

WINTER PROJECT? SEARCH FOR IT IN OUR SIX-PAGE AD SECTION

Classic Massey

& Ferguson Enthusiast

The independent Ferguson and Massey Ferguson magazine

MR ORIGINALITY



Tractors dressed for work

BACK IN BUSINESS!

Reports and photos
from the
best summer
shows



2135 INDUSTRIAL An enthusiast's tale



MF 3000 SERIES Spotlighting the range

November/December 2021



KELSEYmedia 9 771758 959087



£4.60

SALES NEWS ■ TRACTOR SHOW GALLERY ■ MF135 REBUILD ■ MF165 REMEMBERED

CAR
MECHANICS

SAVE
14%
and get a

TENGTOOLS

TENG TOOLS 6pc SCREWDRIVER SET
worth £51.48* when you subscribe to **CAR MECHANICS**



SAVE
14%
+ GET A FREE
SCREWDRIVER SET

Just **£48.60**
for 12 ISSUES**

A set of 6 screwdrivers for slotted, Phillips and Pozi drive heads. The screwdrivers feature TT-MV PLUS steel blades and ergonomically designed bi-material handles with hanging hole and T-drive facility for added torque and comfort. The screwdrivers are supplied in a full colour display box with PS tray.

Visit: shop.kelsey.co.uk/CMETENG21H

Or call: **01959 543 747** and quote **CMETENG21H**

Hotlines open: Monday-Friday 8.30am-5.30pm.

Calls are charged at your standard network rate

Full terms and conditions can be found at shop.kelsey.co.uk/terms

**Offer applies to UK subscribers only when paying by direct debit.

*RRP of Screwdriver Set. Gift is subject to availability.

Offer ends **December 31st 2021**. Please allow 28 days for delivery of gift. You can cancel your subscription at any time and no further payments will be taken.

Overseas and other offers available at shop.kelsey.co.uk/CME

13 pages of your car problems solved by our experts

CAR MECHANICS
SAVING YOU MONEY SINCE 1958

PRODUCT TEST
PRESSURE WASHERS
12 on test

NEW PROJECT CAR
JAGUAR XF
£3250 auction buy

WIN Clarke Jumpstarts
3 prizes worth over **£263**
SEE PAGE 26

INLET PORT CLEANING

FOLDING ROOF FIX
FIAT 500C

PAINT CORRECTION & PROTECTION
TOP TIPS to making your car's paintwork perfect

- ▶ Touching in
- ▶ Scratch removal
- ▶ Using aerosol cans
- ▶ Plastic & rubber protection

DIAGNOSTICS
Nissan Note
Examining a 1.4

BUYING USED
Porsche 911
997 model 2004-2012

WORKSHOP
Ford Mondeo
2.0 TDCi service

Classic Massey & Ferguson Enthusiast

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: Chris Graham
E-mail: cmfe.ed@kelsey.co.uk
Sub Editor: Rachel Eady
Art Editor: Philip Silk

ADVERTISEMENT SALES

Tel: Garry Smythson - 01732 447008
Email: tractor.ads@kelsey.co.uk

PRODUCTION

Production manager: Nick Bond
info@talkmediasales.co.uk Tel: 01732 445325

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: Claire Aspinall

SUBSCRIPTIONS

6 issues of Classic Massey & Ferguson Enthusiast are published per annum
UK annual subscription price: £26.40
Europe annual subscription price: £33.00
USA annual subscription price: £33.00
Rest of World annual subscription price: £36.00

Contact us

UK subscription and back issue orderline: 01959 543747
Overseas subscription orderline: 0044 (0) 1959 543 747
Toll free USA subscription orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: cs@kelsey.co.uk
Customer service and subscription postal address:
Classic Massey & Ferguson Enthusiast Customer Service Team
Kelsey Publishing Ltd. The Granary, Downs Court, Yalding Hill,
Yalding, Kent, ME18 6AL, United Kingdom

Website

Find current subscription offers and buy back issues at
shop.kelsey.co.uk/mfgback

Already a subscriber?

Manage your subscription online at shop.kelsey.co.uk/myaccount

CLASSIFIEDS

Tel 0906 802 0279 (premium rate line, operated by Kelsey Media.
Calls cost 65p per minute from a BT landline; other networks and mobiles may vary. Lines open Monday to Friday 10am to 4pm).
For complaints or any queries about the premium rate number, please call 01959 543723, available 9-5pm, Mon-Fri.
tractors@kelseyclassifieds.co.uk
Kelsey Classifieds, PO Box 13, Cudham, Westerham,
Kent, TN16 3WT

DISTRIBUTION

- Distribution in Great Britain, Marketforce (UK) Ltd, 3rd Floor, 161 Marsh Wall, London, E14 9AP. Tel: 0330 390 6555
- Distribution in Northern Ireland and the Republic Of Ireland Newsread. Tel: +353 23 886 3850

PRINTING

Precision Colour Printing Limited
Telford, Shropshire TF7 4QQ. Tel: +44 (0) 1952 585585
Fax: +44 (0) 1952 680497. www.pcp Ltd.net

Kelsey Media 2021 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit <https://www.kelsey.co.uk/privacy-policy/>. If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk. If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk.



You don't have to be showing an all-singing, all-dancing top-end machine to be a welcomed and valued member of the tractor show scene, which is brilliant.



Welcome!

Wandering around various summer shows in recent weeks brought home to me the all-inclusive and almost limitless nature of this wonderful hobby. Ferguson and Massey Ferguson were well represented at every event I've attended and, while little grey Fergies are an ever-present given, the range of other models on show has been really good to see.

But it's the burning enthusiasm that owners have for their machines that really comes across. I'm full of admiration for the restoration work that these skilled individuals take on in garages and sheds up and

down the land, often with very limited resources. While some have professional experience, many others are self-taught, which is doubly impressive. However, the work they're all doing to save so many tractors from the ravages of time and neglect, is simply fantastic.

The preservation movement looks to be in safe hands, and it's pleasing to see an increasing number of younger people getting actively involved; that's just essential for the future of the hobby. You don't have to cast your mind back terribly far to recall times when rally fields were

populated by white-haired owners of, how shall we put it, mature years. Things seem different now, with many more of those involved being in middle age, or younger. That's great news, both for the longer-term prospects of the preservation movement, and for its general vibrancy.

Of course, one aspect that may well be attracting younger newcomers is the general affordability of getting involved. While there are certainly some stand-out tractor models that attract serious

money, many at the entry-level end of the scale can be bought for £2,000-£3,000. Granted, machines at that level are likely to

require some work, but that's all part of the fun. What's more, there's no pressure to turn them into squeaky-clean, Concourse winners; the 'working clothes' look is every bit as appealing for a tractor, in my view.

The bottom line is that everyone is welcome on the rally field, whether you own a Massey Ferguson 14 garden tractor, or a thumping great, articulated MF 1200, and regardless of condition. Nobody ever needs to feel embarrassed or out of place, and this all-inclusive aspect of the hobby is surely one of its greatest strengths.

Chris Graham, Editor

“The work they're all doing to save so many tractors from the ravages of time and neglect, is simply fantastic”

Meet the contributors



Willie Carson
Northern Ireland-based writer and photographer with a genuine love of old tractors



Peter Love
A tractor enthusiast with boundless energy and limitless knowledge



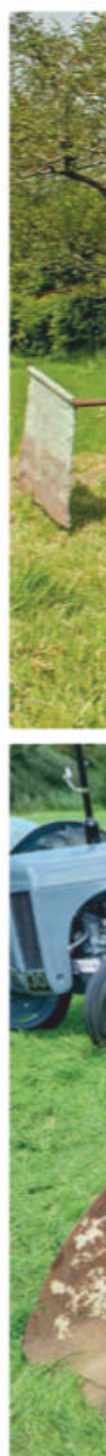
Ben Phillips
Tractor repair and restoration specialist, writer and book author



Bob Weir
Lives in Scotland and was brought up on a diet of classic British tractors



Jonathan Whitlam
Tractor enthusiast, prolific author, film-maker and hard-working farmer



CONTENTS

Independently written by real enthusiasts passionate



6 NEWS AND VIEWS

8 CM&FE BACK ISSUES

Need to replace a lost issue?

9 COMMENT

Was the articulated Massey Ferguson 1200 actually any good?

10 ORIGINALITY COUNTS

Andy Hayes explains to William Carson just how he likes his collection of Banner Lane tractors to look

18 ME AND MY TRACTOR

Bob Weir went to the Clyde Valley,

near Glasgow, to meet Bill Orr, and his Massey Ferguson 2135 Industrial

24 YOUR LETTERS

Have your say about whatever's on your mind!

26 WORKING MEMORIES

Jonathan Whitlam shares some fond recollections of a Massey Ferguson 165 from his youth

28 MF 3000 SERIES

Jonathan Whitlam spotlights the influential, trend-setting and electronics embracing Massey Ferguson 3000 Series



10



18



50



53

about all things Ferguson and Massey Ferguson

32 CLUBBING TOGETHER
John Selley provides the latest from in and around the ever-enthusiastic Ferguson Club

36 TRACTOR CLEANING
We sample a couple of easy-to-use cleaning products which could enhance your tractor-cleaning experience

40 MF 135 RESTORATION
Part 2: Ben Phillips gets down to business with this new project, as the strip-down begins with the removal of the cab

44 SUBSCRIPTION OFFER
Why not save money and have every issue delivered directly to your door?

46 EVENTS DIARY
Check on the rallies and shows happening near you this autumn

48 OUT AND ABOUT
Peter Love reports on his pick of events, road runs and shows, plus spotlights what's been selling, in recent weeks

56 PRICE GUIDE
Check the value of your Ferguson



40

or Massey Ferguson tractor using our comprehensive price guide

59 CLASSIFIED SECTION
Tempting tractors and parts galore for sale across our whopping, classifieds section

66 NEXT ISSUE
Find out what's in store next time

PLOUGHING CELEBRATIONS

The British National Ploughing Championships & Country Festival will be celebrating its 70th anniversary this year. Mindrum Mill, in Northumberland, hosts the event on October 9th-10th, with the kind permission of D Harvey & Son. In all that time, this will be only the third time the championships have been held in the county.

Judging by the reports we've been getting, the dearth of shows and rallies this summer has heightened demand for trade stands, shopping stalls and agricultural machinery demonstrations, all of which are being snapped up.

Ploughing entries for this prestigious event have been received from all over the country, with some competitors prepared to travel more than 400 miles for the chance to compete against the UK's best.

The competition will be organised into 15 different ploughing classes spread over two days, including world-style conventional



It's always great to watch the Ferguson two-furrow class championship, and see how the competitors progress.

and reversible, vintage classes for trailing, hydraulic and classic ploughs, horticultural ploughing, crawlers, tractor high-cut and magnificent heavy horses. There will also be tractor club classes for Ferguson, Ford & Fordson and David Brown. In five of the classes, the top 10 competitors from the first

GOT A STORY TO SHARE?

If you've got a Massey Ferguson- or Ferguson tractor-related story, an event report or some other news item that you think would interest readers, then please send your contributions to: chris.graham@kelsey.co.uk

day will take part in a Plough-Off Final on Sunday, to determine the British Champion in each section.

The event promises something for everyone as, alongside the ploughing competitions, visitors can enjoy steam ploughing engines, vintage tractors and machinery displays as well as working, vintage demonstrations. Machinery manufacturers and local dealers will also have a demonstration area for the most up-to-date equipment, and there will be a good range of agricultural trade and craft stands, too.

You can get more event information by visiting: ploughmen.co.uk

BODLE STREET'S OFF!

owing to work commitments, Peter Love has reluctantly been forced to cancel this year's Bodle Street Green charity road run and vehicle display, which was scheduled for October 3rd.

Peter apologises for any disappointment

caused, as this bi-annual event in East Sussex has become popular in recent years. However, it's been confirmed that it'll now take place on Sunday, April 24th next year, with a new name: Bodle Street Green FBHVC Drive it Day Road Run & Display.

There will be one, organised road run for

tractors and slower vehicles, plus another for cars and commercial vehicles. Besides that, visitors will be able to enjoy more events inside the village hall, plus static vehicle and stationary engine displays, and miniature steam. There will also be food and drinks available on site.

For further information about the rescheduled, 2022 event, tel: 01323 833125.

THE HERITAGE TRANSPORT SHOW

The Heritage Transport Show, organised by the Kent County Agricultural Society, is set to return on October 10th, 2021. After being cancelled in 2020, and again in April 2021, the good news is that this popular event is back, and promises to be as good as ever.

James Forknall, chairman of the Kent County Agricultural Society, said: "We're thrilled to be able to confirm a new date for the Heritage Transport Show, after it was cancelled earlier this year. However, it's clear from the support we're receiving from the local community that positivity is growing.

"Although the situation with the pandemic remains, the team will be following government guidance closely, and will keep visitors and exhibitors updated. One thing's for

sure, though, the Heritage Transport Show will still hold the same spirit and enthusiasm that it always has."

The event will again be run in conjunction with the South-East Bus Festival and, altogether, it's expected that there will be over 1,000 assorted vehicles for visitors to enjoy, as was the case in 2019.

Tickets (£10 for adults, under 14s are free) are now on sale and

available to purchase in advance online at: kcas.org.uk. We understand that it will not be possible to purchase tickets at the gate for this event.



There's always an interesting range of AGCO tractors to see at the Heritage Transport Show, as this small selection illustrates.

BIG END-OF-SEASON EVENT

Yes, it's back on! The big, Lincolnshire, end-of-season event will be taking place at the premises of John H Rundle, at New Bolingbroke, Boston PE22 7LN, on October 17th.

It's a great place to bring your steam engine, fair organ, vintage or classic tractor and much more besides. You'll be able to have a natter, enjoy a wide selection of vintage machinery and there will be plenty to keep the whole family amused.

For further details, contact Alan Rundle on: 07939 212586.

There's always an excellent selection of Fergusons and Massey Fergusons at the Trundles event in Lincolnshire.



NEWARK SHOW NEWS

The 18th Newark Vintage Tractor & Heritage Show returns to Newark Showground on November 13th-14th, 2021. The two-day event brings together vintage vehicle enthusiasts and hobbyists to see 100s of tractors, commercial vehicles, military, stationary engines and steam engines from across the UK and Ireland.

There's been genuine delight shown by the organising team at Newark & Nottinghamshire Agricultural Society,

as they've worked to get this great event up and running again. In line with previous years, the show will be celebrating several key, vintage tractor anniversaries, including 75 years of Grey Fergie (TE-20 range).

New for this year, entries will be online at newarkvintagetractorshow.com, and can be made free of charge. Postal entries will also be accepted this year, but will be subject to a £5 administration fee. Tickets are also available to buy from: newarkvintagetractorshow.com



The Ferguson Club has a fine area in the premier building at The Newark Vintage Tractor & Heritage Show; it's always well worth a visit.

A RARE SIGHT



Certainly different! This is John Farnworth's imported, ex-Canadian Massey-Harris GP 15-22.

This rare, Massey-Harris GP 15-22 four-wheel-drive industrial was spotted at this year's very successful Old Timer Tractor Rally, which was held near Ludlow on July 31st-August 1st.

The machine is owned by John Farnworth, was originally used at the Maple Leaf ice rink in Toronto and is apparently still fitted with the original tyres it used then.

FANCY AN MF 590?



Looking good during its public debut at Brightling back in July; Richard Heal's fully-restored MF 590 is now for sale.

Having made its debut at the Mad Jack Fuller Charity Road Run in July, Richard Heal has decided to sell his fully-restored MF 590.

The tractor interestingly features trailer air brakes with a working compressor, all in working order. The cab has been completely stripped and restored, and the overall appearance has certainly turned plenty of heads at the events it's attended so far.

If you're interested in buying this tractor, then Richard would be delighted to hear from you. You can reach him by calling: 07749 038147.

Classic Massey
& Ferguson Enthusiast
The Independent Ferguson and Massey Magazine

BACK ISSUES

ONLY £4.50
 PER ISSUE
 INCLUDING P&P!
 UK ONLY



For a digital issue of *Classic Massey & Ferguson Enthusiast* go to: pocketmags.com/classic-massey-magazine

SINGLE ISSUE ONLY £3.99

All of our digital magazine subscriptions and issues can be downloaded from anywhere in the world and read on PC, Mac, iPad, iPhone, Android devices, Kindle Fire, Windows 8 devices and any HTML5-compatible device.



JULY/AUGUST 21



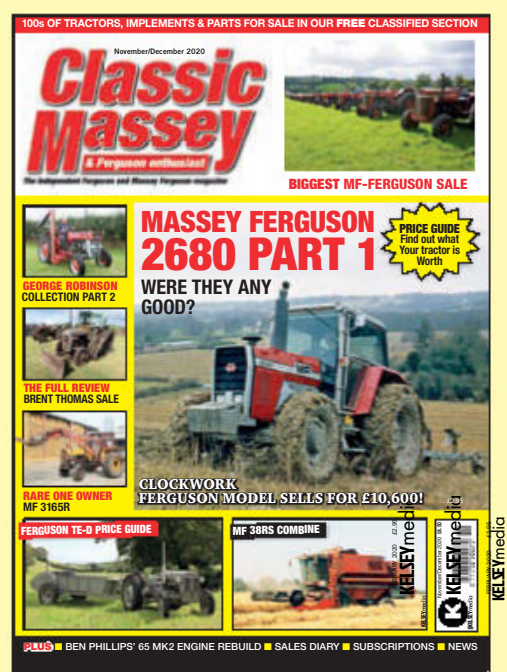
MAY/JUNE 21



MARCH/APRIL 21



JANUARY/FEBRUARY 21



NOVEMBER/DECEMBER 2020



SEPTEMBER/OCTOBER 2020

FOR INFORMATION ABOUT ALL BACK ISSUES AND TO ORDER, PLEASE VISIT:
shop.kelsey.co.uk/mfg OR CALL: 01959 543 747



JONATHAN WHITLAM

... casts his mind back to a 1980s oddball, the Massey Ferguson 1200, and wonders if this ahead-of-its-time articulated leviathan was actually any good



The Massey Ferguson 1200 certainly looked the part, but proved something of a let-down in both reliability and performance terms for many users.

I remember being in middle school and coming across a book about tractors; a rare treat for me as I was already an avid fan at an early age! I wish I could remember the title of the book but, unfortunately, it's lost in the mists of time. However, what I do recall are the photographs of a Massey Ferguson 1200, complete with all the details on this articulated frame machine.

Back then, in the early 1980s, the 1200 was already 10 years old but, to me – more accustomed as I was to two-wheel-drive Leylands, Fords plus 100 and 500 Series Masseys – the 1200 had a unique mystique about it. This impression was significantly enhanced at the time by the fact that I'd never seen one in the flesh.

Fifty years ago, when the 1200 was launched, the concept was still very much a new one for British farmers; the only other home-grown example of an articulated tractor being the Matbro Mastiff of the early 1960s. Alright, there were also the Doe tandem tractors, but they had two engines so don't really count! The Mastiff hadn't been a great success, so how did the Massey Ferguson 1200 fare in comparison?

On the face of it, the answer is – much better! For starters, it was in production for much longer. It was also built in much larger numbers, was more powerful (just!) and, importantly, proved to be much more reliable than the Mastiff. The 1200 had been designed by the same North American team

that was responsible for the much more powerful 1500 and 1800 articulated models. But these monsters were seen as being too powerful to sell in Europe, hence the introduction of the smaller 1200, which was built with European conditions very much in mind.

Nevertheless, the 1200 was still a big tractor. It was powered by a Perkins six-cylinder engine producing about 108hp, and was much larger than the average machine on British farms back in 1971 when it was launched. It was also one of the first UK tractors to be fitted from new with an integral safety cab – one that was also very quiet.

The 1200 was built at the MF industrial machinery factory in Manchester, rather than

the tractor itself!

