateful as to what you advise on her value.

Gillian Sharp



There are plenty of weights on the front of the tractor.



The rear fork lift could come in very handy in certain circumstances.

Thank you Gillian. Analysing the tractor from pictures is better than over the phone, but in the flesh it can all change. As for being authentic it has been repainted, probably some years ago now. There is some rust in places and the nose side panel is damaged and I expect there could be other issues, perhaps with the Multi-Power? The tractor cannot be called a grade three original tractor and is missing its doors. All the same it's very straight if one was looking for a good restoration project. However if you were looking for a tractor to use in the yard it would be ideal.

Now to its value, considering it's a 178 with Multi-Power I suggest £7,500-£9,500 in this condition. Ed.

New Sealey Spring Promotion

We have just received the latest Sealey tool catalogue. It features 118 new products and eight pages of clearance deals. Sealey's Spring Promotion offers discounts up to 85 per cent off list price and is valid to 31 May 2021. The Spring Promotion contains great sections of products including: Hand Tools, Lighting & Power, Storage, Jacking & Lifting, Welding Safety Equipment, Motorcycle Tools, Pressure Washers & Compressors. There are also sections for Air & Vehicle Service Tools, Machine Shop, Consumables, Bodyshop, Shot Blasting, Garden Equipment products, and lots more.

This promotion sees the launch of Sealey's new AK7939 – 1000V Insulated Tool Kit and AK7938 – Socket Tray, which contain hardened and tempered Chrome Vanadium steel sockets and accessories, which are chrome plated for resistance to corrosion and are suitable for daily professional use. Each component is fully insulated to VDE and EN 60900 standards to protect from electric shocks up to 1500V DC and 1000V AC, and are supplied with a Lifetime Guarantee. Sealey's complete product range can be viewed on their new website at www.sealey.co.uk



The new Sealey catalogue has plenty of tool offers inside it.

Brian Mathews At Work!

I thought you would like to see my Massey Ferguson 135 going for it. It works very well indeed and is fully restored and, with its big rims and tyres, goes very well. It normally ploughs in matches with a Kverneland two-furrow.

Brian Mathews

Thank you Brian for sending in these pictures; what model is the Kverneland plough? We are always delighted to see your tractors and MF equipment in the magazine. Ed.



➤ Showing that Kverneland plough with a very strong lifting arm.



▲ Looking good the MF 135 has certainly had some love and attention and is working as it should.

SALES UPDATE

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

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

SALE PREVIEWS

Entries Coming In Every Day

Saturday 24 April will see Cheffins hold what is normally the biggest vintage collective



The Massey Ferguson 230 is in very good original condition and has done less than 1,000 hours.



The original Massey Ferguson 135 that had been supplied by F.A. Standen looks a treat.

of the year in the UK, and it's building up right now. There are over 2,000 entries from veteran, vintage and classic tractors, parts, literature and ephemera. The parts and literature will be sold on a timed online sale, but the tractors will be sold live on Saturday 24 April, as well as online.

There is a good line up of Ferguson and Massey Fergusons entered, including a MF 230 with 956 hours

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.

on the clock. Also entered are a Massey Ferguson 1200 restored and a MF 1200 restored. There is also a 1964 Massey Ferguson 135, plus a very early original condition F.A. Standen example, as well as others.



Certainly one that will be in demand is the early Massey Ferguson 135 'Red Giant'.

David Chapman Sale

H. J. Pugh are set to carry out the David Chapman Sale, who is downsizing, at Pembrey, Swansea, Carmarthenshire, Wales. It all takes place on Wednesday 21 April and includes a good raft of good-to-go Ferguson and Massey Ferguson tractors and much more on the day.

The previous Saturday 17 April H. J. Pugh is staging the Keith Thomas relocation sale at their Ledbury Hazle Meadows sale site. It includes a number of Massey Ferguson items, for example an original MF 165. For further details, telephone: 01531-631122.



The Massey Ferguson 165 with loader and Duncan cab is one of the 'fleet' to be offered on 21 April.



The Ferguson 35 grey and gold 23c diesel looks a good machine.



Another original tractor in the sale is the Massey Ferguson 65 Mk2, which will clean up very well.

SALE REVIEWS

Stags Collective 7 March

There were some excellent tractors offered at the Stags Collective and a very famous collection of AGCO tractors came up, which were based at Cullompton, Devon. This included what we think is the former John Moffit 1956 Ferguson 40 gas tractor, which went on to make



A very interesting tractor with a great history: the Ferguson 40 that made £3,300.

only £3,300 in grade 4.5 condition.

Many were all restored and the 1960 Massey Ferguson 35 four-cylinder 23c tractor sold for £7,250 grade 5; 1962 Massey Ferguson 35X £6,350 grade 5; 1966 Massey Ferguson 135 £6,300 grade 4.8.