Then there was the back end. The linkage and hydraulic system were based on that used on the 185 and 188 models; more than adequate on those tractors, but really at the extreme end of endurance on this much larger machine. The temptation was always there to get the most out of this impressive-looking machine, and that meant using larger and heavier implements behind it. The result was rear-end breakages! This led to the 1200 not always fulfilling all the requirements expected of it, which often resulted in something of a love/hate relationship between it and its drivers.

Massey Ferguson didn't seem keen to update the tractor; partly because the design was considered very advanced at the time; the cab, for instance, didn't require a major upgrade to meet the sound level legislation

“... which often resulted in something of a love/hate relationship between it and its drivers”

that was then introduced in 1976. Eventually, though, the introduction of the new 1250 model in 1980 – a big revamp of the 1200 – resolved the issues of the earlier model, and produced a very reliable machine. But things had moved on by the early 1980s and, as it turned out, not many of the new, improved 1250s were ever produced.

So, the 1200 was more successful than the old Matbro Mastiff from a decade earlier, but this didn't necessarily mean it was a particularly successful model for MF overall. To many people, it was rather underpowered; the tractor was pretty heavy, its pivot-steer layout being part of the reason for this, with the two-part chassis being heavily constructed. This meant that its 108hp had to pull a lot of weight just to move

that was then introduced in 1976.

Eventually, though, the introduction of the new 1250 model in 1980 – a big revamp of the 1200 – resolved the issues of the earlier model, and produced a very reliable machine. But things had moved on by the early 1980s and, as it turned out, not many of the new, improved 1250s were ever produced.

So, was the 1200 a successful tractor? Did it fulfil its obvious potential, or was it a bit of a let-down? What are your views on this pretty unique tractor? Please let the editor know.

ORIGINALITY IS EVERYTHING!



Originality is all-important as far as Andy Hayes is concerned. He sees no point in hiding their life stories under layers of two-pack and wants to keep the history of his tractors alive, for all to see.

Patina or polish? The pretty or the plain? Andy Hayes explains to William Carson just how he likes his collection of Banner Lane tractors to look

They're only original once. Time passes, the paint fades but history has a life of its own. If each dent and scratch could speak, imagine the tales they would tell. Andy Hayes, from Ballymena in Northern Ireland, doesn't intend to sand the tinwork back to bare metal, fill the dents and spray on a layer of shiny, new paint. Why hide a life story under layers of two-pack? He plans to keep the history of his tractors alive, for all to see.

"I grew up among tractors," Andy told me. "We had a TE-F 20 on our

smallholding, where we grazed cattle and made hay. I also spent time on neighbouring farms, where they grew spuds and worked with livestock. There were a lot of Massey Fergusons on local farms. I remember dropping spuds behind a four-cylinder MF35, and an MF65 doing some of the heavier work."

Early experiences

When Andy left school, he went to work on a local dairy farm with a herd of 100 cows. Silage was a more prolonged operation in an era when

most farmers harvested their own, and Andy remembers the Kidd double-chop filling 4t Frazer trailers. "I carted in from the field with an MF135. If the grass was wet and heavy, it wouldn't always slide out of the trailer properly. The yard wasn't level and, if you pulled away up the hill too sharply as the trailer reached the top of its tipping ram, the load would lift the front of the trailer and leave the back wheels of the tractor hanging in mid-air," he recalled.

Andy always had an interest in vintage agricultural machinery, and so it was only a matter of time before he began



his own collection of tractors from that famous factory in Coventry. "About 12 years ago, I went to see a 1949 Ferguson TE-A 20 that had been stored for years in a shed under a pile of old rugs. It had been in the same family since it was bought new by Mr Thomas Wallace of Granshaw, near Bangor, in Co. Down."

In the late 1940s and early 1950s, after the abolition of 'red petrol' with its reduced fuel tax charge, it was a common practice for farmers to convert their petrol-engined TE-A 20 tractors to run on more affordable tractor vaporising oil, known as TVO. However, Harry Ferguson stubbornly stuck to the belief that petrol was the perfect fuel for his 'perfect tractor', so it wasn't

until July 1949 that, led by market demand, Ferguson's engineers lowered the compression ratio and redesigned the fuel induction system to allow the engine to run on TVO, and new TED-20 was born.

Three choices

In the meantime, those farmers who'd bought a TE-A 20 were faced with three choices; trade-in their nearly-new machine for a TE-D version, accept the tax increase on petrol or pay for the fitment of an aftermarket conversion kit. Mr Wallace, like many farmers at that time, chose the latter option and had a Fishleigh Super Vaporiser kit fitted to his tractor. The Fishleigh arrangement had one major advantage over other

alternatives; the petrol needed to start and warm up the engine was held in a small chamber on the vaporising manifold itself, obviating the need to solder a division, another outlet and a second filler cap into the main the fuel tank. On the other side of the coin, though, this meant that it would be unwise to venture far from the farmyard

“I grew up among tractors... We had a TE-F 20 on our smallholding, where we grazed cattle and made hay”



Andy's 1949 Ferguson TE-A 20, which had been stored for years in a shed under a pile of old rugs. The cab was bought at auction, and a replacement skirt was made from an old tarpaulin.

without first topping up the petrol chamber.

"I bought the tractor together with a teaspoon loader and a two-furrow plough. It didn't need much more than a clean-up on the points and some fresh petrol added before I had it running." Andy spent some time on the appearance of his new purchase. "It was red with rust, so I rubbed it down with fine Emery paper, then gave it a coat of

oil to preserve that finish.

"It came with scalloped front rims, which would have been correct for a 1949 Ferguson, but they'd been painted at some time in the past and didn't look right next to all the original finish on the rest of the tractor. So, I found a

pair of solid-centre rims from an earlier tractor, which had the right patina to match the rest of the machine. The cab was bought at an auction for £50 and, as it came without the skirt, I had one made from an old tarpaulin. The 'Clydebuilt' name above the windscreen

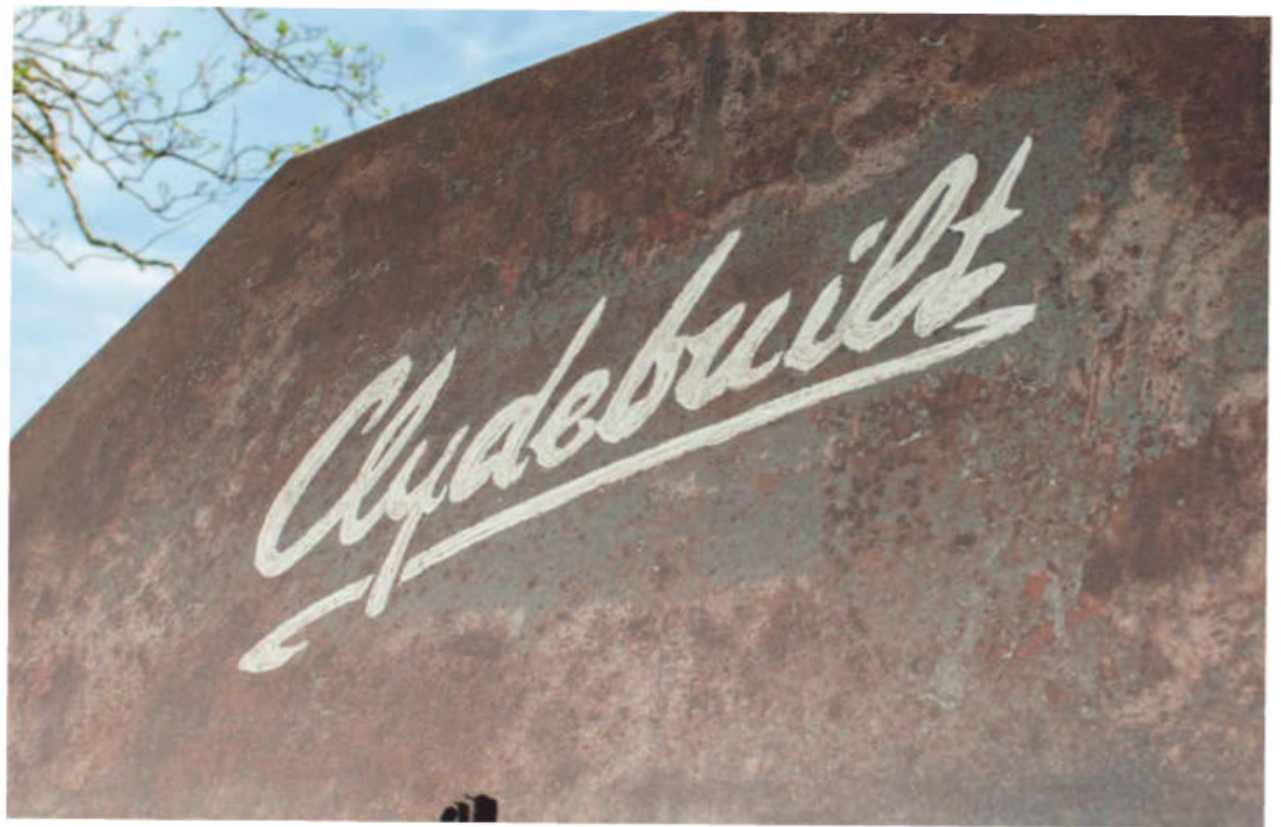
“Harry Ferguson stubbornly stuck to the belief that petrol was the perfect fuel for his 'perfect tractor'”



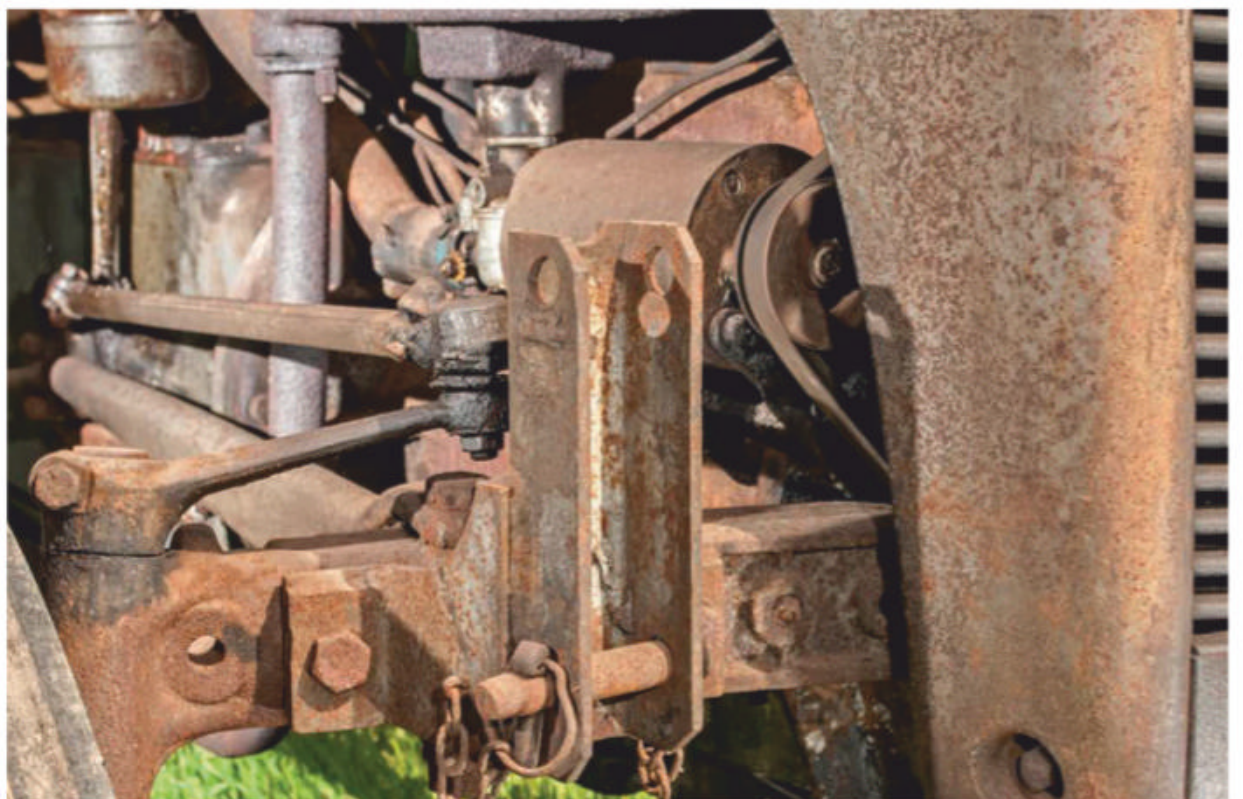
had faded, but I took it to a signwriter who repainted it sympathetically, and then distressed it to create an authentic look."

TE-F 20 arrives

Pleased with the result of his efforts to preserve the TE-A 20, Andy decided to look for another wee grey Ferguson. "I bought a 1954 TE-F 20 from McIlwaine Bros, near Larne. They had bought it when it was just nine months old and used it for loader work." They'd given the bonnet and



The 'Clydebuilt' name above the windscreen had faded, but Andy engaged a signwriter to repaint the lettering sympathetically, then 'distress' it for that authentic, aged look.



The TE-A 20 was once fitted with a teaspoon loader, but all that remain of it are the brackets.

mudguards three coats of grey oxide at some point, helping to prevent the dreaded rust, but Andy couldn't wait to 'unpreserve' the tinwork to see what was hidden underneath.

"I worked at it in the evenings after work for three weeks, scrubbing off the paint, layer by layer, with wire wool and thinners. I was taking a chance because I could have gone to a lot of trouble to find that it was better the way I'd found it. However, in the end, I was happy with the way it turned out.

"As far as the mechanics were concerned, it needed a new clutch,

and I had to replace the seal in the front of the gearbox as well as fit a new heater plug. I bought a pair of used Goodyear, diamond-pattern rear tyres to help retain the period look but, other than that, the tractor was in good order. Even the lights on the mudguards were working!"

Content with his efforts to restore the tractor's period appearance, Andy was keen to put it to some 'period' work. He lives down the road from Robert and John McKibbin, who grow a field of corn each year which they harvest with a binder and



The 1954 TE-F 20. It needed a new clutch, and Andy had to replace the seal in the front of the gearbox as well as fit a new heater plug.



Andy enjoys working his tractors. Here he's ploughing with the TE-F at the Vow Vintage Club working day.



then thresh during their autumn working day. The TE-20 diesel has taken part in their cultivation and harvesting operations, as well as ploughing at the Vow Vintage Club working day, with a 'butterfly' reversible plough.

Local additions

"The four-cylinder 35 and the 135 both came from a local farming family known as 'Reids of the Rock'," Andy continued. "The Reids were mainly involved with pig farming, but also made hay in the summer as a cash crop. The 35 was another loader tractor, and I was told that all it had ever done was load muck and kick hay. I bought it after it had been parked in an open shed for about 20 years."

Anyone who knows the reputation of this model, won't be surprised to discover that, after Andy brought it home, the old engine wasn't easy to start. "When I bought it, there was a

“I worked at it in the evenings after work for three weeks, scrubbing off the paint, layer by layer”

hole drilled in the dash for a short length of pipe, which went to the air intake. I soon realised that it must have been a modification to make it easier to give her a wee 'squirt of the can' before the starting procedure. However, I had to tow it before it would fire up so, rather than mess about looking for an easy fix, I stripped the engine and gave it a complete rebuild.

"I fitted new cylinder liners and had a new set of pistons machined with an extra ring groove near the top. I reground the valves and fitted a new timing chain, to bring the engine closer to the original tolerances. When it had been running, it wasn't smoking excessively so I didn't need to rebuild the injection pump or the injectors, but

I did alter the pump timing to find the sweet spot.

"I also fitted a high-speed starter and now the engine fires up without any trouble, although the hole in the dash is still there. The only other major mechanical job was fitting a new clutch and thrust bearing. I put the 35 onto a three-furrow, 10-inch plough, and it did the job without any bother at all, so I'm happy with the way it's all turned out."

Gradual improvement

The MF135 is a late model that was first registered in 1977, 13 years after the 100 Series 'Red Giants' were introduced. During that time, there had been many improvements over the original design, which relied on

▼ Binding corn (local name for oats) with John McKibbin and the ground-drive Sunshine binder.



WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE . ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>



The 35 was another loader tractor that had been used for shovelling muck for most of its life. Andy rescued it from an open shed, where it had been standing for about 20 years.



Even the jute bags are period-correct and local!

the success and simplicity of its predecessor, the three-cylinder MF35.

Andy's tractor is equipped with a dry-element air filter, a straight front axle, a larger, 10-gallon fuel tank and the accompanying, taller front grille. The optional power-assisted steering wasn't specified by the first owner. Such was the in-built reliability of the MF135, that Andy has had very little to do to his example to keep it in good, working condition.

"I needed to replace the mudguards, so found a good secondhand pair and fitted them, together with the footplates, and then replaced the damaged grille and lights. The tractor also needed a new wiring loom, dynamo and regulator, and I fitted a pair of secondhand front tyres to maintain the period look."

Of course, a tractor can't really



make its mark on the past without implements. Fortunately, Andy's shed houses a collection of some of the equipment that might have been used behind the tractors in his collection. Attached to his TE-F 20 is a Massey Ferguson grader, which he bought on the internet. He believes that it was used by the grounds staff at a college in Cambridgeshire and that the ripper teeth were probably never put into action.

The Ferguson hammer mill behind the MF 35 was bought recently in Co. Down. Andy has made some progress in bringing it back to working condition, but he still needs to fit a replacement pulley and new drive belts. He hopes to demonstrate it at the McKibbin brothers' working day, processing some

“I fitted new cylinder liners, and had a new set of pistons machined with an extra ring groove near the top”

oats off the thresher into animal feed; a typical task for a local, mixed farm tractor during the 1950s and '60s.

Most people who grew up in rural Ireland 40 years ago, will be familiar with the potato harvest, when the spuds were lifted out of the ground and gathered by hand. Well, Andy has a working example of the Ferguson spinner, complete with the top-link rocker attachment, which helps accurate control of the working depth.

Some people see vintage tractors as an opportunity to recreate the

original machine, often finished to amazingly high standards that are far above that achieved by the production line at Banner Lane, and the processes available at the time. Andy, however, takes pride in preserving the past, archiving local farming heritage in the machines that created it, and maintaining the working practices of that exciting era in agricultural advancement that led to the development of the Ferguson and Massey Ferguson tractors that have played such a vital part in our past. ■

▼ The MF135 is a late model that was first registered in 1977, 13 years after the 100 Series 'Red Giants' were introduced.



INDUSTRIAL APPRECIATION

Bob Weir went to the Clyde Valley, near Glasgow, to meet Bill Orr, and his Massey Ferguson 2135 Industrial

Bill Orr lives near Crossford, just a short distance from Glasgow. Despite being located next to some of Scotland's largest towns, the area is a green oasis in an industrial landscape. The family's plant nursery is situated in the middle of superb countryside, just a stone's throw from historic Craginethan castle.

Bill was brought up in the Clyde Valley area, and has lived there all his life, as he explained. "My family lived at Waygateshaw Farm, just across the valley in Carluke. It was originally rented, but my parents managed to buy the 120-acre property in the 1950s. In addition, they rented another 40 acres."

▼ The familiar shape of the MF 135 made it one of the most popular tractors in farming history. Industrial examples like this one are now quite rare in Scotland.

MASSEY FERGUSON 2135 SPEC

Year	1967
Registration	GDS 197E
Serial no	n/a
Engine	Perkins AD3-152
Fuel	Diesel
Cylinders	3
Capacity	2,500cc (152.7 ci)
Power	42hp
Gearbox	6 forward, 2 reverse (manual shuttle)
Rated speed	2,000rpm
Weight	3,400lb (1,542kg/ basic tractor)
Front tyres	6.00x16
Rear tyres	12.4x28

Farming roots

"They kept a dairy herd for many years, before reverting to beef cattle, and my brother and nephew are still looking after the place. Like a lot of farmers in the area, my father had been working with horses up until the time I left school. Then he bought his





Bill Orr aboard his 1967 Massey Ferguson 2135 Industrial.

first tractor, a petrol/paraffin grey Fergie, but eventually changed that for a diesel-powered TE-F."

But Bill wasn't really interested in dairy farming, so got a job driving JCBs instead. "Looking back, I was more mechanically minded," he recalls. "The JCB came about in 1965, when I was doing a friend a favour. He owned a Fordson Major fitted with a JCB loader, and needed a driver. I was only supposed to be helping him for a couple of days, but ended up staying for eight years!

"By that stage, I was married and had a place of my own. Then, when my wife's grandfather died in 1974, we moved down to Crossford. I was still working with JCBs and driving trucks



The Industrial version was very similar to the farm model, with the addition of a few extras to make the machine more road-friendly.

“He bought his first tractor, a petrol/paraffin grey Fergie, but eventually changed that for a diesel-powered TE-F”



A familiar sight to many tractor drivers during the 1960s. Note the addition of the speedometer.

but, after a couple of years, my wife's parents asked us both to help with the business.

"The plant nursery was originally acquired by my wife's grandfather in the early 1920s, from the Duke of Hamilton's estate. In the early days – around the time of the Great War – they rented the property, before buying it outright. Back then, the family was growing strawberries and other fruit. They used to sell the produce to markets in Edinburgh and Glasgow, and some of it also went by train as far south as England. They even operated their own canning factory, but all that's long gone. By the time I joined the business, we were growing mostly tomatoes."

Growing decline

"At its peak, we had two-and-a-half acres under glass. Then the market went into decline following the introduction of 'pick your own'. It was also getting harder to compete with foreign growers from the likes of Spain and Holland, and we were forced to cut back because of the heating costs. We eventually moved into bedding

“The 2135 was also available as a 'Turf Special', and was a popular machine for working on golf courses”

plants in 1985, although we still grow a small number of vegetables. Things are certainly not getting any easier, as there are a lot of garden centres in the area. We supply a few of these and

also sell a lot of plants on-site. We're currently doing a bit of everything to appeal to as wide a market as possible."

Bill has been involved with tractors all his life and, when they took over the business, he inherited the family's grey Fergie. "My wife's grandfather had bought the tractor from new." He explained. "The Fergie was originally a petrol model, but he converted it to a P3-powered machine sometime during the 1950s.

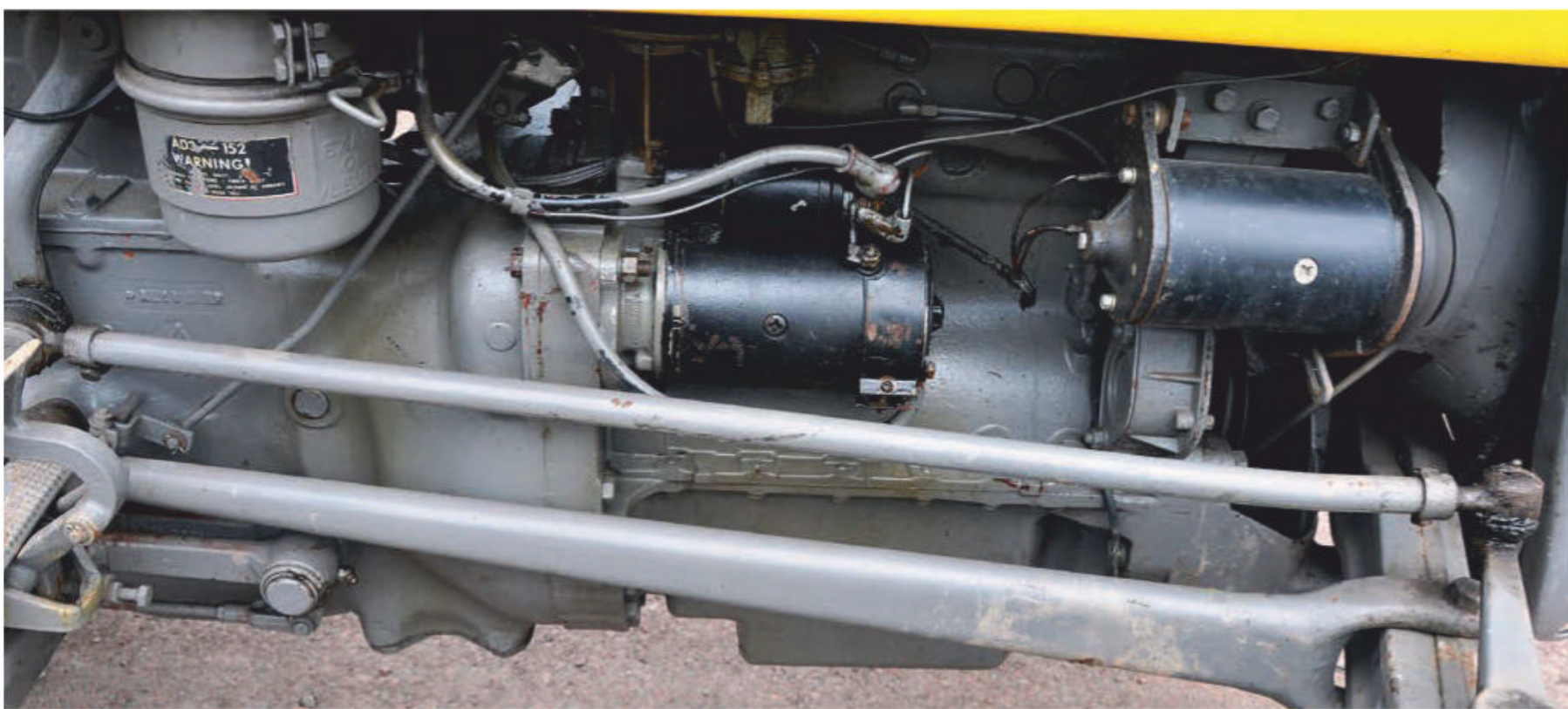
"By the time I came here in the 1970s, that tractor was no longer a runner, and evidently needed plenty of work. So I decided to restore it, as a spare-time project. Like a lot of my generation, I'd learned most of my mechanical skills on the job. I stripped the engine, and renewed most of the parts. Working on the Fergie also sparked my interest in old tractors. I still have the P3, and take it for a spin now and again."

Interest in tractors

Bill and his son, Jimmy, have acquired several makes of tractor over the years. These include a couple of

Bill's collection of old, Massey Ferguson veterans. The P3 has been in the family since it was new.





There was plenty of power (42hp) delivered by one of the most popular Perkins engines of all time.

Fordsons, an International B-250, a Caterpillar D2 and Jimmy's superb collection of early John Deere tractors. But Bill has always had a soft spot for Massey Ferguson and, in addition to

the 2135 featured here, owns an MF 135 from the same era.

He said: "The 135, registration CDS 35E, was originally new to Kirkton Muir Farm at Eaglesham. It was then moved

on, three months later in 1968, to my uncle Guy Ross in Strathavan, who used it on his farm until he retired. When I got the tractor, it was in good condition, and I've used it on road runs and at





ploughing matches since."

Ploughing matches are keenly contested in this part of the world, but Bill assured me that he's capable of holding his own. "Fortunately, when I was young, I picked up a lot of tips from a ploughman contractor, and this experience has stood me in good stead," he explained.

The 2135 is a recent addition to the family stable, and used to belong to his close friend, John Foley. Bill was already familiar with the machine as it was stored at Crossford for many years.

"Before he bought the Massey, he used to borrow one of my tractors to go ploughing," said Bill, who is a member of the Avon Valley Vintage Power Club. "Then, in 2009, he decided to get a machine of his own. He saw one advertised in a tractor magazine and took it from there. Unfortunately, John's health deteriorated in 2012, so he decided to dispose of his tractor and plough. As the Massey was being stored on my premises anyway, I bought it, and John gave my son Jimmy the plough as a present."

Industrial spec

The MF 2135 industrial had basically the same specification as the MF 135, with a few minor exceptions. The tractor was fitted with a speedometer and horn, as well as a different type of power steering, plus a heavier, non-adjustable front axle. It also had an extra set of brake shoes for the hand brake. These were independent, as the tractor spent a lot of time on the road. The Massey could be ordered with either diesel or petrol engines supplied by Perkins or Continental. The 2135 was also available as a 'Turf Special', and was a popular machine for working on golf courses. The tractor was also capable of using Massey Ferguson type 100 and 212 loaders.

According to Bill, the original owner lived near Buxton, in Derbyshire, and

MARKET GARDENING IN THE CLYDE VALLEY

The Clyde Valley, between Lanark and the southern outskirts of Glasgow, has a well-earned reputation for its fruit- and vegetable-growing. This can be attributed to the combination of the shelter offered by the enclosing valley sides, moderate rainfall and well-drained alluvial soils.

There are records of fruit orchards dating right back to the fifth century and, in more recent times, the industry was promoted by the valley's proximity to several important country estates. These included Dalziel House, Lee Castle, Hamilton Palace and Chatelherault.

By the beginning of the 19th century, orchard growing was in full swing, particularly on the north bank of the river. This was to take advantage of the southern exposure. The situation is reversed today, with the majority of holdings being located on the south side. The industry continued to grow into the 20th century, with apples and gooseberries being the main commercial crops. The area also acquired a well-earned reputation for its strawberries and Victoria plums.

The industry peaked in the years leading up to the Great War. Fruit growing then went into steady decline, with the introduction of tomatoes grown in heated greenhouses. This was further aggravated by a lack of labour, and higher wage costs. The loss of fruit growing acreage was replaced instead by plant nurseries dependent on glasshouses.

Despite a long-term decline in the industry, the region is still known throughout Scotland as 'the Garden Valley.' There's a distinctive character to the area, with glasshouses abounding and neat areas of intensive cultivation on the valley floor. Although fruit and vegetable production has had to take more of a back seat to bedding plants, garden centres play an important role in the local economy.

the 1967 tractor was mostly used for cutting grass. The Massey was in good condition when he acquired it, and hasn't been restored. It's been taken to several shows, and used on club road runs.

He said: "Industrial tractors of this period are quite rare up in Scotland, probably because most of them led a hard life. The family occasionally takes it to rallies, which always makes for an enjoyable day out." ■



**Agricultural Engineers
Repair & Restoration
of MF Tractors
P.W Powell Agricultural
Engineers - MID WALES**



Established in 1981, P.W Powell has been servicing & repairing agricultural vehicles since having trained on the MF breed of tractors.

My team and I tend to specialise in the repairs of Massey Ferguson tractors ranging from the TE20 to the 3000 & 6000 series.

For further details please contact:

Email: philpowell59@tiscali.co.uk

01686 640 900 / 07885 641 594

www.tractorrestoration.co.uk



Ferguson Club members are delighted so many Shows will be taking place now restrictions have been lifted.

We will have Club stands at many of these shows including:

Welsh National Ploughing 25th September

British National Ploughing 9th/10th October

The Newark Tractor Show 13th/14th November

Where we will be able to welcome you and invite you to join us. It will still be the best £20 you spend in 2022!

You can also join us online at fergusonclub.com, on Facebook, or by Emailing our Membership Secretary, Mrs Lynn Turner on membership@fergusonclub.com or by phone 01964 562239

ADVERTISING DOESN'T COST IT PAYS

CALL GARY ON
01732 447008

OR EMAIL
GARY@TALKMEDIASALES.CO.UK

MASSEY FERGUSON WORKSHOP MANUALS

MF35	£30	MF165	£30	MFTE 20-to-20-to-30	£30
MF30E	£30	MF180	£30	MF240, MF250, MF265,	
MFTE20	£30	MF185	£30	MF275, MF290	£45
MF50B Digger	£30	MF500 Series	£35	MF245	£30
MF50H Digger	£30	MF1000 Series		MF3000 & 3100	£35
MF65	£30	(2 Volumes)	£55	MF6200	£55
MF135	£30	MF1105, 1135, 1155	£35		

**FREE
P&P**

Telephone: 01702 207384

Mobile: 07472 316329



Sign up for the FREE newsletter

Tractors ○ Lorries ○ Steam ○ Plant



A monthly round-up of the latest news, buying & selling reports, auctions, working classics and restorations.

Visit heritagemachines.com

And sign up on the homepage



YOU WRITE...

Canadian Massey 865 in action

I'm sure you have seen these before, but I enclose some photographs of the Clarke brothers combining at Thorpe, in Norfolk, with their classic red and silver machines. They were taken recently and I hope you and the readers like them.

Charlotte Watlow, via email



▲ Certainly a wonderful sight in 2021, when the harvesting season wasn't easy thanks to the variable weather conditions.

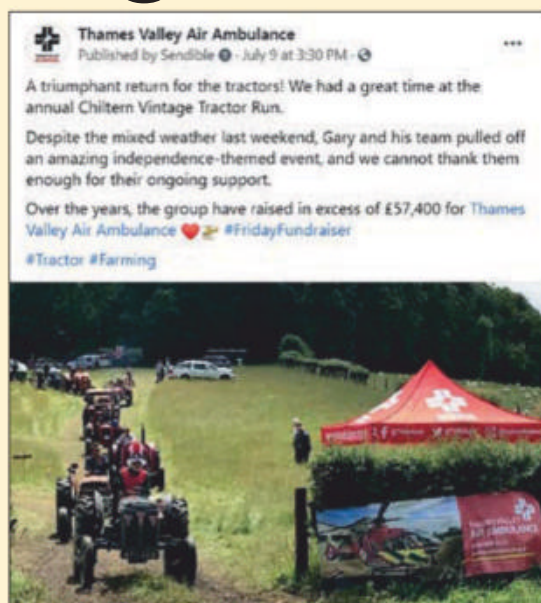
➤ Turning at the headlands, with the job nearly completed in Norfolk.

GOT SOMETHING TO SAY?

Letters to the Editor should be sent to CM&FE magazine, Kelsey Publishing Ltd, The Granary, Down's Court, Yalding Hill ME18 6AL, or can be emailed to: chris.graham@kelsey.co.uk



A great fund-raiser!



The Thames Valley Air Ambulance gave the Chiltern Vintage Tractor Road Run a great plug on social media; a good time was evidently had by all!

I'm pleased to be able to update you on the latest sum of money raised for the Thames Valley Air Ambulance from our recent Chiltern Vintage Tractor Road Run, organised in association with The Ferguson Club, that now sits at an amazing £7,380.92.

My own definition of 'Community spirit' was pleasantly re-awakened recently. For the past 15 years, through The Ferguson Club, I've organised the Chiltern Vintage Tractor Charity Run. In the early years, the main driver for the event was to raise funds for our local Thames Valley Air Ambulance, and many other people in the area also believed that this was a very good

cause, and it became the choice for many other regional vintage tractor runs, too.

I'm delighted to say that the support we received for the event at all levels – from marshalling and catering, to driving tractors – was immense. Donations were so gratefully received and each year, to our collective amazement, we kept beating the record of monies raised from the previous year.

As the years progressed, we realised that the momentum of the event was picking up. So much so that people taking part said they were looking forward to the following year's run almost before completing the current year's event!

Then, in 2020, 'Community spirit' took on a whole new meaning as we 'protected the vulnerable, the NHS and each other.' As we moved into 2021 there were a lot of people asking about the run, and whether it would go ahead? We closely tracked the government's guidelines about what was possible, and Sunday, July 4th was approved by the Ferguson Club NFU insurance underwriters.

The theme chosen for the event was American Independence Day, and things started to take shape. As always, there was tremendous support from all areas, but especially from the local farmers and landowners over whose grounds we were planning the route.

The Thames Valley Air Ambulance organisation itself was providing volunteers to supplement our brilliant, core volunteer team, without which the event simply wouldn't happen. Prizes for

the raffle were being hand-crafted or gifted, together with homemade cakes and other delights.

Over 60 vintage tractor drivers and their families signed up immediately, with one of the drivers being Ferguson Club chairman, Ian Richings.

An important part of previous events has been the unique blessing provided by the vicar and choir of Hambleden Valley Churches (same valley as *The Vicar of Dibley*), and this year was no exception. The Reverend Sue Morton and her team gave a lovely blessing to all those attending. It was gratefully received and, after the hymn (*We Plough the Fields and Scatter*) and, dare I say humorous blessing, we all left the field with spirits high for a fabulous day ahead.

The run's theme could have been interpreted in many different ways but, as it happened, most of the tractors and trailers were decked out in red, white and blue bunting, or USA flags.

The drivers and passengers followed the theme in their own ways and, even though most of the run's route was off-road, when we were on public roads it felt like a carnival atmosphere. Everyone was waving and they all seemed very happy to see us trundling along.

There were a couple of tractor breakdowns, both caused by dirt in the fuel, but I suppose that was to be expected, given how little some of the machines had been used over the past 18 months.

All-in-all, it was a fantastic day that went so well.

Garry Anderson, via email

Massey portraits



Renee handling 'Fergus', her TE-A 20 with ease.

My name is Renee and my partner Peter and I are huge fans of *Classic Massey & Ferguson Enthusiast* magazine here in Victoria, Australia. We are collectors of both Ferguson and Massey Ferguson tractors and implements.

I'm writing to tell you about my



This painting of a Massey Harris 745 was painted by self-taught artist, Renee Carpenter, on the lid from an old, 45-gallon drum.

passion for painting portraits of tractors and machinery, as well as collecting them. I'm a self-taught artist, and work with oil paints on old bits of metal that I often find on scrap heaps.

The picture of the Massey Harris 745 I have included here was painted on the lid from an old, 45-gallon drum



Peter's MF 65 Mk2 is just waiting for the lower, front apron to finish what looks to be an impressive restoration.

that I found on a dairy farm. I've also attached a picture of my partner's MF 65 that's almost fully restored, plus a picture of me on 'Fergus', my much-loved little 1954 TE-A 20. I have a love for the greys and my partner likes the reds!

Renee Carpenter, via email

Congratulations Brian!

I'd like to take this opportunity to congratulate Brian Smith for his excellent charity road run, which wound its way through rural Shropshire on Sunday, August 29th. In doing so, the event raised an impressive £5,820 for the prostate cancer ward at the local

Shrewsbury hospital.

There were 120 of us on the run, and the event certainly made up for the loss of the Onslow Park Rally which we normally attend at this time of the year. Sadly, Brian has announced that this run was the last that he'll be organising, so I can only hope

that another enthusiast will take it on in the future

Anyway, congratulations to both Brian and Josie, and I hope you enjoy a happy retirement. You've done so much for the good of the agricultural preservation movement over the years, and it's all been much appreciated.

Colin Tanner, via email

Then and now

I am the second owner of this 135 and it was pretty banged up when we bought it, but it runs extremely well and complements our small farm. The other tractor in my shed is a Kubota B3300SU FEL that punches well above its weight.

I hope other readers enjoy the chance to see my favourite tractor of all time!

Brad Hook, Australia



▲ Looking good, all restored and with that well-built roll bar in place.

◀ We love those oversize tyres and the Australian exhaust!

WORKING MEMORIES

Jonathan Whitlam shares some fond recollections of a Massey Ferguson 165 from his youth

For this issue, I'm really going back in time, to a tractor that I remember from when I was growing up. One of the major farms in and around the Suffolk village of Gisleham, where I spent my childhood years, was a long-time user of both Ford and MF tractors. When I began taking photographs on the local farms back in 1984, the newest tractors were Ford 6600s and MF 100 and 500 Series machines.

In the red corner, the latest tractors were a pair of MF575s; one two-wheel-drive and the other, 4WD. But, as well as a pair of old 135 tractors, the farm also ran another old-stager, a 1975, 60hp MF 165, complete with canvas-clad safety cab. I remember this tractor being a front-line machine, carrying out various tasks on the arable and dairy enterprise, including fertiliser-spreading with a Vicon Vari-Spreader as well as breaking down ploughed land with a set of trailed Cambridge rolls, which were much older than the 165!

My first photograph of it here – taken during harvest in 1985 – was of it sitting on



Back in the summer of 1985, the Massey Ferguson 165 is seen sitting on the headland waiting for its Richard Western trailer to be loaded with winter barley. As one of the oldest tractors on the farm, it was showing its age and the results of many years of hard work. As you can see, one of its headlights is missing and there are rust patches here and there, especially on the cab itself, although the cladding seems to be mostly present. It's hard to believe that it was only nine years old at this point!

the headland of a winter barley field, on the front of a locally-built, Richard Western trailer, as an MF 515 and a Claas Dominator 106 harvested the crop. It was also used on the same trailers for catching the sugar beet crop as it was harvested in the autumn and

winter by the four-wheel-drive 575, using a Standen, three-row harvester.