Making top money on 7 March was the 1960 Massey Ferguson 35 four-cylinder 23c diesel, which changed hands at £7,250 grade 5.

Other MFs in the sale saw a 575 2WD based in the Teign Valley with 7260h and a loader make £8,250. The rough 1980 Massey Ferguson 440 combine V2744CX last seen at Launceston was sold this time at £405.

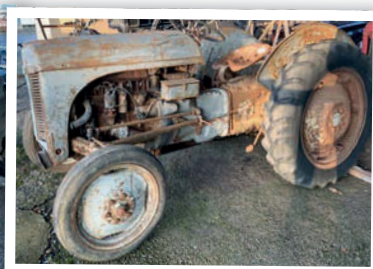
Keys Collective 3 March

The Keys Tractor and Classic Car Sales Collective based at Aylsham, Norwich came to a conclusion on 3 March and, as always, was a busy sale.

There were a number of AGCO family tractors to enjoy, particularly the following: 1959 Massey Ferguson 35 four-cylinder 1.7 £1,420; Ferguson TE-A narrow 1.8 £1,200; Ferguson TE-F diesel 1.4 £800 and Ferguson TE-A bitsa painted red 1.6 £1,620.



Massey Ferguson 35 23c engine example made £1,420.



The narrow Ferguson TE-A ended up at £1,200 in grade 1.9 condition.

Bangers & Cash



Not the best example, but selling at a record £620 on 6 February 2021 in Pickering, North Yorkshire.

Bangers and Cash TV stars Mathewsons of Thornton Le Dale, seen at their new larger premises on the edge of Pickering, Yorkshire, saw a Triang Massey Ferguson 65 pedal tractor sell for a record £620 at their 5–6 February sale. It was in grade 2/3 condition and did very well indeed. The last couple of examples I saw sold last year were in far better condition, and raised £70 and £320 respectively.

Massey Ferguson 765



David Cornthwaite's 765, based on a Massey Ferguson 65, has great potential.

David Cornthwaite has been in touch to say he wants his Devon based 1964 Massey Ferguson 765 backhoe loader to go to a good home. He has hardly used it for a number of years and has kept it inside. It would make an excellent restoration project. Further information, telephone: 07872 986084 - dave@davecornthwaite.co.uk

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
TEF/T-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	£4,800	£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 petrolparaffin 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	£15,750
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	£8,600	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

APRIL

9 – Shrewsbury Plant & Machinery Sale. Shrewsbury Auction Centre, Bowmen Way, Battlefield, Shrewsbury, Shropshire SY4 3DR. Halls, tel: 01743 442815.

9 – York Machinery Sale – Timed Online Auction. York Auction Centre - www.ylc.co.uk

10 – Dispersal Sale of Tractors & Farm Machinery. Bodmin Area. Kivells, tel: 01409 253275.

10 – Monthly Collective Sale of Tractors, Plant, Implements, Livestock Equipment, Oak Beams, Firewood & Horticultural Items. Hazle Meadows Auction Centre, Ledbury HR8 2LP. H J Pugh & Co, tel: 01531 631122.

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. Updown Court, Updown, Tiverton EX16 7DW. Stags, tel: 01769 572042.

13 – Keystone Museum Excess Inventory Reduction. Online Bidding. Aumann Auctions USA. www.aumannvintagepower.com

14 – Auction of Pease Minneapolis Moline Collection. Online Bidding. Aumann Auctions USA. www.aumannvintagepower.com

14 – On-line Sale of Tractors, Machinery, Plant & Commercial Vehicles. Carlisle. Harrison & Hetherington, tel: 01228 406200.

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.

16 & 17 – Auction. 72-74 Omagh Road, Dromore, Co Tyrone BT78 3AJ. Euro Auctions, tel: 028 82898262

17 – Due to relocating - Complete

Dispersal Sale of Keith Thomas Transport. Volvo FH16 Unit, Faymonville Four Axle Trailer, STAS Bulk Trailer, Tractors, Crawlers, Telehandlers, Implements, Vast Quantity of Tractor & Crawler Spares, Modern Workshop Equipment, Tools, Sandblasting & Recycling Equipment. Leominster, Herefordshire. H J Pugh & Co, tel: 01531 631122.

17 – Collective Sale of Vehicles, Machinery etc. Ardingly Showground, Ardingly, Sussex. South East Marts, tel: 01323 844874.

20 – Pre '30 – Tysse Early Tractor & Engine Parts Collection Auction. Online Bidding. Aumann Auctions USA. www.aumannvintagepower.com

21 – Pre '30 – Signs, Memorabilia & Literature. Online Bidding. Aumann Auctions USA. www.aumannvintagepower.com

21 – Dispersal Sale of Tractors, Implements & Workshop Equipment. Pembrey, Swansea. H J Pugh, tel: 01531 631122.