Soon, though, the 165 was relegated to being permanently attached to a Bomford Super Trim hedge cutter, only coming out of the shed to trim the farm's hedgerows after harvest each year. In 1992, it was finally traded in against a new Massey Ferguson 390, and the 165 disappeared from the area. I wonder where it is now? ■

“The farm also ran another old-stager, a 1975, 60hp MF 165, complete with canvas-clad safety cab”

▼ The 165, still with the Richard Western trailer in tow, catches sugar beet from the Standen three-row harvester being hauled by a four-wheel-drive Massey Ferguson 575 during the winter of 1985. The 165 seems to have been one of the main carting tractors on the farm for many years.



➤ Summer 1991 and the 165 is working its final year on this farm in Suffolk. It's still the hedge-cutting tractor using the same Bomford Super Trim and, although not visible in this photo, it's lost its other headlight so, obviously, didn't do much work after dark! It has, however, got its cab doors back, which is probably wise given its hedge-cutting role!

The Massey Ferguson 165 made a good hedge-cutting tractor despite its age, and the perhaps not great protection of its flexible clad safety cab. It completed several years of this work following many more as a mainline machine. New in 1975, it spent 16 years on this one farm doing a wide variety of tasks. Sadly, I only managed to catch a small number of them on film. ➤

▼ Moving forward in time to the summer of 1990, and the 165 has now been relegated to hedge-cutting duties. Here it's waiting on the headland of an oilseed rape field, alongside a Ford 7700. Once the combine had done its job, the 165 was used to reduce the height of the rape stubble before ploughing could commence. It was a slow job with the narrow width of the hedge-cutter, and it took a long time to chop all of this 70-acre field!





MASSEY FERGUSON 3000 SERIES

Jonathan Whitlam spotlights the influential, trend-setting and electronics-embracing Massey Ferguson 3000 Series of farm tractors

Today, the farm tractor is more sophisticated and more crammed with electronic components than almost any other vehicle. Computer terminals give the operator a complete picture of not only a modern tractor's main functions, but also that of any attached

implements, plus the means to finely tune those functions.

In addition, the hydraulic systems are controlled electronically to give fingertip and pre-set control. Top-end machines can almost drive themselves, and prototypes of machines that actually can are already at

work in the field. Technology has advanced to such a stage now that it's hard to imagine a time without even the most basic, electronic equipment onboard a tractor. However, it's important to appreciate that electronics are still a recent innovation, and one that Massey Ferguson did more than any other tractor manufacturer to pioneer.

Innovation history

Back in 1986, the launch of two important new tractor models took place, when Massey Ferguson announced the arrival of the new 300 and 3000 Series machines. The former was a fairly basic specification range introduced to replace the 200 Series, but the latter was a completely different kettle of fish.



The Massey Ferguson 3000 Series represented, without doubt, a giant leap forward in tractor technology. Many are still at work today, lots have very high hours behind them and yet, despite this, the technology used has largely managed to survive the rough and tumble of everyday farm use.

The 3000 Series not only replaced the 600 Series range, but also heralded the arrival of the 'modern age' for farm tractors.

It's perhaps not surprising that it was Massey Ferguson that picked up the design of the farm tractor, gave it a good shake, and produced something completely new and innovative. After all, the company has a rich history of bringing new techniques and technology to the tractor market.

Massey-Harris had been a leader in the grain-harvesting equipment field, most notably with the reaper-thresher and then, later, with the self-propelled combine harvester. Ferguson, on the other hand, had changed the design of the tractor forever with the hydraulically-controlled three-point linkage and draft control, known as the Ferguson System. So it shouldn't come as a great surprise that, in the mid-1980s, Massey Ferguson did it again, by introducing the world's first, truly modern farm tractor!



If you own a tractor from the 4000 Series, then you certainly need a big workshop. This MF 4840 still looks impressive today, and the 4000 Series was unique in being fitted with an electronic draft control.

It didn't happen overnight, of course; it took many years of development and testing and, even before that, MF had been working hard to gather valuable experience with electronically-controlled hydraulic systems on earlier production tractors.

The 4000 Series

The first of these was the 4000 Series range, which was launched in 1978 in North America. It initially consisted of the 225hp 4800 and the 265hp 4840 but then, in 1979, the 320hp 4880 arrived and was followed, a year later, by the 375hp 4900. This last model replaced the earlier, 1505 and 1805 articulated, four-wheel-drive tractors.

The 4000 Series tractors were big machines that were more refined than their predecessors, and featured much more power as well, from Cummins V8 engines.

However, one new feature that was perhaps overlooked to some extent at the time of their introduction, was the electronically-controlled, rear, three-point linkage, offering automatic draft control.

For a type of tractor designed for draft work, the benefits of having electronic control of the hydraulic system were obvious, and allowed for much more precise implement control than was possible with a manual system. Matching an implement's working depth in varying soil conditions was possible, plus constant draft load could also be maintained when conditions changed in the course of travelling the field. The result was a much more efficient tractor and one that allowed maximum effectiveness to be had from whichever implement was being used.

The system worked thanks to the hydraulic control valve being linked to a solenoid, which



The MF 3000 Series range was unveiled by Massey Ferguson in 1986. It was a totally new tractor design, from the ground up. The smallest sold in the UK was the 3060, although a 3050 was also part of the line-up in France. The cab was notable for its wide doors and three-piece rear windscreen.



After six years in production, Massey Ferguson revamped the 2000 Series to become the 2005 line, albeit with one less model; the 699 replacing the small 2620 tractor. This meant that the 110hp 2645 was now the smallest in the range, which was pretty similar to the old range – the main innovation being the addition of electronic draft control.

was fed from signals transmitted by a series of induction cables that sensed changes in the load on the tractor, as the implement was being drawn through the soil. It was a crude system by modern standards, but it worked well enough and was the beginning of the story of electronically-controlled tractor linkages.

The 4840 and the 4880 were chosen as the models officially brought into the UK, and were sold against the likes of the John Deere 8440 and 8640, and the Ford FW-30 and FW-60. The electronic three-point hitch

undoubtedly put the red tractors ahead of the competition, as it was a feature not available on any similar machine, even as the 1980s progressed. When first launched, the 4000 Series tractors were the only machines to be fitted with electronic draft control in the world, making them unique. For MF though, this was only the beginning.

The 2005 Series

In 1979, the first in a range of 2000 Series tractors were launched by Massey Ferguson, and built at the Beauvais factory,

in France. These were based on a design first seen in North America, although the 2000 range in the USA was more powerful and featured Perkins V8 engines. Here, on this side of the 'pond', the 2000 Series models shared the same cab and other components, plus general look, but were powered by six-cylinder Perkins engines. The 2640 was a 104hp tractor while the 2680 provided 120hp. In 1981, these two were joined by the 93hp 2620 and the 130hp 2720. All four offered a 16 forward and 12 reverse, Speedshift transmission.

The 2000 Series would prove to be the next phase of electronic linkage development, when they were replaced by the otherwise similar 2005 Series in 1985. The new three-model range, consisting of the 110hp 2645, 130hp 2685 and 147hp 2725, boasted many new features, including a two-door cab, more engine power and higher rear lift capacity. But there was also another new item, one that was proclaimed by the word 'Electronic' on the bonnet sides.

This was because these tractors were fitted with an electronic linkage control that used sensor pins in the lower links of the three-point linkage to measure the draft forces encountered while an implement was in work; a system that delivered much more refined and accurate draft control. The 2005 Electronic was a revelation to many farmers and contractors who suddenly realised that electronics could have a place in the farm tractor.

Electronics were now beginning to appear from other tractor manufacturers, in the shape of performance monitors that measured a tractor's main, vital functions,

▼ The Massey Ferguson 3070 Autotronic made the Fordson Model N – complete with steel wheels – look as prehistoric as a Tyrannosaurus Rex! The Model N, and the F before it, had been instrumental in forming the design of the farm tractor; the 3000 Series was set to take things to a whole new level yet again.



and produced them in a digital form on the dashboard. Case was particularly early in this field and combined it with its four-wheel-steer system, which was also adapted to work through the use of electronics. Ford also introduced a performance monitor to the largest tractors in its range from 1985. But it would take a while longer before the industry would follow the lead MF had taken with its hydraulic system, though.

Against this backdrop, as the mid-1980s arrived, Massey Ferguson had been busy testing a whole new concept of farm tractor; one that was designed from the outset to feature electronic monitoring and control at its heart. The electronic linkage fitted to the 2005 range was the result of extensive research and development, and formed the basis of a whole new range of tractors to be launched in 1986, and soon to be joined by a larger, more powerful sister range.

The 3000 Series

At the core of the new concept was the ability to automatically sense tractor wheel-slip and adjust it within parameters set by the driver. Electronics would form the basis of the technology that made this possible, and would push the boundaries of what had been achieved by other manufacturers and their performance-monitoring systems.

Prototypes were produced and put through gruelling, real-world tests in France, close to the Beauvais factory where they were assembled. Not only would the basis of the tractor design be new, so would all the rest, including transmissions, engines and the tractor cabs themselves. This would truly be a new-from-the-ground-up design, unlike anything ever seen before.

So, while farmers and dealers were getting to grips with the electronic draft control on the 2005 Series in 1985, and the 600 Series of mid-range models was still in production, behind the scenes Massey Ferguson was preparing to introduce a series of tractors that would change the farming world forever.

These new machines would comprise four- and six-cylinder powered models, ranging from the 68hp 3050 up to the 107hp 3090, thereby neatly replacing the old 600 Series in one fell swoop when introduced to the world in 1986. The new tractors came in basically two forms; Autotronic or Datatronic. The Autotronic version was the standard specification which, nevertheless, still included electronic draft control three-point linkage with fingertip control, capable of lifting and lowering implements out of work, and setting height parameters. The Autotronic system did even more, as it also controlled



The 3070 was a real pocket rocket, offering plenty of power in a very compact package thanks to its four-cylinder Perkins engine. It proved to be a very popular member of the 3000 Series family.

automatic disengagement of differential lock, four-wheel-drive engagement while braking, as well as automatic disengagement at speeds of over 9mph, to protect the driveline.

As if this high level of sophistication wasn't enough, the Datatronic versions contained all the Autotronic features, but also a performance monitor with a display and control panel mounted in the rear cab pillar (on the right-hand side of the driving seat), allowing the operator to pre-set many functions, including maximum wheel-slip.

The result was a tractor that not only

maximised work efficiency, but also protected itself from abuse by the driver. This represented a paradigm shift in tractor technology, and one that would open up a whole new electronic world leading to the precision farming techniques and self-driving abilities of today. ■

NEXT ISSUE

Part 2: 3000 Series model variants and features explained



The 3080, a 100hp, six-cylinder tractor, was only beaten to the top spot by the larger, 3090. This is an early Datatronic version taking a break from cultivating. The 3070 and 3080 were probably the best-selling tractors in the 3000 Series line-up, and continued that way through to the end of production in 1995.

CLUBBING TOGETHER



John Selley pulls together another collection of news, views and stories from in and around The Ferguson Club

LOST AND FOUND

During the 1960s I was employed by Twyford Seeds Ltd, near Banbury, as its trials officer. I used to drive the Fergie to drill, spray and harvest the trial plots and, from there, I moved on to Cambridge Plant Breeders.

In 1952, the TE-D 20 was registered to a man in Moulton, Northampton then, in 1981, its ownership changed to a member of The Ferguson Club. But he sold his land and donated the Fergie to the local council, for children to play on!

At some point in its life, the tractor was painted green, and it was discovered that it had been converted from a TE-A model. The third owner registered LWD 149 in 2011, and carried out a full restoration, which corrected most of its faults and included a respray. Once the work had been completed, it was sold to a



Henry Castle, back in 1965, harvesting trial plots in the Fergie that, amazingly, would return to him 50 years later!

man in Maryculter, Aberdeenshire, who registered it on October 12th, 2011.

So, having managed to track

down all this history (and the V5c documents) – and largely for sentimental reasons – I decided to buy the tractor. I negotiated a price and LWD 149 arrived here from Scotland, back in 2015

Since then, the Fergie has been used at ploughing matches, for demonstrations at a local museum and has attended many shows. It won the 'Best Ferguson & Implement' award, with a Ferguson Crane, at the last show before the Covid-19 lockdown took hold. I'm certainly looking forward to getting out and about with it again soon.

Finally, if any of older readers remember Twyford Seeds, I'd be glad to hear from you.

Henry Castle



◀ Henry working his now restored TE-D 20 at a ploughing match in recent times.

A FERGUSON LOVE AFFAIR

It was 1942, Paddington Station was crowded with emotional parents and children saying their good-byes. I was one of those children, together with my three brothers, having to leave our loving parents and war-torn London. We all carried a gas mask and a packed lunch as we boarded that steam train heading to an unknown destination in the West country. I simply can't imagine how my parents must have felt as the train steamed out of the station. They had no idea where their children were going, or who would be looking after them and, of course, there was no date fixed for our return.

We arrived, tired and hungry, at a station very near the end of the line in deepest Cornwall. In the station yard the man with the clip board tried to match the children with the accommodation being offered by the assembled residents. But, nobody wanted to take four boys, so we were split up into pairs and, by chance, all ended up in the same village. I fell asleep on the journey from the station, and knew nothing more until I awoke the next morning.

By pure chance, my eldest brother and I had landed in paradise. We were on a mixed farm on a cliff-top overlooking the very beautiful fishing village of Cadgwith, on Cornwall's south coast. So beautiful, in fact, that the farm is now owned by The National Trust, and the farmhouse and other buildings have been

converted into holiday lets.

I thrived on that farm, on the sounds and smells of the place, and on the new lifestyle. There were chickens in the farmyard, a beautiful herd of Jersey cows to be milked and horses to be got ready for the field work. The cream, the saffron buns and everything fresh and plentiful from the farm was so delicious. I don't remember much schooling, but the farm was schooling enough. The war seemed so far away; it was all such a contrast to London!

Two generations of Trezises ran the farm, with the newly-married son, Gerald, and his young wife, Betty, taking more and more responsibility. Gerald and Betty treated me like their own. Indeed, Betty and I kept in close touch until last year when, sadly, she died, aged 98. I tried to visit her every year and we'd always hug and cry, then she would prepare me a cream tea. Those visits were so special.

Relying on horse-power for all the field work on the small farm was becoming yesterday's thinking and inefficient, with the horses eating much of the food being produced. Progress, even in that remote part of Cornwall, was inevitable and I clearly remember the arrival of the first tractor. We 'men' just stood around looking, nodding and marveling at this shiny new workhorse.

I'd always understood that it had been an early, grey Fergie, but then, of course, I became aware that Ferguson production

didn't start in Coventry until 1947, after the war. I just remember the excitement I felt when sitting on the new machine, and clearly recall the frustration the adults experienced when trying to adapt implements, designed for horses, for use with the new tractor.

I'm fairly confident that it had the revolutionary, three-point linkage, but I might be wrong. But I clearly remember the open-fronted shed in which it was kept, and those jaunty front wheels at the opening, ready and eager for the tasks ahead.

Of course, as a child, I was oblivious to the full significance of what I was witnessing on this remote farm in Cornwall; horses were giving way to tractors. It was a real turning point in agricultural history, and I was on the front line.

So, I'm rather hoping that readers will be able to help identify the tractor that so impressed me during my wartime evacuation to Cornwall. I remember the event so well but, alas I remember it as a four-year-old would. It left such an impression on the young me that I've been in love with Ferguson tractors ever since.

My current grey Fergie is nearly back together after undergoing repairs for incontinence at Tractor Heaven here in Suffolk. I'm very happy to report that I've only rarely been without one, since.

Douglas Pike

A BRILLIANT RUN!



The Chiltern Vintage Tractor Run organiser, Gar Anderson, heads off on a regularly-used, 1953 TE-F 20 at the start of this year's very successful event.

The previous Chiltern Vintage Tractor Run, in 2019, was so successful that we broke all fundraising records. But the event was cancelled in 2020, although we did organise an online, fund-raising

photo competition, which brought in £968.25 for our chosen charity, the Thames Valley Air Ambulance.

Things were touch and go for this year's run as well but, thankfully, we got the go-ahead and picked July 4th as the date, with American Independence Day as the theme. With our fantastic, volunteer support team mobilised, the day was a tremendous success.

Proceedings began with the now traditional blessing led by the Rev Sue Morton, and then the tractors were off. The morning's route saw lunch taken back at the starting field for the first time then, after the break, the drivers set off again and enjoyed the sight of a low-flying, wing-waving Hawker Hurricane, as they passed through Henley Showground.

The best news of all, though, was that the event raised an amazing £7,141.42 for the Thames Valley Air Ambulance, so a massive thank you to everyone involved.

Gary Anderson



Chris Rossin, on his TE-D 20, leading an assorted column of tractors through the beautiful, Chiltern countryside. He's been on most runs over the past 15 years.

JOIN THE CLUB!

The Ferguson Club is always keen to encourage more tractor enthusiasts to get involved. You can find out more by visiting the website at: fergusonclub.com, follow us on Facebook, or get further information by emailing the membership secretary, Mrs Lynn Turner at: membership@fergusonclub.com or calling her on 01964 562239.

We're confident that joining The Ferguson Club will represent the best £20 you spend this year!

CM&FE SEP/OCT 2021

There was plenty to be seen and enjoyed for all ages at this year's excellent Weald of Kent Steam Rally. Returning this year after the 2020 cancellation, the event was welcomed back by exhibitors and visitors alike.





CAUGHT ON CAMERA

Chris Graham has been out and about at some of the tractor events, steam rallies and road runs that went ahead this summer. Here's a flavour of what he saw

HADLOW DOWN HISTORIC VEHICLE RALLY

This well-established event, being run for the 55th time, was the season-opener for many enthusiasts, so was packed to the rafters with both exhibitors and the visiting public. It's a compact event on a hilly, rural site that follows a time-honoured and successful formula, and this year was no exception.

Although heavy rain in the immediate run-up to the event made the car parks a bit slippery on the first day, the rest of the show ran like clockwork, as it always tends to do.



Sean Thompsett's 1973 MF 135 parading in the arena, with colour-coordinated backing from London Transport.



The parade ring isn't the biggest at Tinkers Park, but things aren't actually as cramped as they look here, with Nathan Thompsett manoeuvring his MF 155 around a Standard Fordson.

This workmanlike Ferguson 35, with its Sta-dri cab, will be familiar to frequent visitors to Tinkers Park, which is the show venue as well as the home of The Claude Jessett Collection. ➤



One of the big attractions of the Tinkers Park rally in Hadlow Down is the variety of vehicles that's always on show; there are interesting combinations everywhere you look!



MAD JACK FULLER ROAD RUN

Organised by Dickie Croft and with a picturesque, 20-mile route that started and finished in the East Sussex village of Brightling, the Mad Jack Fuller Charity Road Run took place for the second time on July 18th.

It's an event that's open to all makes and models of pre-1980 tractor, and was well supported this time by about 40 machines. Fine weather, friendly people and a worthy cause assured that much fun was had by all.



▲ Richard Heal's recently-restored MF 590 stretching its legs near Brightling, East Sussex.



◀ Charles Clark and his Massey Ferguson 165, with a trailer-full of passengers enjoying the glorious weather.



▲ David Akehurst, from Hastings, aboard his smartly-presented FE 35.

This Ferguson driver had got all the bases covered – hi-viz, sunglasses, hat and ear defenders, as he conducted his little grey Fergie and box trailer back towards Brightling. ►



OLD TIMER TRACTOR RALLY



This 1932 Massey Harris GP, owned by Edwin Hughes from Flint, N Wales, made stately progress around the show ring, and was much admired.



Here's another view of Edwin Hughes' superbly-presented Massey Harris GP, which he bought in 2019.

One of the distinguishing features of the still-new Old-Timer Tractor Rally, apart from the fact that entry is restricted to pre-1950s tractors, stationary engines, commercials, cars and motorcycles, only – is the fact the organisers run a permanently 'open display arena', which means that vehicle owners can take a tour around the show ring whenever they fancy it. This gives the event, which took place at Wooferton, near Ludlow, on July 31st-August 1st, a unique and very relaxed feel. Hopefully, it's set to become a regular in the rally calendar now.

WEALD OF KENT STEAM RALLY

Despite a last-minute, rain-driven change of date, which saw this event held on August 14th-15th, instead of the 7th-8th, it proved to be the success that everyone had been hoping for. The showground, at Woodchurch in Kent, is a straggly affair that's arranged down both sides of a grass airstrip. But there was certainly plenty on show for the public to enjoy.

Start 'em young, although this nipper looks somewhat undecided about whether he's enjoying his time at the controls of an MF garden tractor! ➤



▲ There's something inherently appealing about a beautifully preserved tractor that doesn't try to hide its age, and they don't come much better than this 1954 Ferguson TE-D 20.



Although it was an event open to all, there was a good showing from the Ferguson camp at Woodchurch.



All eyes focussed ahead while three-up on a lap of the Woodchurch rally arena, on a 1952 TE-D 20.



This 1957 FE-35 'Gold Belly' had been languishing in a field for 20 years before the current owner bought it in 2019, and got cracking on what looks to have been a pretty thorough restoration.

STUCK FOR FRESH IDEAS OF WHAT TO BUY FOR YOUR LOVED ONES THIS YEAR?



Transport & Heritage



Bring back the sights and sounds of yesteryear

Old Glory delivers a spectacle of immaculately restored, magnificent steam engines that once powered the nation. This perfect Christmas gift includes a 12 issue subscription to Old Glory magazine, the 2022 Old Glory calendar plus a bonus Old Glory Collection Special Edition.

Visit Shop.kelsey.co.uk/OLGIFT



Take your loved one on a road haulage road trip

This best-selling classic road-haulage magazine will deliver a welcome mix of nostalgia and news that will keep any heavy commercial vehicle enthusiast occupied throughout the year. Our gift pack includes a 12 issues subscription to C&VC, plus a 2022 CVC calendar and a bonus Road Haulage Special Edition.

Visit Shop.kelsey.co.uk/CVGIFT



The perfect gift for all seafarers

The definitive guide to the world of ships and shipping; ferries, cruise ships, warships, tugs, tankers and cargo, Ships Monthly covers it all. Our Christmas gift pack includes 12 issues of Ships Monthly, plus the 2022 Ships Monthly calendar and our Ocean Liners to Cruise ships Special Edition.

Visit Shop.kelsey.co.uk/SMGIFT



Celebrate the world of tractors this Christmas

Follow the development of the farm tractor from its historical roots right up to the present day, with Tractor & Farming Heritage. Not so much a magazine, more of a community of passionate owners and restorers. Our Christmas pack includes a 12-issue subscription, plus our 2022 calendar.

Visit Shop.kelsey.co.uk/TFGIFT



Give a trip down memory lane this Christmas

Packed full of stories of beautifully restored vehicles of a bygone age, Heritage Commercials is the perfect Christmas gift, it really is living history on the move! Give a 12 issue subscription, plus the 2022 CVC calendar and a bonus Road Haulage Special Edition to pop under the tree.

Visit Shop.kelsey.co.uk/HMGIFT



The world's best-selling tractor magazine

If you know someone who is mad about tractors, then look no further. We cover tractors from the 1940s to the 1990s. Our gift pack includes a 13-issue subscription, plus our 2022 Tractor calendar and a cosy Tractor & Machinery beanie hat.

Visit Shop.kelsey.co.uk/TMGIFT

VIEW ALL OFFERS AT: SHOP.KELSEY.CO.UK/GIFT21

MF135 RESTORATION

PART 2

Tractor restoration specialist Ben Phillips gets down to business with this new project, as the strip-down begins

After I'd given Alan Braithwaite's Massey Ferguson 135 the once over, it was time to start stripping it down. The first job was to remove the cab so that I could get it into my workshop, which meant that the cab needed to be taken off. Peeling back various areas of the top cover showed me that all of the brackets were fairly rusty; luckily the nuts were still in good enough condition for a socket or spanner to grip on successfully.

As the nuts were accessible both inside and outside the cab, I decided to take the side window sections off, to cut down the need to be constantly climbing in and out of the cab. Removing the side windows was the simplest part of the whole job; they are simply bolted at the rear and hooked over some pegs at the front.

The section where these pegs were located was a tubular frame that went up and over the top of the centre of the main frame, this was quite a vital addition as it made the top of the cover peak in the centre, thus allowing water to run off and not sit in a pool in the centre. Doing the latter would undoubtedly encourage it to find its way onto the driver at some point.

Loose trim

Moving towards the inside front of the cab, it's fitted with a section covering just above the screen and the wiper



With the cab completely removed, I couldn't resist moving the tractor around outside, to get a few photographs before I started stripping it.

motor. This was extremely loose and looked like it was about to fall off and, upon closer inspection, I discovered that it had semi-fallen off! Condensation had obviously built up behind it over the years, and had completely rotted the pole through. Not only had the pole

suffered but the metal around the top of the screen had, as well.

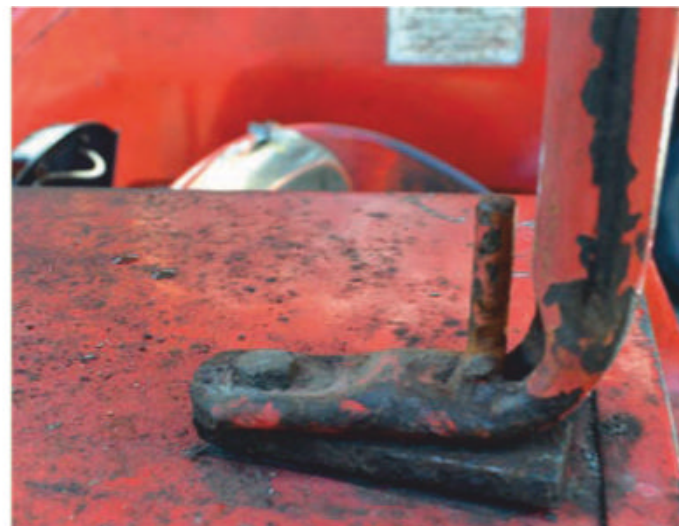
Working on the top of the cab required me to use a step ladder; getting up level with the job in hand made everything a lot easier and safer than it would have been had I been



Lifting the flap up on the top cover exposed the brackets holding the frame together, I wasn't surprised to find them rusty.



Looking from the inside I could clearly see the U bolts. A good dose of penetrating oil and the nuts undid with relative ease, despite the corrosion.



▲ The side windows were located on this peg and the whole lot was bolted to the top of the wing. It had a spacer underneath, to lift the cover higher in the centre.

◀ The side window sections were the first items of the hood to be removed, as they were the easiest, and having them out of the way created better access to the rest of the cover.



▲ The front section had obviously suffered from a lot of condensation over the years, which had rotted this pole away.

forced to stretch up to it. Once I had the cab removed and before I drove the tractor into the workshop, I couldn't resist the temptation of taking some photos of it, minus the frame and covers.

Even though the cab was a nice design that suited the 135, it was great to see it bare. After I was happy seeing it without the cab, I moved it back into the workshop and began the strip-down process. The bonnet was the first thing to be removed but, because it was a multi-power tractor, I needed to undo the pipes



Not only the pole was rotted, but the rubber holding the windscreen in place was crusted with rust; it's a good job the metal was thick, to begin with.



To work on the cab I needed to get above the job, so I used a step ladder. This made getting the cover off a lot easier and safer, too.



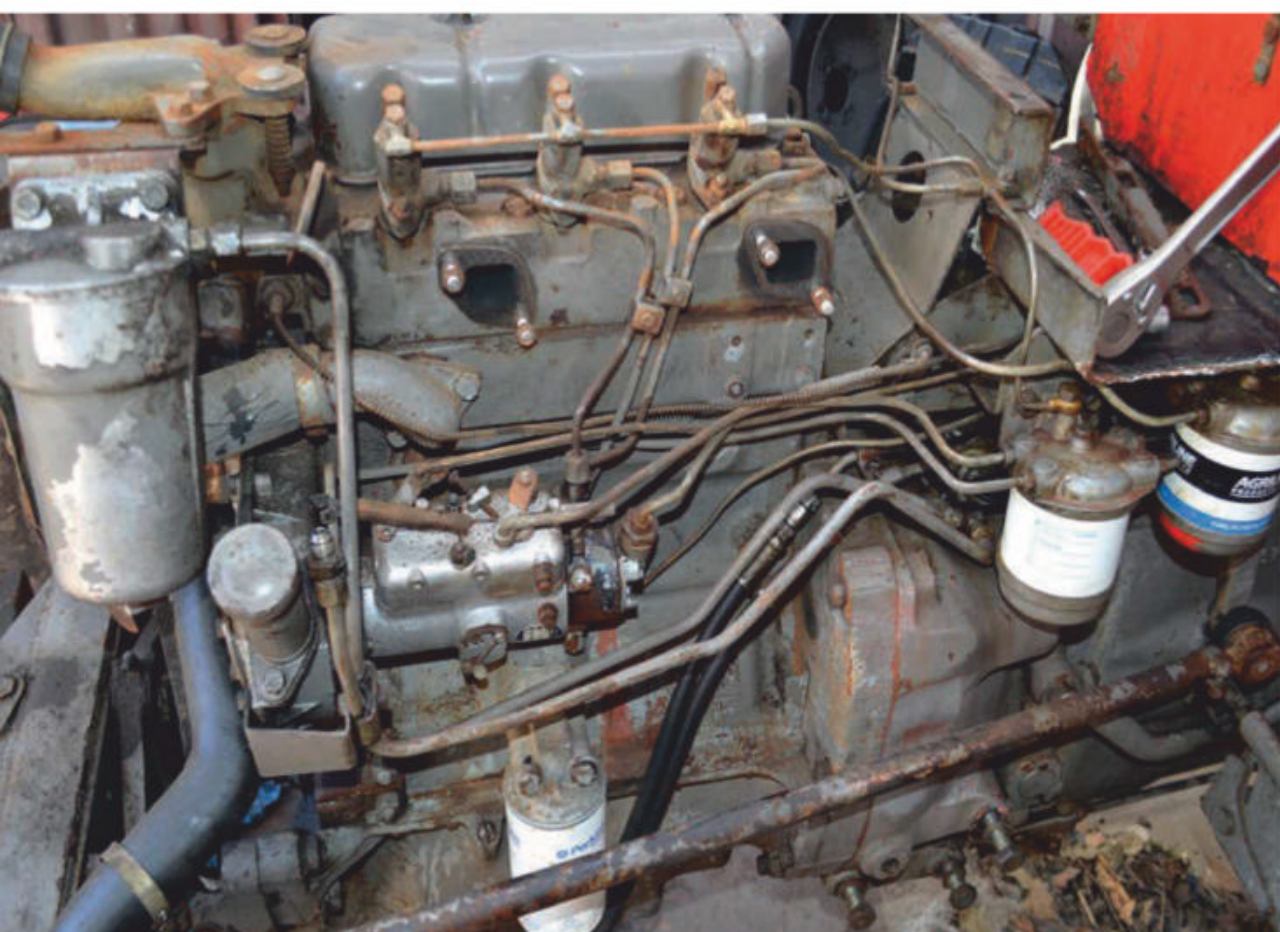
Without the cab; it was nice to see the MF135 'bare', and in its standard form.



With the tractor back in the workshop, the first job was to remove the bonnet. This oil cooler is fitted behind the front grille, on Multi-Power models.



I'm told that the fuel tanks fitted to straight-axle models were black at the factory because this was a more universal colour, for use on both the agricultural grey tractors and the yellow industrials.



Taking the fuel tank off exposed the engine. Note that I've also removed the exhaust manifold; this increases general access to the engine, and also makes sense because it's going to be painted.

going to the oil cooler.

The oil cooler is found just behind the centre grille section and, once the pipes had been disconnected, it could be removed together with the bonnet. Under the bonnet – as with all Massey Ferguson 135s – you find the fuel tank perched on top of the engine. On later examples, this is painted black, but it's grey on the early ones. As far as I know, the reason for this is that black was a universal colour, so could be used not only on the agricultural models, but also on the yellow industrial ones (thanks to Sam Neill for the information!).

Heavy tanks!

I certainly get strong lifting these tanks off as nearly every one I've had to remove over the years seems to have been nearly

full of fuel! While I could drain them *in situ*, I prefer to get it off and put it on a workmate-type bench, with a Jerry can underneath, so that the fuel can be drained while I continue working. Having the tank removed certainly exposed more of the engine, which was extremely clean. Normally, I find these Perkins engines are coated with a thick layer of oil that's mixed with straw or dry grass.

Also, at this stage, I removed the exhaust manifold, which is done for a couple of reasons. For a start, it provides better access to the engine, but I also like to paint manifolds black as part of the restoration.

With all these parts removed, it also provided a clear indication of just how many pipes are required to make the multi-power and power steering systems



Another Multi-Power feature is this oil filter that's linked to the oil cooler, a new filter was on the list of things to replace.



Thanks to both the oil cooler and power steering system on this tractor, there was certainly a lot of associated pipework disappearing under the battery tray.

work, all of which dive for cover under the battery tray. However, the full extent of these pipes would only come to light once that tray was out of the way but, before tackling that, I needed to remove the fuel filters.

I'd noticed that these were a mismatched pair, so they'll be replaced with two correct ones in due course. While the filters are usually easy to take off, the steering wheel often isn't. Most won't have been off for years or decades, so they can be extremely stubborn.

In this case, the wheel required some gentle persuasion before I could shift it, after which my attention turned to the dash. I couldn't help noticing the extra panel at the back of the dash, which was fitted to help with sound deadening inside the cab.



This plate – with a layer of sponge glued to the other side – forms part of the cab's basic sound-reduction system. I suppose it helps, a little...



These flexible power steering pipes were neatly held in place with a short length of chain, bolted to the sump.



Some like the straight front axle while others prefer the swept-back design. Whichever side of the fence you're on, there's no denying that the straight version is a stronger, more modern design.



This pulley has needed to be replaced on most Perkins AD3-152 engines I've worked on over the years. There's usually obvious wear to be seen where I'm pointing, hence the need for a new one.



In addition to the new pulley, a new seal was fitted because I'd spotted a leak. However, it's not necessary to remove the timing cover to make this change.

Axle design

The straight front axle found on Alan's tractor is often either liked or disliked by collectors but, once I'd got the radiator out of the way, I could really appreciate how much stronger it is compared to the earlier, swept type. However, to accommodate this straight axle a different cradle was fitted and, to remove this heavy item, six bolts that connect it to the sump need to be removed.

I always slide a trolley jack underneath to take the weight of the cradle when removing the bolts, especially if the centre axle beam is still attached, which it was in this case. Once it was lowered down and set aside ready to be cleaned, I could see that the front crank pulley needed to be replaced, as did the timing case seal. This seal always leaks on these Perkins AD3-152 engines.

However, there's no need to remove the actual cover, as it's quite easy to prise out the old one and gently tap a new one into place. To make doubly sure there will be no future leak, I always buy a new pulley. The old ones usually show a wear line around the section with which the seal makes contact.

I find that you can always get a good idea about how much work a tractor has done over its lifetime, by the condition of the pedals. Heavily used machines will be betrayed by pedal surfaces that have been all but worn smooth. In this case,

though, the pimple grip patterning was still very evident. I also noted that the pedals were of the later design, with the centre section missing. I guess that this change was made to allow the mud to fall through, thus keeping them cleaner for longer. ■



The brake pedals fitted on later 135s have cut-outs, presumably intended to help the mud drop off the driver's boots.



HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. **DIGITAL EDITION:** shop.kelsey.co.uk/mfg

OFFER 2. **PRINT EDITION:** COMPLETE THE ORDER FORM BELOW

☒ **YES!** I WOULD LIKE TO SUBSCRIBE TO CLASSIC MASSEY & FERGUSON MAGAZINE

YOUR DETAILS

Mrs/Ms/Miss/Mr Forename

Surname

Address

..... Post / Zip code

Country

Daytime phone Mobile

Email

IF DELIVERY IS TO A DIFFERENT ADDRESS, COMPLETE BELOW

Mrs/Ms/Miss/Mr Forename

Surname

Address

..... Post / Zip code

Country

Daytime phone Mobile

We may wish to contact you regarding our special offers that we believe would be of relevance to you. Please tick the boxes to tell us all the ways you would prefer to hear from us ☐ Email ☐ Post ☐ Phone ☐ Text Message.

We will not pass your details onto third party companies.



BEST UK DEAL • SAVE 27% • BEST UK DEAL • SAVE 27%

☐ I WISH TO SUBSCRIBE BY DIRECT DEBIT PAYMENTS OF £20.00 FOR MY FIRST 6 ISSUES (SAVING 27%). I UNDERSTAND THAT MY SUBSCRIPTION WILL CONTINUE AT THE SAME LOW RATE WITH PAYMENTS TAKEN EVERY 12 MONTHS - UNLESS I WRITE TO TELL YOU OTHERWISE.

Instructions to your Bank or Building Society to pay by Direct Debit

Name of Bank

Address

..... Postcode

Account name

Sort code Account number

Signature Date

Originator's Id number

8 3 7 3 8 3

Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.



PAY BY CHEQUE / DEBIT / CREDIT CARD

☐ **UK: 6 issues (1 year) at £26.40**

☐ **UK: 12 issues (2 years) at £52.80 SAVING 10% £47.50**

☐ **USA / EUROPE: 6 issues at £33**

☐ **REST OF WORLD: 6 issues at £36**

☐ I enclose a cheque made payable to Kelsey Publishing Limited (Drawn from a UK bank account)

☐ Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCard

Card number

Security number

Valid from / Expiry date /

Signature Date

(UK ONLY) PLEASE SEND COMPLETED FORM TO:

FREEPOST KELSEY MEDIA

(INTERNATIONAL ONLY) PLEASE SEND COMPLETED FORM TO:

Classic Massey & Ferguson Enthusiast subscriptions, Kelsey Media,
The Granary, Downs Court, Yalding Hill, Yalding, Maidstone, Kent,
ME18 6AL, UK.



PHONE TOLL FREE FROM USA: 1-888-777-0275

INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1959 543 747

For details of why we cannot provide free gifts to all our subscribers visit our website at shop.kelsey.co.uk/subscriber. Here at Kelsey Publishing we take your privacy seriously and will only use your personal information to administer your account and to provide the products and services you have requested from us. We will only contact you about our special offers via the preferences you have indicated above and you can update these at any time by emailing us at subs@kelsey.co.uk or by calling us on 01959 543 747.

Classic Massey

& Ferguson enthusiast

SPECIAL SUBS

WHY SUBSCRIBE

- Never miss an issue
- Free delivery direct to your door
- Be the first to read new content
- Save money on shop prices

OFFER 1. DIGITAL EDITION

PAY JUST £19.99 FOR 6 ISSUES



*Discount calculated from print issue price of £4.60

TO SUBSCRIBE DIGITALLY VISIT
shop.kelsey.co.uk/mfg

SUBSCRIBE TODAY

SUBSCRIPTION OFFERS FOR YOU

OFFER 2. **UK PRINT EDITION**

6 ISSUES FOR £20*

→ THE ONLY INDEPENDENT FERGUSON AND MASSEY FERGUSON MAGAZINE.



3 EASY WAYS TO ORDER

- 1 ONLINE
shop.kelsey.co.uk/mfg
- 2 POST
Fill in the form and send to: **FREEPOST KELSEY MEDIA**
- 3 CALL OUR SUBSCRIPTION TEAM
01959 543 747

Hotline open: Mon - Fri 8:30am - 5:30pm.
Please note that calls are charged at your local rate, for further information please check with your service provider.