22 – Pre 30 – Schnakenberg Chromolithograph Print Collection. Online Bidding. Aumann Auctions USA. www.aumannvintagepower.com

24 – Pre '30 Auction. On-site & Online Bidding. Aumann Auctions USA. www.aumannvintagepower.com

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.polkauktion.com

27 – Live online - Weeting Collective Farm Machinery Auction. Barry L Hawkins, www.barryhawkins.co.uk

29 – Online Timed Collective Auction. Symonds & Sampson, tel: 07817517467 www.symondsandsampson.co.uk

30 – Wessex Machinery Sale.

Southern Counties Auctioneers, tel: Simon Whaley 07971 571612.

30 – Online Cornwall Machinery Collective Auction. Edward Buckland www.edwardbuckland.co.uk

30 – Kidderminster Machinery Sale. The Gallops, Stanklyn Lane, Stone, Kidderminster DY10 4AR. Halls, tel: 01562 820880.

MAY

1 – Monthly Machinery & Smallholders Sale. Holsworthy Livestock Market, New Market Road, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253275.

1 – Online Agri-Trader & Machinery Sale. CCM Auctions, www.ccm-auctions.com

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

7 – Collective Machinery Sale. Applegarth Mart, Northallerton DL7 8LZ. Northallerton Auctions Ltd, tel: 01609 772034.

7 – York Machinery Sale – Timed Online Auction. York Auction Centre - www.ylc.co.uk

8 – Monthly Collective Sale of Tractors, Plant, Implements, Livestock Equipment, Oak Beams, Firewood & Horticultural Items. Hazle Meadows Auction Centre, Ledbury HR8 2LP. H J Pugh & Co, tel: 01531 631122.

11 – Online Spring Antique Tractors Consignment Auction. USA. Aumann Auctions, www.aumannvintagepower.com

15 – Collective Machinery & Deadstock Sale. Lime End Farm, Herstmonceux, East Sussex. South East Marts, tel: 01323 844874.

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.

19 – On-line Sale of Tractors, Machinery, Plant & Commercial Vehicles. Carlisle. Harrison & Hetherington, tel: 01228 406200.

20 & 21 – Oliver “Ollie” Schaeffer Trust Auction. 1006 Ridge Avenue, 62246 Greenville, IL, USA. Polk Auctions, www.polkauktionn.com

22 – East Cornwall Spring Collective Sale of Tractors, Vehicles, Farm Machinery, Agricultural, Horticultural & General Equipment. Island Shop, Liskeard PL14 3GR. Stags, tel: 01769 572042.

26 – Online Bidding Foeste Antique Tractor Collection Auction. USA. www.aumannvintagepower.com

28 – Kidderminster Machinery Sale. The Gallops, Stanklyn Lane, Stone, Kidderminster DY10 4AR. Halls, tel: 01562 820880.

28 – Cornwall Online Machinery Collective Auction. www.edwardbuckland.co.uk

29 – Campsea Ashe Machinery Collective. Nr Wickham Market, Suffolk IP13 0PS. Clarke & Simpson, tel: 01728 746323.

29 – Live online - Hilgay Collective Farm Machinery Auction. Barry L Hawkins, www.barryhawkins.co.uk

JUNE

1 – International Reading Contarctors Plant Auction. 31 Great Knolly Street, Reading, Berkshire RG1 7HU. Thimbleby & Shorland, tel: 01189 508611.

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.



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- Traders please call Talk Media Sales 01732 445325.
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- 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.
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FERGUSON

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



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

104178

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



£3,499. PETROL TVO WITH LOADER AND FORK AND BUCKET AND REAR WEIGHT RUNS AND DRIVES LOVELY Please call 01249 740377, South West.

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 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 97



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

103044

MASSEY FERGUSON 135



£3,995. DL TRACTOR PERKINES ENGINE LONG PTO RUNS WELL. Please call 01249 740377, South West.

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

SALE Highlight
1951 FERGUSON TE-D
PETROL/PARAFFIN



The tractor comes with a V5c, the cylinder head has been overhauled and a new head gasket fitted. A new exhaust has been fitted with weather cap plus, a full service has been carried out and all the oils renewed throughout. The gaskets and oil seals have been replaced on the driveshaft to rear wheels. New tyres have been fitted and the paint work is in very good order. Optional wheelweights offered.

PRICE: £2,500 ONO
WITH WHEELWEIGHT
£2,600 ONO

TEL: ANDY 01424 773 096
DELIVERY POSSIBLE WITHIN 15
MILE RADIUS OF TN32 5JW



MASSEY FERGUSON 135



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

105694

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 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



£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 07875233070 North West. Please call 07875 233070 , North West.

105982

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 590



POA. 3 speed gearbox, pickup hitch, 1spool valve, good working tractor, scruffy cab. Please call 01747 828 272, South West.