*UK Direct Debit print offer only. Pay just £20.00 (saving 27%) for 6 issues.

2021 AUTUMN/WINTER EVENTS DIARY

Please check that the event is on before planning your day, or travelling to the venue, particularly during this uncertain period as the Covid-19-related restrictions are gradually being lifted. In many cases, you'll have to book your ticket online before travelling. Neither *Classic Massey & Ferguson Enthusiast* magazine, or Kelsey Publishing, takes any responsibility if the details provided here prove to be incorrect. If you have an upcoming event that you'd like included in this listing, then please email the details to: peterlove@madasafish.com, or call: 01323 833125.



SEPTEMBER

25-26

15th Anniversary Pembrey Country Park Miniature Railway Transport Rally, Pembrey Country Park, Pembrey, Carmarthenshire SA16 0EJ

25-26

Dundee Museum of Transport Steam & Model Weekend, Dundee, Angus DD1 3LA. Further details, tel: 01382455196

25-26

Somerset Festival of Transport, Frome Showground, Bunns Lane, Frome, Somerset BA11 5ES

25-26

Autumn Gala Lynton & Barnstaple Railway, Woody Bay Station, Martinhoe Cross, Parracombe, Devon EX31 4RA. Further details, 01598 763487

25-26

Steam Weekend, Claymills Victorian Pumping Station, Meadow Lane, Stretton, Burton-upon-Trent, Staffs. DE13 0DA. Further details, tel: 01283 509929

25-26

London Museum of Water & Steam Weekend, Green Dragon Lane, Brentford, Greater London TW8 0EN. Further details, tel: 02085 684757

25-26

Steam Gala, Ribble Steam Railway & Museum, Chain Caul Road Riversway Docklands, Preston, Lancs. PR2 2PD. Further details, tel: 01772 728800

25

Autojumble & Collectors Fair, Nutt's Corner, County Antrim, Northern Ireland. Sellers under cover. Further details,

tel: 07936389125

25

Horsmonden Autumn Nostalgia Festival, Village Green, Horsmonden, Kent. Steam engines wanted for Chris Lambert Celebration ('father' of road steam preservation). Good food and Fuggle hop ale. Further information, tel: 01892 722221

25

Tinkers Park Open Day, nr Heathfield, East Sussex TN22 4HS, tel: 01323 842609

25

Fairford, Faringdon, Filkins & Burford Ploughing Association, Manor Farm, Hatford, Faringdon, Oxon. SN7 8JH. Further details, tel: 01993 868272 or 07393 437365. Includes National Vintage Area Final

25

Southwell & District Agricultural Society, Farnsfield, Nottinghamshire. Further details, 07748 468585. Includes a National Vintage Area Final

25

East Sussex Ploughing Match Society, Priesthawes Farm, Drockmill, Glynleigh Road, Pevensey, E Sussex BN24 5BL. Further details, tel: 07752 247469 or 07872 391001

25

Petworth & District Agricultural Association, Bignor Farm, West Burton, Pulborough, West Sussex RH20 1PG by kind permission of the Tupper Family and Bignor Park Estate. Further details, tel: 07973 797160

26

Cullompton & District Ploughing

Association, Devon. Further details, tel: 01392469025

26

West of England Ploughing Association, Ruthvoes, St Columb, Cornwall TR9 6HT, by kind permission of Rowland Glanville. Further details from Linda Williams, tel: 01726 860401

26

Coldharbour Mill in Steam, Uffculme, Cullompton, Devon EX15 3EE. Further details, tel: 01884 840960

26

Transport Rally, Helicopter Museum, Locking Moor Road, Weston-super-Mare, Somerset BS24 8PP. Further details, tel: 01934 635227

26

Sheepy & District Ploughing & Hedge-cutting Association Staffordshire. Further details: Pat Rowland, tel: 07939 162259

26

Classic Motor Show, Ragley Hall, Warwickshire. Further details: classicmotorevents.com

26

SSEC Waldron Star Inn Road Run & Vehicle Display, Waldron, E Sussex TN21 0RA. Further details, tel: 01435 812495

29

Mendip Ploughing Society, Stanton Wick Farm, Pensford, Bristol. Further details, tel: 07810 413664 or 07783 709619

29

East Kent Ploughing Match, Upper Venson Farm, Eastry, Kent CT13 0JH. Further details, tel: 07802 974838 or 07538 547010

30-3 Oct

Great Central Railway Autumn Gala, Loughborough, Leics. LE11 1RW. Further details, tel: 01509 632323

OCTOBER

2-3

Tees Cottage Pumping Station Steam Gala, Coniscliffe Road, Darlington, Co. Durham DL3 8TF

2-3

Burley Steam & Transport Show, Burley Park, Burley, Hants. BH24 4AA. Further details, tel: 07811 573811

2

Patrick Edwards Tractor Jumble & Spares Day, sellers from 7.30am £20 per stall, £30 per HGV, buyers from 8.00am, £5 per person. Patrick Edwards Ltd., Langley Farm, Langley Lane, Clanfield, Bampton, Oxon. OX18 2RZ. Further details, tel: 01367 810259 or 07836 353549

2

Cottenham & District Ploughing Society, Cottenham, Cambs. Further details from Paul Smith, tel: 01954 252578

2

Dishforth Ploughing Society, Village Farm, Catton, Thirsk, N Yorks. Further





details from Sally Walden, tel: 01765 602487. Includes a National Vintage Area Final

3 Ledbury Ploughing Society, Herefordshire. Further details from Alistair Young, tel: 01531 634301

3 Farm Machinery Preservation Society Working Day, Grove Farm, Great Henney, Sudbury, Suffolk CO10 7LT. Further details, tel: 01787 269214

3 Midland Red Running Day & Autumn Show Transport Museum, Wythall, Chapel Lane, Wythall, Worcs. B47 6JA. Further details, tel: 01564 826471

3 Dorchester Agricultural Society Ploughing Match, Piddletrenthide Estate, Dorchester, Dorset DT2 7TL. Further details from Will Hyde, tel: 01305 264249

3 Amberley Historic Transport Gathering, New Barn Road, Amberley, Arundel, W Sussex BN18 9LT

3 Bredgar & Wormshill Light Railway Steam Gala, The Warren, Swanton Street, Bredgar, Sittingbourne, Kent ME9 8AT

3 SEVAC Ploughing Match, Bower Farm, Beresford Lane, Plumpton Green, E Sussex BN8 4EN

6 Brailsford Ploughing Match, Bradley Pastures, Hall Farm, Bradley, Ashbourne, Derbys. DE6 1LP

8-10 Giants of Steam, Bluebell Railway, Sheffield Park Station, Sheffield Park, E Sussex TN22 3QL. Further details, tel: 01825 720800

9 Willingham & District Ploughing Society, Cambridgeshire. Further details from Carol Daff, tel: 01954 230478

9 Castleinch Autojumble & Sale, Callan Road, Kilkenny, Republic of Ireland. Further details, tel: 087 2787077

9-10 Steam Working Weekend, Stotfold Watermill, Mill Lane, Stotfold, Beds. SG5 4NU. Further details, tel: 01462 734541

9-10 National Ploughing Championship & Festival, Mindrum Mill, Mindrum, Northumberland TD12 4QL. 70th British National Ploughing Championships & Country Festival. Further details, tel: 01302 852469

10 Heritage Transport Day & South East Bus Festival, Kent Showground, Detling, nr Maidstone, Kent ME14 3JF. Further details, kcas.org.uk

10 Moynalty Steam Threshing Annual Autojumble, Moynalty Steam Threshing Grounds, Moynalty, Kells, Co. Meath, Republic of Ireland A82 C6K7. Further details, tel: 087 2962772

10 Morville Heath Vintage Ploughing Club, Shropshire. Further details, tel: 01746 789666

16-17 Klondyke Mill Steam Party Weekend, Preservation Centre, Draycott in the Clay, Staffs. DE6 5GZ. Further details, tel: 01543491485

16 Sussex County Ploughing Association. Further details from Gill Piper, tel: 01273 983381. Includes a National Vintage Area Final

16 Warwick Vintage Tractor & Machinery Society, B4100, Bishops Tachbrook, Leamington Spa, Warks. Details from Andy Bean, tel: 01926 817934 or 07749 651188

17 HCVS Spratt & Winkle Road Run, Sevenoaks to Hastings. Further details, moopanda@aol.com

17 Rundles & Eptons End of Season Steam Up, New Bolingbroke, Boston, Lincs. PE22 7LN. Further details, tel: 07939 212586

17 North East Derbyshire Ploughing Association Derbys/Notts area. Further details, tel: 07791 109566

23 Western Area Agricultural Competitions, Pridden Farm, St Buryan, Penzance, Cornwall TR19 6EA. By kind permission of the Trewern family. Further details from Simon Hollywood, tel: 07974 713172

24 Newark Autojumble, Newark Showground, Coddington, Notts. NG24 2NY. Display area for vehicles over 25 years old from 8am. Further details: newarkautojumble.co.uk

24 Transport Fest, Brooklands Road, Weybridge, Surrey KT13 0QN. Further details, tel: 01932 837994

30-31 Bolton Steam Museum Steaming, Mornington Road, Chorley Old Road, Bolton, Greater Manchester BL1 4EU. Further details, tel: 01204 846490

30-31 Heckington Windmill, Hale Road, Heckington, Sleaford, Lincolnshire NG34 9JW. Further details, tel: 01526 833167

30 Deeping & District Agricultural Association, Deeping St James, Peterborough. Further details from Philip Garford, tel: 07860 797887 or Edward Whitfield, tel: 07977 360508

30 Samuel Legend Society Transport Fair, Pudsey Civic Hall, Cote Lane, Pudsey, nr Leeds, Yorks. LS28 5TA

31 Halloween Night, Amberley Museum, New Barn Road, Amberley Nr Arundel, W Sussex BN18 9LT

31

Halloween Spooktacular, Bredgar & Wormshill Light Railway, The Warren, Swanton Street, Bredgar, Sittingbourne, Kent ME9 8AT

31 End of Season Twilight Running, Wythall Transport Museum, Chapel Lane, Wythall, Worcs. B47 6JA. Further details, tel: 01564 826471

31 Halloween at Lincolnshire Wolds Railway, Ludborough Station, Station Road, Ludborough, Lincs. DN36 5SH. Further details, tel: 01507 363881

NOVEMBER

7 VCC 125th London to Brighton Veteran Car Run – Hyde Park, London to Madeira Drive, Brighton

7 Children In Need - West Lancashire Light Railway, Station Road, Hesketh Bank, nr Preston, Lancs. PR4 6SP. Further details, tel: 01772 815881

9-10 Midlands Machinery Show, Newark & Nottinghamshire Agricultural Society, Newark Showground, Lincoln Road, Winthorpe, Newark, Notts. NG24 2NY

13-14 Newark Vintage & Classic Tractor Show, Newark Showground, Lincoln Road, Winthorpe, Newark, Notts. NG24 2NY

14 John Geary Memorial Run (starts noon) cars, tractors, trucks. Kilmeedy Vintage Group, Kilmeedy Village, County Limerick, Republic of Ireland. Further details, tel: 0870001608

21 Military Day, Brooklands Museum, Brooklands Drive, Weybridge, Surrey KT13 0SL, tel: 01932 857381

28 Christmas at The Brickworks Museum, Swanwick Lane, Swanwick, Hants. SO31 7HB. Further details, tel: 01489 576248.



OUT & ABOUT

Peter Love spotlights some of the road runs, shows and other events that have attracted Ferguson and Massey Ferguson machinery in recent weeks

BIGGEST FESTIVAL OF TRANSPORT

The Hellingly Festival of Transport near Eastbourne, in East Sussex, has been running for nearly 50 years, and has become an institution, despite its unfortunate date clash with The Great Dorset Steam Fair.

However, with so many other events cancelled this year, including the GDSF, the Festival of Transport – organised by the Eastbourne Historic Vehicle Club – stuck to its guns and provided an excellent show over the late August Bank Holiday weekend.

All classes were over-subscribed and, despite dull weather on a couple of the days, the site was packed with happy exhibitors and visitors. There were over a 100 tractors to be seen, plus classic



The Fellows family has a whole fleet of original, Massey Ferguson grass-care machinery, including the 14 seen here.

cars, commercials and stream traction engines. It was the most successful event the club has staged in years.

A highlight for red tractor fans was the Graham Fellows family collection, of which I particularly admired a Massey Ferguson 175 with fibreglass Duple cab. As always, Tom and Julia Fellows' 148

with Duncan cab, looked a treat, too.

I also spotted Jeff Burgess with his Massey Ferguson 1200, and his threshing, baling and rack saw bench demonstration attracted plenty of interest right across the weekend. Overall, I was delighted to see this event doing so well, despite the difficult conditions.



◀ The gem in the Fellows fleet has to be this Massey Ferguson 175 with Duple cab, which took some rebuilding; the doors came from Ireland to complete the job.

➤ Great to see this former Herstmonceux golf course conversion out again; it's been in preservation for three decades now, with Barry Griffin.



THAMES VALLEY ROAD RUN

It was good to see members of the NVTEC Thames Valley branch at the Richard Hazell-organised Fun Weekend & Road Run, staged at the Sun Inn, Whitchurch Hill, near Reading, in Berkshire, on August 28th-29th.

A very casual, Sunday road run was organised for the many vehicles

attending, which included a number of tractors, and a good time was had by all.

➤ An immaculate-looking Ferguson FE35 g/g diesel (with alternator fitted) heads out on the Richard Hazell-organised road run.



LIKE TO BE INCLUDED?

If you have an event, sale report or general tractor news item that you feel would interest readers, then please contact Peter Love directly, by calling 01323 833125 or sending an email to: peterlove@madasafish.com

MARSTON STEAM & VINTAGE WEEKEND

Karl Titchener, of Marston Steam & Vintage Restorations, staged a working weekend at Steve



This very original, French Ferguson-Hotchkiss-built tractor was one of many interesting machines present at Karl Titchener's working weekend.

Wing's farm, near Market Harborough, on August 21st-22nd.

It was an excellent weekend with invited friends and guests – many from the Welland Valley Vintage Traction Club – enjoying a great time. The rally field was full of steam engines, commercials, tractors and cars, and many took part in an excellent lunchtime road run on Sunday, to Lubenham, where lunch was taken at The Coach & Horses. It was good to see the FOFH area leader and WVVTC committee member Justin Chamere at the event.

Justin was with *Peter*, the 1954 Ferguson TE-F 20, which makes an ideal road run tractor and, thanks to its cab, was the perfect machine



Peter is Justin Chambers' superb, 1954 TE-F 20 that's been given a 'high-class' restoration.

in which to shelter from the light rain along the route. It's certainly a machine that's been well restored and painted.

SUCCESSFUL MARSHAM RALLY



Bob Parks' unstyled and original-styled Challenger rowcrops were looking gorgeous at the Marsham Show.

A huge crowd turned out to enjoy the great weather and tractor selection at the Marsham Show, held on Bob Park's farm, near Norwich, on August 14th-15th.

Bob, as regular readers will know, was probably the most prolific MH



This very original Massey Ferguson 1505 was also seen at Marsham.

collector in the UK until his sale a few years ago. But he still retains a number of his favourite machines, some of which were on show on the very popular and extremely busy Ferguson

Club stand.

It was a great event that was much appreciated by exhibitors and visitors alike, so congratulations to Bob for staging the show.

RE-ARRANGED WOODCHURCH



This very original-looking Ferguson TE-D 20, complete with 'banana' loader and dual wheels, was one of the more unusual sights at the Weald of Kent Steam Rally, in Woodchurch.



The Fellows family supported the Woodchurch event with typical enthusiasm, bringing an impressive selection of Massey-Harris and grass care MFs.

owing to poor ground conditions and the prospect of more rain, Bill Giles, who organises the Weald of Kent Steam Rally, took the bold decision to delay the event by a week, and run it on August 14th-15th.

Entries were understandably down as a result of the last-minute change, but that didn't stop a massive crowd attending over the two days.

Despite everything, there was a good mixture of tractors, steam traction engines, military vehicles and classic cars on show, and Bill's decision to press on, despite the change, was clearly the right thing to do.

CROMFORD IN THE MUD!

After holding its first event way back in 1970, The Cromford Steam Rally celebrated its 50th anniversary this year, over the weekend of July 31st-August 1st, following the 2020 cancellation. This year's rally was in doubt following a spell of heavy rain that left the site extremely wet and muddy. However, the organisers persisted, and should be congratulated for that.

One of the earliest machines from the AGCO family on show was the 1948 Massey Harris 744PD, entered



This 1966 Massey Ferguson 175 Multi-Power passed to Glyn Shepherd of South Wingfield, Derbyshire, in 2000, and still has its original tinwork.

by Chris Rowland. Visitors also enjoyed a strong line-up of Ferguson TE-20s, plus Scott Moore's 1956 Ferguson FE35 grey/gold, which was bought from Hartington, Derbyshire, in 2004.

Moving on to the red and grey-liveried Massey Fergusons, Graham Holmes was there with his 1965 MF 65 Mk II Multi-Power, which had been supplied by Browetts of Leicester to FS&CW Mee in Shepshed, at a cost of £960. Graham bought it in 1997, and gave it a full, nut-and-bolt restoration, which started in 2002.

There were a number of MF 35s at the show, one of which – 220 ONU – was registered and dated from 1960 and has been with the same family from new. Of course, no show would be complete without a Massey Ferguson 135 or two. Martin Beever bought his 1964 example about 20 years ago and restored it.

Moving up the power range, I enjoyed seeing Glyn Shepherd's 1966 Massey Ferguson 175 Multi-Power, as well as SWF 411H, Graham Holmes' 1969 MF 165, which still gets used for light work, including topping and chain-harrowing and has just 5,000 hours on the clock.

Overall, the event was a complete success, despite the best efforts of the weather and, with a good attendance



Graham Holmes' 1969 Massey Ferguson 165 was exhibited in working condition at the well-attended Cromford Steam Rally 50th anniversary event.



Heavy, pre-show rain put the Cromford event in doubt, but the organisers stuck to their guns. Several vehicles got stuck, but this Massey Ferguson 35 was having no difficulty with the muddy conditions.

and the Massey Ferguson tractors proving a popular attraction, this 50th anniversary event was certainly an event that I shall remember.

RICHMOND LIGHT RAILWAY EVENT

Spotted recently at an event at the Jerry Martin-owned Richmond Light Railway near Maidstone, in Kent, was the Hazlehurst-restored MF 35 that was featured in *CMFE* over a decade ago. It still looks as good today as it did then!

Colin and Vicky brought it to the show, together with their ex-Henry Thorn of Slough road-making living van, which has been restored to a similar condition as the tractor.

The couple used the outfit as their base while attending this sold-out, ticket-only charity event. Interestingly, the lawns on site are mown using a very original MF 135.



Colin and Vicky Hazlehurst's superbly restored MF 35 and living van.

LANCASHIRE'S BIGGEST!



This smart, 1984 MF 675 was bought by Vincent Pickles, and some restoration work has been undertaken.

The main attraction at the Fylde Steam & Farm Show, which took place between Preston and Blackpool on July 3rd-4th, had to be the Massey Ferguson section. There were 20 or so assorted machines to enjoy, including Phillipa Rawsthorn's pink-liveried, 1953 Ferguson TE-F 20, which had been painted in 2010 to match her ex-racing car colours.

Still wearing its traditional, grey livery was Shane Blezard's 1947 Ford Ferguson 2N, which was imported from France in 2007. It was then stripped and rebuilt in 2014, complete with a Sherman step-up 'box fitted for a top speed of 21mph. Bill Partington was on hand with his 1950 Ferguson TE-A 20, which he acquired about 10 years ago. Unusually, he used it to demonstrate how to use

a Ferguson jack to lift the tractor, an activity not often seen on a rally field.

Keith Mitchell had his 1949 Ferguson TE-A 20 on show, which he'd bought locally 32 years ago, and fitted with a Ferguson 'tea spoon' front loader. Edward Booth's original-looking, 1954 Ferguson TE-F 20 had been on a farm in Wales for 50 years before he got it, and it still does a bit of work for its new owner.

Peter Ball had four Ferguson tractors at the rally, including a 1950 Ferguson TE-A 20 that was never registered during its working life. It spent most of its working life pulling gang mowers on Warton Hall estate, at Lytham. Peter's other Fergusons included a 1956 TE-F 20, his favourite 1958 Ferguson FE35 grey/gold and a 1960 MF 35 Industrial.

Industrial enthusiasts also enjoyed seeing Keith Mitchell's 1965 Massey Ferguson 2135 on The Ferguson Club's stand. He's owned that machine since 1975 and it still gets used on the farm when necessary.

Peter Newton made a long trip to the show from Essex, with his 1961 MF 35, which he restored 14 years ago, while Daniel Crowe's 1962 35X was restored four years ago, and was driven around the arena by his father, Brian. Then came David Pickerbance with his 1960 MF 65 Mk 2, which was coupled to a 'working clothes', Massey Harris 701 baler. It's been fitted with new belts, gets regularly serviced and is used every summer to make some small bales.

Another 65 was to be seen on The Ferguson Club's stand; this one a 1962 Mk 2 entered by Rebecca Waterworth, the club's Lancashire rep. Steven Wilkinson's 1971 MF 185



Bill Partington bought this Ferguson TE-20 10 years ago and here, at the Fylde Steam & Farm Show, it's being used to demonstrate how to use a Ferguson jack.



Peter Ball's 1960 Massey Ferguson 35 Industrial, which spent its working life in Essex.

was bought straight off a farm, while Vincent Pickles' 1984 MF 675 came from Cheshire, in 2000. Vincent has completed some work on the front end, and fitted new trim and a seat inside the cab.

As you can tell, there really was a varied line-up of interesting tractors to see at this event, and it can certainly be recommended.

SALES CORNER

Our resident sales and auctions guru, Peter Love, offers a snapshot of the Ferguson and Massey Ferguson movers and shakers changing hands in the past month or two

As I write this at the end of another 'hot' sale season, we've seen yet more record prices in recent weeks. However, there have also been plenty of tractors selling for just 'so-

so' prices, so there are still plenty of affordable machines out there to be had.

Nevertheless, it's clear that, as far as classic tractors are concerned, the commodity investors are back in

the game. Those buyers, who largely disappeared about 10 years, have resurfaced and are buying online without seeing the tractors they're bidding on which, of course, can prove disastrous!

HINMAN SALE

The final one of Andrew Hinman's three sales took place at Codwells Farm, Morten Valance, in Gloucestershire, on July 10th.

This time he engaged Stroud Auctions to conduct the clear-up sale, with online bidding included. The tractors to interest us included an imported, long-stroke, Continental-engined Massey Harris 555 gas, that raised a good £4,500. But the one most were after was a tatty but running MF 188 four-wheel-drive. It didn't have a cab, but still sold for a very good £9,800. Lastly, there was an MF 165 that had been around the clock, and was in the same type condition to the 188. It found a new home for £5,000.

➤ **The ex-Andrew Hinman, original-style Massey Ferguson 188 four-wheel-drive that sold for £9,800.**



WILLETTS FARM

On July 17th the machinery collection belonging to the Ashby family, from Willetts Farm at Five Ashes, in East Sussex, came under Roger Waters' hammer, at South East Marts.

There was no online bidding, and the only tractor of interest to readers was the 1983 Massey Ferguson 2640 four-wheel-drive. It ran well and was sold with a log book and front weights, for £4,500 + VAT.

➤ **This MF 2640 ran and did what it should. Perhaps a tidy-up would have encouraged a higher price.**



A FERGIE BROWN RECORD!



Some £10,000 was paid for this 1976 open-centre MF 135. The 165 on the right sold for £11,000, and had also been restored by James Cardis.



This Ferguson Brown A smashed the sale record for the model, selling for an incredible £53,000!

Howard Pugh held a two-day sale on July 16th-17th July, as a combination of the sales that would normally have been staged at the Much Marcle and Welland rally sites.

Occasionally, at an auction like this, there are two people who desperately want the same lot, and that happened at this event with a 1938 Ferguson Brown A (No. 502), that was being sold with a V5c and original, 22in, enclosed-pattern rear tyres. The result of the bidding

contest was a final sale price £53,000. Yes, you did read that correctly and that final bid beat the previous best price paid for a restored Ferguson Brown by a whopping £28,000!

Having said that, I haven't seen such a good-looking example of this desirable model for many years. Restored examples typically sold for up to £18,000 in 2019; how things have changed! Then we had the HJ Pugh £32,000 Ferguson Brown A record price in September 2020, but this new record is at a

whole new level.

Another to do well at this sale was a 1976 Massey Ferguson 135 that had been restored by James Cardis; it made £10,000 in open centre format and with no roll bar. But that wasn't all, as the very next lot saw another Cardis-restored machine, this time a 1970 MF 165 with C&G cab and V5c, sell for £11,000.

As for the parts on offer, the highlight was a new Ferguson Brown A exhaust system, which sold for £300.

MF 135 SELLS WELL IN SURREY

Wellers Auctions of Guildford held the Gerald Parsons dispersal sale on July 24th, at Honeywood Lane, Oakwood, Surrey.

With over 800 lots, there was plenty of interest to be sold. Gerald's collection of workshop tools was very impressive, with not a metric item in sight! The spanners were all top quality British and American tools, and there were lots of sockets, pullers and sash clamps offered in all sizes.

Of the tractors being sold, a 1969 MF 135 in so-so condition, and with 6,600 hours on the clock, sold for a very strong £4,800 + VAT, considering its condition. Although Wellers isn't used to this type of sale, everything went impressively well.

➤ This Massey Ferguson 135 was in so-so condition, yet still managed to make a very impressive £4,800.



GEORGE PRICE SALE

After collecting and enjoying his 'fleet' of tractors for many years, George Price decided that the time had come to sell, and gave the job to the experienced HJ Pugh. The sale took place on August 11th, at Leigh Sinton, Malvern, in Worcestershire, and included a raft of delightful tractors.

Notable among these was a 1969 Massey Ferguson 135, with V5c and clamshell wings fitted, that sold for £6,600. A 1958 Massey Ferguson 35 4-cylinder 23c engine Herefordshire tractor made £2,500, while a 1959 MF 35, ex-Guinness hop farm example, moved on for £2,100, but needed work. It was a similar story with the 35 orchard – an ex-East Sussex example – that fetched £1,400. Lastly, there was a Ferguson TE-F 20 (No. 473046) diesel – another Hereford tractor – which found a new owner for £2,300.



The top MF tractor in the George Price sale was this 135, which sold for £6,600.

RECORDS AT YARCOMBE



As you can see, the tractors in the recent Symonds & Sampson sale were certainly in 'off-farm' condition, but they still generated record prices.

Symonds & Sampson held a fine, off-farm sale on August 12th, at Little Crawley Farm, Yarcombe, in Devon. It included a 1981 Massey Ferguson 290 with MF90 loader, which was in 'off farm' condition but, with a V5c and only 4,693 hours, it sold for an amazing £9,800 + VAT.

In addition, a 1964 Massey Ferguson 35X Multi-Power, with 4,815 hours and V5c, went on to astonish everyone by selling for £9,000 + VAT; both record prices for tractors in their condition.

FRENCH MF RECORD SET AT CHEFFINS



This 1970 Massey Ferguson 135 Multi-Power was in excellent condition and deservedly made £11,000.

Cheffins' Harrogate Vintage Sale took place on August 21st, the town's Great North Yorkshire showground. Most lots were located under the open-sided sheds and, as you might expect, the main interest was centred on the 80 or so tractors being sold.

Their condition varied considerably, with everything from well-used, previously-restored and Concours examples to be found. Prices varied considerably too, of course, with auctioneers Bill King and Oliver Godfrey guiding the prospective bidders through proceedings. To be fair, most of the machines on offer were either from the 'blue' stable or the Ferguson fold, although other makes were represented, as well.

Among the grey machines there was a smart 1955 TE-F 20 diesel that sold for £4,000 while, being in similarly good condition, a 1952 Ferguson TE-D 20 changed hands



The bidding for this 'working condition' MF 1505 articulated tractor reached £14,500, but that wasn't enough and it didn't sell.

at £2,300. Continuing with the grey theme, a restored FE35 diesel (once part of the Ron Hughes collection), described as being a good starter, sold for an average £3,100.

Condition varied more when we moved on to the Massey Ferguson lots, which obviously affected the prices achieved. A 1962 MF 35, which had been used recently for topping grass and turning hay, made £5,800, while a 1965 35X sold for £7,900.

Looking decidedly well-used, a Massey Ferguson 158 sold for only £1,900 and, also showing a lot of surface rust, a French, 1963 MF 42 with loader and cab that was described as being in good working order, moved on for a decent £5,100.

Doing slightly better was a very tidy, 1965, French MF 130, that was said to have had an extensive restoration,

including a complete engine rebuild. That tractor sold for a record £7,100, while an original-looking, 1976 MF 135 with cab made £8,750.

A couple of top-quality 135s came next. This first, a 1968 model sold for £10,800, and the second, a 1970 model, did slightly better and made £11,000. These were followed by a pair of MF 165s from 1974, which sold for £4,800 and £6,500, and an un-dated MF20 Industrial that moved on for £4,500.

Finally, a 1990 Massey Ferguson 3065, with only 1,112 hours on the clock, sold for £11,500, but a 1977 MF 1505 – fitted with Caterpillar eight-cylinder engine – reached £14,500 but failed to sell at that price.



This 'good working order', 1990 MF 3065, with only 1,112 hours on the clock, sold for £11,500.



This 1965 Massey Ferguson 130 sold for a new world record price of £7,100.



This 1955 Ferguson TE-F 20 was originally supplied by Jack Olding, in Perthshire, and in good, restored condition, it raised £4,000.

PRICE GUIDE

Our bi-monthly price guide reflects the prices that 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 tinwork, 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
WALLIS							
Wallis Cub	1914-17	£17,450	£28,000	£46,000	£34,000	54,000	NA
Wallis Cub Junior	1917-19	£16,500	£26,000	£42,000	£34,500	£37,900	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	£12,500	£22,500	£34,000	£28,000	£36,200	NA
Ferguson-Brown	1938-39	£11,800	£21,000	£32,000	£26,200	£32,500	£53,000
Ferguson-Brown Industrial	1936-39	NA	NA	NA	NA	£29,900	NA
TE-20 Continental	1946-48	£1,100	£1,350	£9,200	£4,700	£6,600	£7,100
TE-20 Narrow Perkins P3 Conversion	1946-48	NA	£2,100	£4,100	£3,100	£3,900	NA
TEA-20	1947-56	£950	£1,500	£4,900	£2,900	£5,400	£5,800
TEA-20 half-track	1947-56	NA	£4,500	£24,000	£7,600	£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	£2,100	£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	6,900	£21,500	£9,800	£24,000	NA
TEF-20	1951-56	£1,500	£2,400	£9,200	£3,800	£5,900	£7,600
TEF/T-20 Industrial diesel	1951-56	NA	£1,950	£4,300	£3,900	£5,900	NA
TEE-20 narrow p/p	1949-56	£950	£1,500	£3,600	£2,700	£3,900	£4,100
Perkins P3 Conversion	1946-56	£1,200	£3,100	£4,900	£3,200	£4,100	£6,400
Reekie narrow/fruit tractor	1948-54	£1,200	£2,580	£4,500	£5,200	£5,650	£6,900
Lenfield conversion	1948-56	£1,325	£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	£1,120	£1,800	£4,300	£2,900	NA	£4,350
TEP-20 petrol industrial	1952-56	NA	£3,100	£4,100	£13,200	£6,200	NA
TEE-20 narrow	1951-56	£950	£1,400	£3,900	£6,600	£7,200	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
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	£1,300	£2,000	£3,900	£3,400	£5,900	£7,000
FE-35 Grey & gold vineyard	1956-57	£1,100	£3,900	£5,900	£4,100	NA	£6,500
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							
50gas 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
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	£9,600	NA
35 Standard 23C4-cylinder	1957-59	£1,400	£2,700	£6,900	£3,900	£6,920	£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' Petrol	1959-64	NA	NA	£6,200	NA	£7,400	NA
35 Standard petrolparaffin no hydraulics	1958-64	NA	£1,600	£4,700	£5,400	£5,200	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	£14,900	£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	£4,900	£12,400	£6,600	£12,400	£13,900
35x with Multi-Power	1962-64	£1,850	£3,900	£12,800	£6,800	£11,400	£14,100
35 Hi-Clear	1959-64	NA	£3,600	NA	NA	£9,200	NA
35x Industrial	1962-64	£2,600	£4,600	£9,200	£6,200	£8,100	£9,100





MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
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	£3,400	£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	£5,400	NA	£5,700	NA
65 Mk2	1960-64	£1,850	£3,400	£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	£3,400	£6,700	NA	NA	NA
MF 65/765 Industrial	1958-64	NA	NA	£5,800	NA	NA	NA
65 MK2 Multi-Power	1961-64	£1,900	£3,800	£7,900	£5,300	£8,200	£8,600
130 French	1965-72	£1,900	£1,800	£5,500	£2,900	£5,400	£7,200
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	£5,100	£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	£4,100	£7,900	£6,400	£8,700	£10,300
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
2130 (Industrial)	1965-72	£1,700	£1,950	£5,800	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	£9,100	£16,750	£12,100	£17,200	NA
2135 (French made)	1966-72	£1,200	£2,400	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	£4,400	£5,400	£4,200	£4,900	£5,300
165	1965-71	£3,900	£4,900	£9,400	£4,700	£8,750	£9,250
165	1971-79	£4,100	£4,700	£10,300	£5,300	£10,400	£11,500
165 Multi-Power	1965-71	£4,450	£7,200	£17,250	£6,450	£11,900	£18,000

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
165 Multi-Power	1971-79	£4,300	£7,400	£18,000	£8,800	£12,200	£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	£4,600	£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	£11,900	£9,100	£12,400	£14,650
148 Multi-Power	1972-78	£2,700	£4,900	£14,200	£8,900	£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	£14,000	£23,500	£18,100	£17,600	£27,600
1250	1979-80	£6,900	£14,100	£25,900	£14,900	£19,800	£24,300
1505	1974-76	£7,250	£14,200	£24,000	£15,100	£21,700	NA
4840	1980-82	£7,900	£9,300	£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	£5,400	£6,700	£11,900	£8,900	£10,900	£11,750
565	1976-82	£4,100	£5,800	£9,100	£6,800	£9,200	£10,900
575	1976-83	£4,700	£5,750	£9,100	£6,200	£8,900	£12,000
590	1976-83	£4,750	£5,700	£9,200	£7,200	£9,300	£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
240 4WD	1983-99	£6,700	£7,800	£10,200	£8,900	£9,400	£10,200





MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
245	1976-83	£3,400	£4,600	£9,700	£5,600	£7,100	NA
250	1983-86	NA	£4,900	£10,800	£6,100	£7,300	NA
250 4WD	1983-86	£7,900	£9,600	£12,800	£10,200	£12,900	NA
254 4WD	1982-87	£7,900	£4,750	£9,200	£5,500	£7,400	NA
265	1974-83	£3,500	£5,600	£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	£4,700	£7,300	£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
362C Crawler	1980-89	£5,600	£8,900	£9,400	£7,600	£11,500	NA
675	1980-86	£5,200	£6,600	£12,500	£7,870	£9,950	NA
690	1983-86	£5,500	£6,700	£14,200	£8,900	£13,750	NA
698	1983-86	£5,900	£6,800	£10,800	£7,100	£10,900	NA
698T	1985-87	£5,400	£6,950	£9,300	£7,400	£11,500	NA
699	1984-87	£3,700	£4,100	£12,600	£7,200	£11,400	NA
2620	1981-84	£3,700	£5,300	£9,800	£6,100	£10,900	NA
2640	1981-84	£3,900	£5,440	£9,400	£5,900	£11,200	NA
2645	1984-87	£3,950	£5,450	£10,750	£6,240	£10,300	NA
2680	1981-84	£3,200	£5,900	£6,500	£9,750	£10,200	NA
2680 4WD	1981-84	NA	£6,400	£14,300	£6,700	£12,500	NA
2685	1984-87	£4,900	£7,100	£10,300	£6,400	£9,200	NA
2720	1981-84	£4,950	£4,800	£10,700	£7,600	£9,600	NA
2725	1984-87	£4,450	£6,800	£10,960	£7,500	£9,700	NA
350 2WD	1986-95	£8,600	£10,900	£18,800	£14,600	£16,500	NA
360 2WD	1986-95	£8,750	£10,250	£20,800	£14,700	£18,700	NA
390 2WD	1986-97	£9,750	£10,400	£27,000	£16,600	£21,700	£26,250
390 4WD T	1986-97	£10,200	£17,600	£24,800	£19,200	£22,900	£30,000
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	£3,700	£5,200	£4,700	£7,300	NA





CLASSIFIED COUPON - Free Ads!

Tel: 0906 802 0279

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

Fax: 01959 541400

We advise not to send photographs via fax

Email: tractors@kelseyclassifieds.co.uk



CLASSIC MASSEY & FERGUSON CLASSIFIED COUPON

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

FREE TO CLASSIC MASSEY READERS, UP TO 30 WORDS (trade excepted)

Trade advertisers only: First advertisement in any issue: £5 for maximum 40 words; £25 for maximum 40 words and one photograph; extra words 25p each. Subsequent ads placed at the same time, £5 for maximum 40 words; £15 for maximum 40 words and one photograph; extra words, 25p each. Advertisers can include a photo FREE of charge but the photos cannot be returned, images only kept on file for up to 6 months.

CATEGORY PLEASE TICK ONE:

- ☐ TRACTORS FOR SALE ☐ TRACTORS WANTED ☐ PARTS AND IMPLEMENTS FOR SALE ☐ PARTS AND IMPLEMENTS WANTED
☐ LITERATURE FOR SALE ☐ LITERATURE WANTED ☐ MISCELLANEOUS FOR SALE ☐ MISCELLANEOUS WANTED

ADVERT DETAILS PLEASE COMPLETE ALL OF THE FOLLOWING INFORMATION.

COST OF INSERTION: DESCRIPTION:

.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

ADVERTISER DETAILS:

NAME:

ADDRESS:

.....

TOWN:

COUNTY:

POSTCODE:

COUNTRY:

TEL*:

PAYMENT DETAILS

☐ I enclose my cheque/PO for £..... payable to Classic Massey and Ferguson enthusiast

☐ I wish to pay by credit card: ☐  ☐  ☐  ☐  ☐  Expiry Date: Switch Issue No:

Card No: / / Signature:

For AD QUERIES call: 0906 802 0279 Lines open 10am to 4pm (Mon - Fri) . Calls cost 61p per minute plus network extras. Calls from mobiles and some networks may be considerably higher. Service provided by Kelsey Media.

CONDITIONS OF ACCEPTANCE

- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please call Talk Media Sales 01732 445325.
- Each advert can be no more than 30 words. Kelsey Media reserves the right to edit down adverts that exceed this word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of six months.
- By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you all assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.
- Kelsey Media's customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.
- Telephone numbers starting '070' are usually from our affiliate website carandclassic.co.uk. If you get a message which says 'invalid' this usually means the item is no longer for sale.
- No other correspondence can be entered into.
- Kelsey Media uses a multi-layered Privacy Notice giving you brief details about how we use your personal information. For full details visit www.kelsey.co.uk, or call 01959 543524. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email data.controller@kelsey.co.uk or 01959 543524.

FERGUSON

FERGUSON TE-F



£3,999. Diesel, 2WD. Was stood for many years, not had a hard life, runs well, all complete. Please call 01249 740377, South West.

107801

FERGUSON TE-F 20



£3,250. A very nice older restoration diesel T20. Starts easily and runs well. Presented with good tinwork throughout. Please call 07966881985, South West. (T)

107887

FERGUSON TE-D 20



£5,595. Has dung prong. Runs well, Good hydraulics Little used by me past 35yrs, More photos for serious buyers. Please call 07812 958530, South West.