MASSEY FERGUSON MF 2620



POA. GWO. 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)

105997

MASSEY FERGUSON 5460



£23,999. 2 OWNERS FROM NEW 40K 110 HP AIR CON DONE 4573 HOURS FROM NEW AIME OUT OF GENUINE FARM SALE. Please call 01249 740377, South West.

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.

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

SALE Highlight
MASSEY FERGUSON
35 4-CYLINDER DIESEL



Andy Hawke has been in touch from East Sussex and has a 1959 Massey Ferguson 35 diesel for sale with factory option downswept exhaust from new. It has been dry stored and has been serviced with new filters and oils in engine, gearbox and back axle. The charging system has been overhauled and fitted with new dynamo, control box, battery and starter motor. The brakes have been gone right through and a safety roll bar has been fitted and stabilisers to the rear linkage are all part of the package. Optional extra is Ransomes mounted triple-cylinder mowers that is powered by the tractors pto.

PRICE £3,500 ONO
WITH MOWERS £4,000 ONO

TEL: ANDY 01424 773 096
DELIVERY POSSIBLE WITHIN 15
MILE RADIUS OF TN32 5JW



MASSEY-HARRIS 744PD



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

102464

MASSEY-HARRIS 744



1951, £9,000. Massey Harris 744 P6 Full engine rebuild no cracks on block, new tyres, clutch, brakes. Belt pulley and pto. V 5 present but not taxed. ring for more details/ pictures Ph 00353872770486. , Ireland.

105847

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 MUCK FORKS



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

104207

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.

MF DISCS



£250. 3 mtr wide. Please call 07976 421725 , East Midlands.

105925

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.

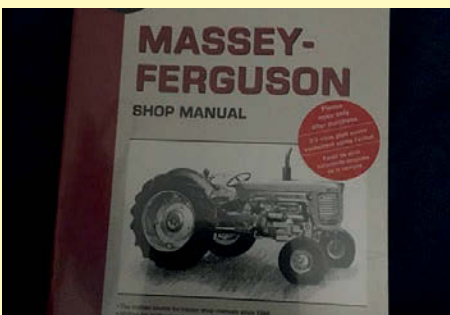
MASSEY-HARRIS MASSEY HARRIS BINDER



£200. Ground driven and barn stored. Will fit on 8 feet by 14 feet trailer. Please call 07835 071745, West Midlands.

MISCELLANEOUS

MASSEY FERGUSON WORKSHOP MANUAL



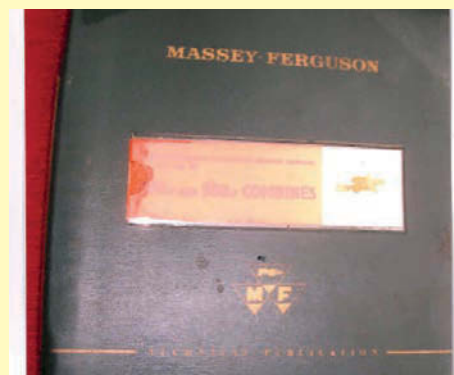
£16.75. MF201.BRAND NEW,STILL WRAPPED.COVERS PETROL AND DIESEL MODELS MF65 to MF1155. Please call 07399 359072, South East.

INSTRUCTION BOOKS



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

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.

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.

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

JULY/AUGUST 2021 ON SALE FRIDAY 4TH JUNE
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.

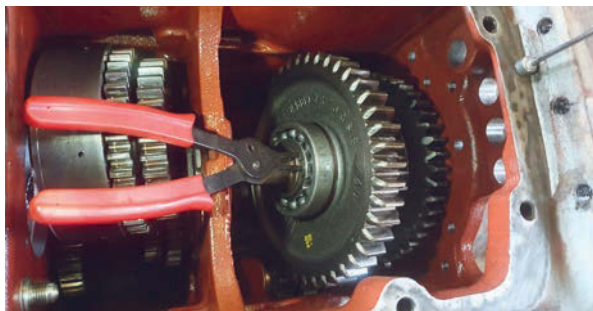


VENERABLE MF 3305 DIGGER



Jane Brooks takes a look at her husband's venerable Massey Ferguson 3305 loader/digger, which still works well on its contracting work.

FULL TRANSMISSION REBUILD



Jeff Burgess tells us his own story and the headache of finding parts for his Massey Ferguson 1200 transmission, for which he had a new input shaft made, with great success.

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.

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..."*

Try dynax S-50 absolutely risk free

We provide a full, no questions asked, money back guarantee with every product we manufacture.

So try dynax S-50 and if you're not completely delighted by the unbeatable cavity protection you will obtain, please call us and we'll refund you in full.

dynax S-50



Competitor - 1



Competitor - 2



Competitor - 3



Competitor - 4



Competitor - 5



Uncoated



Free 60cm injection lance!



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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