108858

FERGUSON FE-35



1957, £4,250. Grey gold, fully restored with V5. Four cylinder, good starter. Small oil leak needs a seal. Diesel. Nice tractor for shows and road runs. Please call 07711 445859, Wales.

108074

FERGUSON TE-20 CONTINENTAL



1946, POA. Two TE-20 Continental with parts. Please call 07771 571339, South West.

109048

FERGUSON TE-D 20



1954, £2,750. Good runner, older restoration, on grass tyres, comes with V5C doc. Please call 01952 541354, West Midlands.

108076

MASSEY-FERGUSON

MASSEY FERGUSON 788



1963, £1,000. 8ft 6in cut. Diesel, V5, runs like a sewing machine. Please call 07774 111484, West Midlands.

108162

MASSEY FERGUSON 3060 2WD



1988, £3,999. Runs and drives well. Low hours but rusty. Please call 01249 740377, South West.

109134

MASSEY FERGUSON 550



£6,999. 2WD loader tractor with MF80 Power Loader with forks and buckets. Same owner for many years, standard gearbox, muck fork, power steering, pick up hitch. Please call 01249 740377, South West.

109137

MASSEY FERGUSON 360



1989, £14,999. 4WD tractor, manual gearbox, 60hp, power steering, out of genuine farm sale. Please call 01249 740377, South West.

109138

MASSEY FERGUSON 185



1973, £8,999. 2WD tractor, original condition, flexi cab, no power steering, standard gearbox, pick up hitch, two owners. Please call 01249 740377, South West.

109141

MASSEY FERGUSON 690



£7,950. 2WD tractor, 3 stick gearbox, power steering, original condition. Please call 01249 740377, South West.

109142

MASSEY FERGUSON 390T



£17,999. Speed shit, 4wd, MF Power Loader and bucket. One owner from new, Perkins engine. Please call 01249 740377, South West.

109145

MASSEY FERGUSON 2640



1980, £9,795. 4WD. Very clean, has not had a hard life. Air Con, 110hp Perkins engine. Please call 01249 740377, South West.

109146

MASSEY FERGUSON 135 MULTIPOWER



1967, Fully restored engine and steering, new mudguards and all new tyres. Re-sprayed, excellent condition. Please call 01902 850861, West Midlands.

108321

MASSEY FERGUSON 135



1972, £5,950. 2WD. 1 owner from new! C/w front power loader. This is a nice original tractor in good order. All in good condition. Has pick up hitch and roll frame. Please call 01763 780440, East of England. (T)

108390

MASSEY FERGUSON INDUSTRIAL



£3,250. 3-Cylinder Perkins engine, new tyres and tubes all round, instant starter. All lights, PTO and hydraulics work. No v5, good tinwork, tidy little tractor, ready for work or play. Please call 07759 918265, Yorkshire and the Humber.

107622

MASSEY FERGUSON 35



£3,800. Very original condition. Good tyres, good tin work. Starts and runs well. Comes with mill loader bucket and fork, in very good condition. Please call 07790 053623, South West.

107773

MASSEY FERGUSON 550



POA. With cab. In good working order, starts and runs perfect. No unusual noises, etc. Tyres have plenty of tread with light cracks in places. Cab and wings are rusty and need some work. Fitted with drop hitch and single spool. Please call 01458 269210 / 250978, South West.

108575

MASSEY FERGUSON 35

1962, £3,300. 3 cylinder. Used regularly on smallholding. Also a Ferguson 9-tine cultivator for £250. Please call 07710 604124, Scotland.

107784

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 135DL



£4,999. Straight axle tractor. Two wheel drive, Flexi cab, pick up hitch. Please call 01249 740377, South West.

107791

MASSEY FERGUSON 590



£6,750. 2WD. 8-speed gearbox, good tyres, runs and drives well, power steering, 72HP. Please call 01249 740377, South West.

107797

MASSEY FERGUSON 50EX



1988, £14,999. Farm handler tractor. Rear weight and PTO linkage. Shuttle BOC forks and bucket very clean. Please call 01249 740377, South West.

107798

MASSEY FERGUSON 2620



£6,999. 2WDm 6-cylinder Perkins engine, came from a genuine farm sale. Please call 01249 740377, South West.

107799

MASSEY FERGUSON 230



1994, £10,999. 2WD, power steering, draw bar. Please call 01249 740377, South West.

107802

MASSEY FERGUSON 699



1985, £7,750. 4WD, 6 cylinder, 100hp, 3 stick gear box. Please call 01249 740377, South West.

107803

MASSEY FERGUSON 230



1985, £8,999. 2WD loader tractor, 47hp, pick-up hitch, two owners. Please call 01249 740377, South West.

107805

MASSEY FERGUSON 20



£3,995. Same as the 135. Long PTO, DL engine, runs well. Please call 01249 740377, South West.

107812

MASSEY FERGUSON 135 DL



£3,995. Perkins engine, long PTO, runs well. Please call 01249 740377, South West.

107813

MASSEY FERGUSON 135DL



£3,995. Perkins engine, pick-up hitch, long PTO, runs well. Please call 01249 740377, South West.

107814

MASSEY FERGUSON 35



£3,499. Petrol TVO with loader, fork, bucket and rear weight. Runs and drives lovely. Please call 01249 740377, South West.

107815

MASSEY FERGUSON 135



£6,500. Recently restored. New parts fitted include short engine, link arms, wheels and tyres, drawbar, seat, steering wheel, harness, lights and battery. Starts, runs and drives very well. Please call 01327 361460, East Midlands.

107851

MASSEY-HARRIS

MASSEY-HARRIS 55



POA. Nice original running tractor with electric start. Please call 07855 399487, South West.

108408

MASSEY-HARRIS 25



1938, POA. Nice running original English import tractor. Please call 07855 399487, South West.

108409

MASSEY-HARRIS 25



£6,750. Starts easily and runs well, the manifold is in excellent condition. Please call 07966881985, South West. (T)

107895

MASSEY-HARRIS PACEMAKER



1938, £5,500. Starts easy and runs well. Please call 01409 261345, South West.

108961

TRACTORS WANTED

MASSEY FERGUSON 165

Wanted. MF165 MK2. Would prefer re-conditioned. Please call 01246 824753, West Midlands.

108501

FERGUSON HARROW BEARINGS

Wanted. Wooden bearings, new, to fit Ferguson mounted disc harrows. Please call 01595 890295, Scotland.

107405

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

MASSEY FERGUSON HYDRAULIC LINKAGE

Wanted. Hydraulic linkage for Massey Ferguson 140 Vineyard tractor or similar. Please call 01904 738552, Yorkshire and the Humber.

107345

PARTS

MASSEY FERGUSON 175/178 FRONT RIM



Wanted. 4.5 x 19, reasonable condition. Please call 01257 480305, North West.

109049

MASSEY FERGUSON FLEXY CAB



£3,000. For 165 to 188 models. All original materials, engine door and window covers. Restored paintwork. Would suit a restored tractor. Please call 07726 664689, East of England.

108667

MASSEY FERGUSON BELT PULLEY

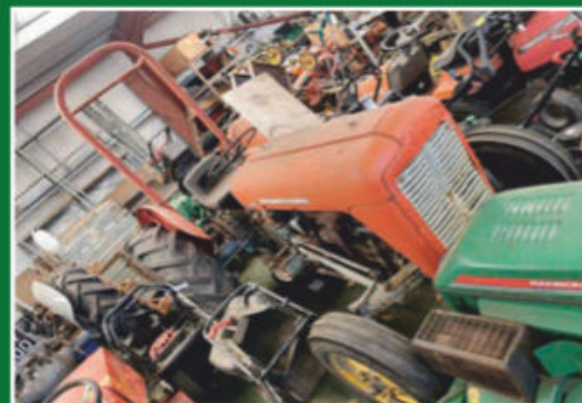


£50. Bolt on PTO driven belt pulley in good condition. Barn stored since last used. Fits standard shaft. May fit other makes with suitable brackets/adaptation. Please call 01768 881834, North West.

107882

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 FERGUSON QUICKE LOADER BRACKETS



£950. Loader brackets, spool block, joystick, etc. To fit Massey 6485 T3. Please call 07971 412497, South West.
108856

MASSEY FERGUSON DRAWBAR



£125. Drawbar for MF65 or MF165. Very good condition. Please call 01502 561657, East of England.
108927

MASSEY FERGUSON 35 FRONT LOADER



£250. Taken off a MF35, front loader, all there, strong heavy construction. Also have two tyres, 12.4/11/28, a good 50% tread, some surface cracking but good and usable, £80 the pair. Please call 01509 412662, East Midlands.
108077

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.

MASSEY FERGUSON 35 INJECTION PUMP



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

MASSEY FERGUSON 35 INJECTORS



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

MASSEY FERGUSON 35 INJECTORS



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

MASSEY FERGUSON WILLYS JEEP 6V DYNAMO

£250. Genuine Willys Jeep 6v dynamo. Professionally restored. Carriage extra. Please call 07929 969702, Scotland.
109052

MASSEY FERGUSON BUCKET

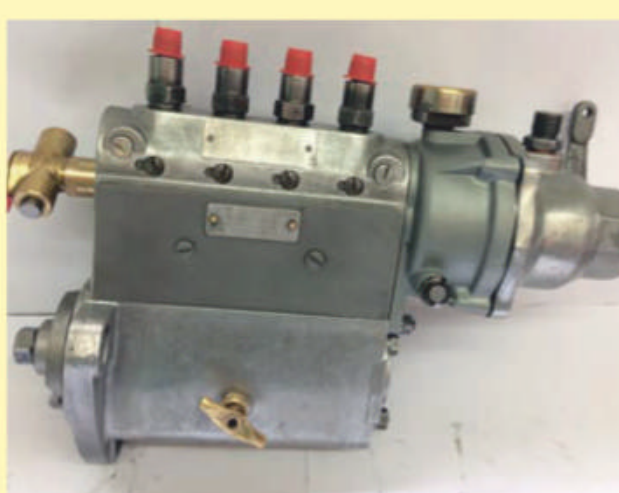
POA. Bucket to fit a Massey Ferguson 80 loader off a 135 tractor. Please call 01788 860645, East Midlands.
108275

FERGUSON SACK LIFTER



£450. Sack lifter for Ferguson tractor made by E0 Culverwell Ltd. Please call 07748 323930, North West.
107616

FERGUSON TE-F 20 INJECTION PUMP



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

FERGUSON TE-F 20 INJECTORS



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

FERGUSON TE-D 20 ENGINE

£550. Good condition, ideal for exchange. No carb or manifold, buyer collects. Please call 01377 267626, Yorkshire and the Humber.
109034

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.

MASSEY-HARRIS TIN SEAT



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

103418

MASSEY-HARRIS MASSEY HARRIS BINDER

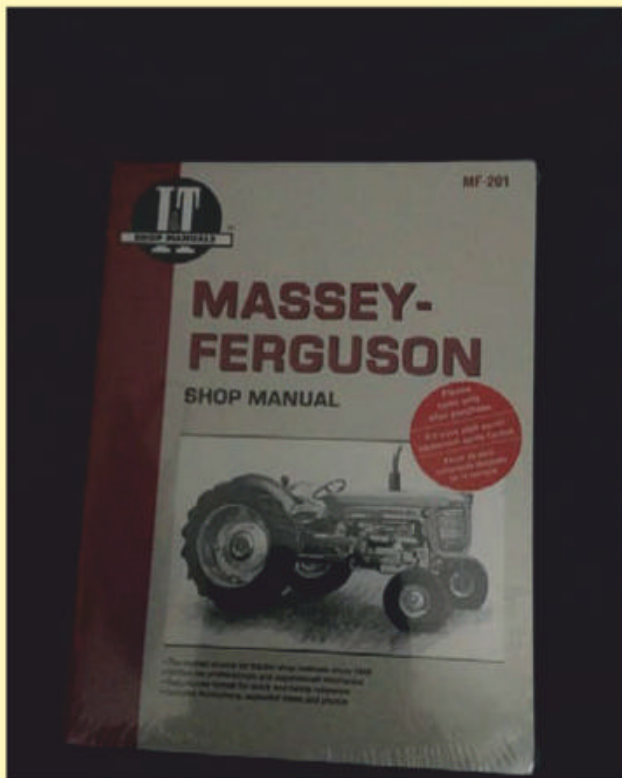


£200. Ground driven and barn stored. Will fit on 8 feet by 14 feet trailer. Please call 07835 071745, West Midlands.

105928

MISCELLANEOUS

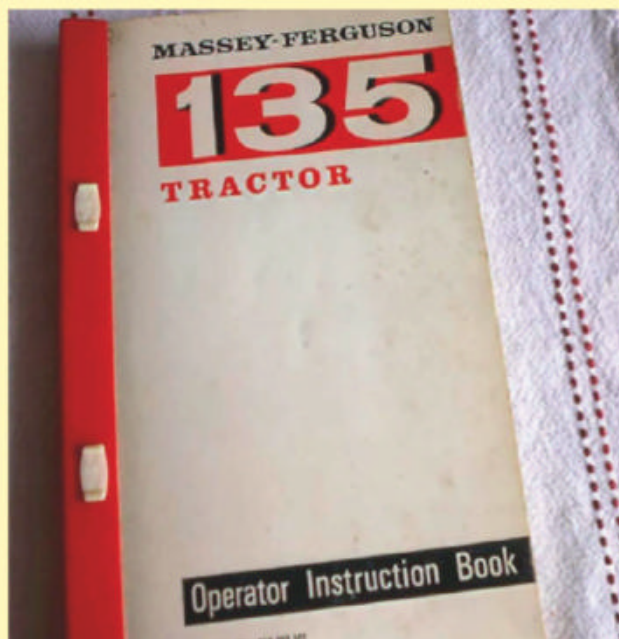
MASSEY FERGUSON WORKSHOP MANUAL



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

104571

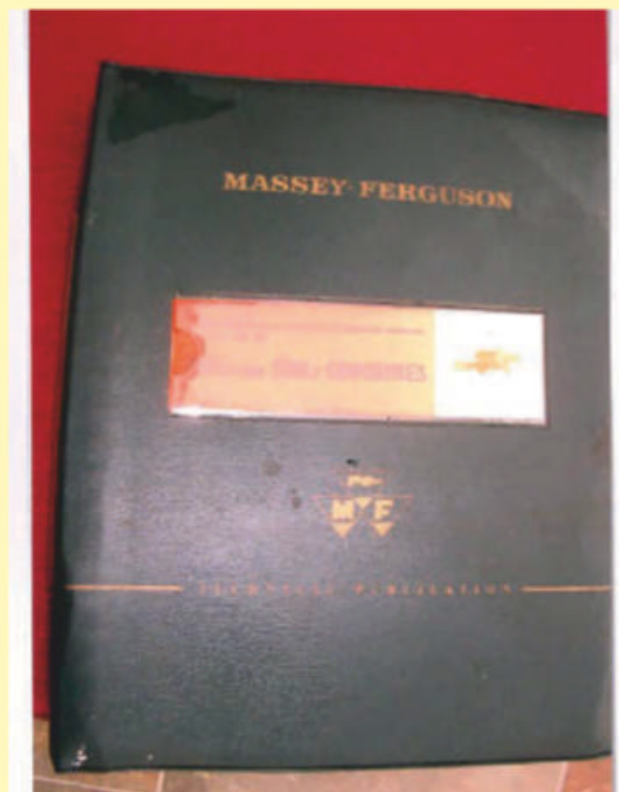
INSTRUCTION BOOKS



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

104845

MASSEY FERGUSON WORKSHOP SERVICE MANUAL



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

105717

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

» ORDER THE NEXT ISSUE NOW
AND GET **FREE DELIVERY**

SIX-PAGE CLASSIFIED SECTION **BURSTING WITH BARGAINS!**

Classic Massey
& Ferguson Enthusiast
The independent Ferguson and Massey Ferguson magazine

MF135 BUYING
How to bag yourself a brilliant bargain!

A 1970s GIANT
The brawny MF 1505 profiled

MF 3000 SERIES Model variants explained

MAGNIFICENT SEVEN An owner's collection

NEWS & VIEWS ■ **READERS LETTERS** ■ **SALES RESULTS** ■ **EVENT REPORTS**

Don't MISS OUT!
PAY THE NORMAL SHOP PRICE AND GET THE NEXT ISSUE DELIVERED TO YOUR DOOR
ORDER TODAY!

JAN/FEB 2022 ISSUE ON SALE: NOVEMBER 19th

001 Cover_mock up.indd 1

Terms and conditions apply. You will receive your copy on or around November 19th, 2021. Delivery is included in the cover price for UK customers only. An additional £1 will be added to any overseas address. Cover included for illustrative purposes only. Content may vary. ** Lines are open Mon-Fri 8.30am - 5.30pm. Calls charged at your standard network rate

ORDER ONLINE AT: **SHOP.KELSEY.CO.UK/MFG**

CALL NOW ON: **01959 543747**

Quote Ref: CMFE November/December21

66 December 2019/January 2020

Ford & Fordson Tractors

Ford & Fordson Tractor

66 June/July 2016
66 next issue.indd 66

Ford & Fordson Tractors
10/09/2021 18:36

VINTAGE ROADSCENE ARCHIVE

LEYLAND

DIESEL LORRIES FOR THE WORLD

This latest edition in our Vintage Roadscene Archive series, 'Leyland Diesel Lorries for the World' looks at Leyland Lorries from the early years through to the T45-Generation, featuring many period factory press photographs, previously unpublished archive material and period advertisements.

As the title suggests, this special issue covers the

ORDER TODAY
JUST £8.99*
- INC P&P

fact that Leyland played a key role in boosting the UK's balance of payments over many decades, while also retaining the position of a market leader in the home market. This diversity is reflected in author Malcolm Bates' choice of images, which are matched with informative captions benefitting from his professional career as a vehicle industry journalist.

'Leyland Diesel Lorries for the World' is the latest in the Archive series to concentrate on a single manufacturer. Previous volumes on Commer-Karrier, Guy, AEC and Shelvoke & Drewry are also still available from the Kelsey Shop.

VINTAGE ROADSCENE ARCHIVE

LEYLAND

DIESEL LORRIES FOR THE WORLD



A Look at Leyland Lorries from The Early Years through to the T45-Generation featuring many period Factory Press Photographs, previously unpublished Archive Material and Period Advertisements.



VINTAGE
ROADSCENE
www.roadscene.com

Volume 13
£8.99



SAVE 22% >>>

Subscribe to the Vintage Roadscene Archive today for just £27.99 - visit shop.kelsey.co.uk/SUB22

Order online at **SHOP.KELSEY.CO.UK/VRA13**

Or call **01959 543 747** **QUOTE VRA13**

Lines are open Monday to Friday 8.30am-5.30pm. Calls are charged at your standard network rate.

*Price is for UK only. EUR and ROW price is £10.99. Saving based on the Direct Debit UK Price. Vintage Roadscene Archive is a quarterly bookazine series – subscribers will receive four issues a year. All prices include p&p. For full terms and conditions visit shop.kelsey.co.uk/terms

Cavity Wax proven no. 1 in university test

See how Dynax-S50 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-S50 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-S50'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.

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 free shipping.
Available now on our website or by phone.

Also available in 5ltr jerrycan for £45.95

To order online, go to bilthamber.com, select 'anti corrosion' from the top bar, select 'view options' below Dynax-S50 and input quantity.

Carriage £5.95 on orders of less than £60

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-S50.

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-S50 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-S50 can be purchased in 5ltr containers too, for those with existing injection equipment.

Dynax-S50 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-S50 absolutely risk free

We provide a full, no questions asked, money back guarantee with every product we manufacture.
So try Dynax-S50 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-S50



Competitor - 1



Competitor - 2



Competitor - 3



Competitor - 4



Competitor - 5



Uncoated

BILT HAMBER
LABORATORIES

01277 658899

For further products, visit our website
www.bilthamber.com